

File No: 1005.cvs

Date: May 24, 2021

Vessel Name: M/Y "DIXIE"

REPORT of APRIL 23 & May 10, 19 & 24, 2021 INSPECTIONS

SURVEY REQUESTED BY;

for the following;

"CONDITION AND VALUE INSPECTION"

OWNER of Record:

THIS IS TO CERTIFY that the undersigned surveyor did, at the February, 18, 2021, request of, on April 23 & May 10, 2021, attend the wooden M/Y "DIXIE", Hull No: SS0018589088, owner, while the vessel was decommissioned, setting on blocks and yacht stands outside and covered at West Barnstable, MA in order to examine and report on her present **CONDITON and VALUE**. This report was produced for the account of Mr. Daniel Fairbanks and is to be used at his direction only.

ALSO ATTENDING- None.

Vessels are very complex, with many inaccessible areas, which cannot be examined fully without destructive disassembly. Certain characteristics of a vessel can hide faults and weaknesses from ordinary inspection techniques.

This report is submitted in good faith and constitutes a description of findings and condition at the time of survey. Tests of electrical or mechanical systems were not performed unless specifically noted. The surveyor assumes no responsibility for any defects, latent or otherwise, and is to be held harmless for any conditions subsequently arising. This report does not warrant expressly or implied, or guarantee the condition of this vessel.

DESCRIPTION OF VESSEL: Down East style Wooden Picnic Yacht with Black topsides and tan decks powered by a Single Mercruiser 5.7L Gas Inboard Engine (2016).

BUILDER: Ballentine Boat Shop, Pocasset, MA

HULL NUMBER: SS0018589088 **DOCUMENTATION NO:** 1200539, **NET:** 13T **Expires:** 10/30/2023

DIMENSIONS: LOA: 35'0"; Beam: 12'0"; Draft: 3.5'; Displacement: Not Known.

HAILING PORT: WOODS HOLE, MA

SERVICE: RECREATIONAL



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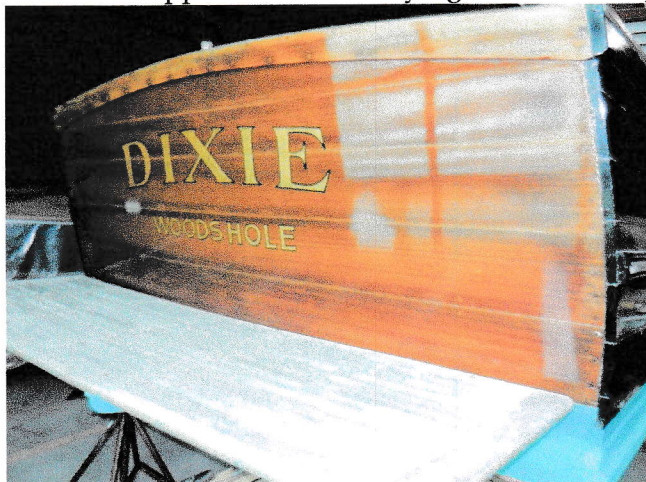
TYPE AND LAYOUT:

This vessel is a Down East style Cruising/Picnic Yacht, with layout from the bow, of a cuddy under raised trunk cabin/pilothouse with a flush main deck, raised engine box and common bilge. She was built and has been maintained as a "Yacht".



HULL:

She was constructed with a raked stem, hard chines, full keel with skeg and a full varnished mahogany transom. There were no visible signs of the hull working and the hull was randomly sounded with a rubber mallet and all appeared reasonably tight and will require time to swell, as usual.



Taken April, 2016

The hull is plank on frame construction with 4/4 mahogany on 1.5" X 2.25" sawn white oak frames set on edge and 11" on center. She was originally fastened with Monel Clinch ring nails and over the years has been refastened with bronze #12 & 14 X 2.25" and 2.5" Flat Head Bronze Wood screws where required. Page 2 of 8

File No: 1005.cvs

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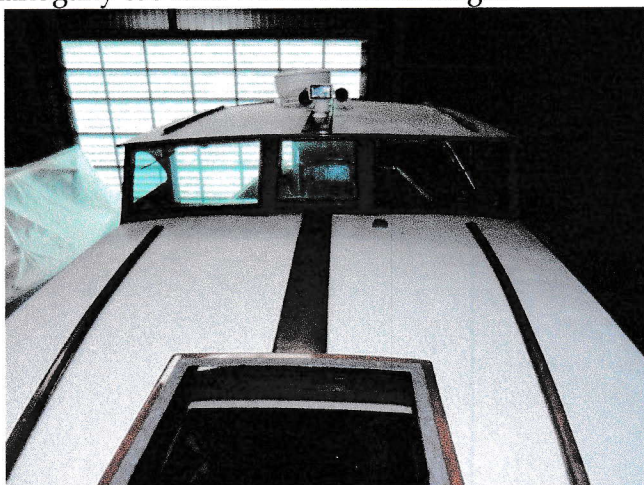
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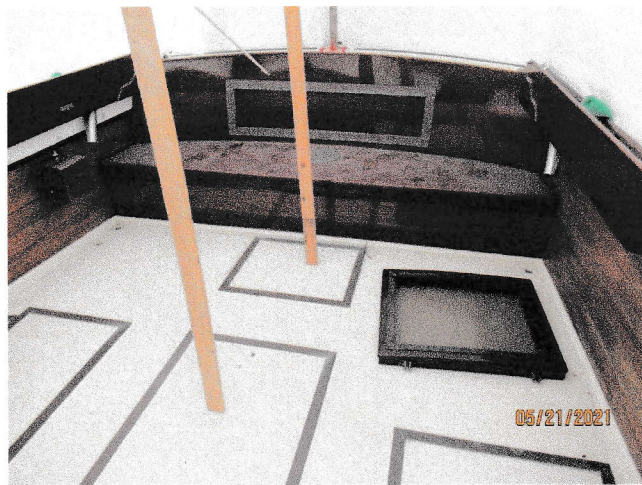
HULL CONTINUED: The hard chines have two 5/8" plywood gussets on each frame and the 2 3/8" chine log is external with the bottom plank let in for fastenings. The 1 3/4" floors are 9" to 12" high and 18" on center. The fastenings are bronze 3/8" carriage bolts. The oak keel runs full length and is supported by the "Y" strut rudder pintel with shoe. There is also a worm shoe and spray rails forward. Her topsides are painted high gloss black with hollow seams and the bottom paint is green antifouling. The rubrail is capped with bronze 1/4 round and a teak swim platform is most aft with four (4) bronze support brackets.

FOREDECK & TRUNK:

The raised foredeck is constructed of buff painted Dynel fabric over plywood with painted non-skid. Most forward is a SS anchor roller with 35# Quick Set Plow anchor with 30' of 3/8" chain and 200' of 5/8" twisted nylon rode handled by a bronze Muir vertical 12VDC windlass with helm and foot controls forward. A single 4" bronze mooring bitt and chocks set into the toe rails were present for mooring the vessel. The trunk top varnished mahogany hand rails were in good position for gaining access to the foredeck and there are raised mahogany toe rails which run full length.



April, 2016



The trunk cabin top is painted white with varnished mahogany trunk sides and trim. There is a mahogany framed Lexan hatch forward on the trunk top and six (6) fixed port lights mounted in the trunk sides along with two round 6" opening port holes forward. The runs decks have 8" bronze cleats and properly marked deck plates.

COCKPIT DECK:

The cockpit deck is self bailing with a raised engine box and is constructed with painted Dynel cloth over 5/8" mahogany plywood with sawn oak deck beams and post supports. There are six (6) bronze framed flush hatches which lift out or hinged in the main deck. The deck has cockpit drains in the aft corners which drain overboard through bronze through hulls mounted in the aft quarters just above the waterline. An aft seat is full width and has a backrest. There are bronze cleats and rod holders in the cockpit wash rails along with a hot and cold wand shower control to starboard.



File No: 1005.cvs

Date: May 24, 2021

Vessel Name: M/Y "DIXIE"

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PILOTHOUSE:

The pilothouse is open to the cockpit and is entered on each side of the tall insulated engine box with varnished mahogany top. Decking within the pilothouse is continuous with the cockpit deck. The helm is to port with electronics mounted in a locker at the helm. There are three (3) aft raking windows with safety glass and the outboard windows are larger and have electric wipers. The traditional hard top is supported by the front and side wings and has a radar, vhf antenna, remote spot light and handrails for going forward. The pilothouse is constructed of marine mahogany plywood painted white with highly varnished solid mahogany trim and doors. There is a wet bar/ice box to starboard and a mahogany folding helm seat to port and matching seat to starboard. The interior of the Pilothouse and coamings are highly varnished as are the cockpit ceilings.



CABIN:



The interior is painted white with highly varnished trim and doors to yacht quality and is entered through the solid mahogany hinged in turning door and folding hatch slightly off on center to starboard.

File No: 1005.cvs

Date: May 24, 2021

Vessel Name: M/Y "DIXIE"

REPORT of APRIL 23 & May 10, 19 & 24, 2021 INSPECTIONS

CABIN CONTINUED:

Down two steps you're in the galley with large counter top with two burner Force 10 flush mounted cook top with cutting board top, Norcold under counter refrigerator, counter top microwave, cabinets and drawers.

Opposite to port is a hanging locker most aft and enclosed head with electric macerator toilet with holding tank or overboard discharge. Next forward to port is another counter top cabinet with a sink with hot and cold pressure water. Next forward are "V" berths with a pedestal mounted mahogany table that also can be used as a fill for the berths. There is storage below and the hull is sheathed above the berths. Most forward is the chain locker bulkhead with hinged door. The wood framed escape hatch is operational.

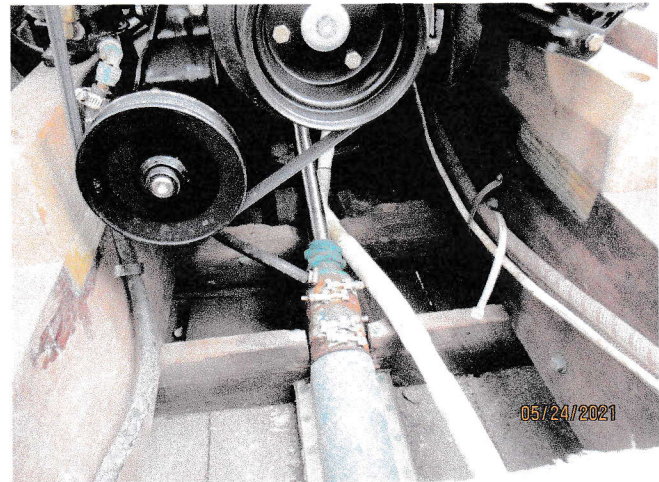
COMMON BILGE:

A common bilge was inspected where possible. There is one Rule 2700 auto bilge pump with a float switch and manual override forward along with an auto Rule 800 with float switch. A Rule 2000 with auto float switch is mounted aft of the engine. The bilge was clean and dry.

All through hull fittings are bronze with sea valves or bronze ball valves with properly rated hose and are double clamped except for the transducer,

MAIN ENGINE:

A new Mercruiser 383 MAG, 8 cylinder, fresh water cooled gas engine which develops 350 hp @ 4300 rpm. Serial number: not seen. It was reported to have been installed new during the Spring of 2016. The hour meter indicated 72.6 hours. The engine is fresh water cooled with a raw water wet exhaust through the transom and is mounted on heavy wooden stringers and flexible mounts.



The engine is electrically started and is protected by a Mercruiser in-line water separator filter, on engine fuel and oil filters along with a scoop strainer and in-line sea strainer. The main engine drives an alternator, water pump and ZF Hurth "V" Drive Reverse Gear model 63-IV, serial number: 303032 with a 2:1 reduction. It turns a 1.5" SS shaft through a water injected bronze stuffing box mounted on a bronze shaft tube. Page 5 of 9

File No: 1005.cvs

Date: May 24, 2021

Vessel Name: M/Y "DIXIE"

REPORT of APRIL 23 & May 10, 19 & 24, 2021 INSPECTIONS

UNDERWATER GEAR:

Underwater the shaft and 4 blade RH 22" dia. prop are supported by a rubber cutlass bearing in a bronze "Y" shaped strut with lower leg to support the skeg. The Rotary steering system appeared to be in serviceable condition.

TANKS:

There appears to be one painted rectangular aluminum fuel tank mounted under the aft seat in the cockpit with a properly marked deck fill in the starboard run deck. The tank is reported to have been new in 2005 and could not be seen. The fuel is protected by a Mercruiser Water Separator gas filter and the fuel lines are of the properly rated rubber hose and shut off valve at the tank.

TANKS CONTINUED:

A Poly waste holding tank is mounted under the cockpit sole to port with a properly marked deck fitting and macerator over board pump.

There is one Poly water tank mounted outboard to starboard with a Shurflo fresh water system mounted on the main bulkhead below the wet bar and there is a SS hot water heater mounted just forward of the engine which is engine and shore power heated. The propane bottle was not seen.

ELECTRICAL:

The 12VDC house loads are supplied by two (2) Grp 27 lead acid batteries in parallel mounted in the hanging locker with a three position switch mounted just above on the bulkhead which feeds to two Blue Seas electrical panels with 18 labeled breakers mounted to starboard in the helm console. The circuits have in-line over current protection and all wire is properly rated tined stranded copper.

An additional Grp 27 lead acid battery is also properly boxed, covered and properly protected in the same compartment. Please note: the batteries were not seen and will be replaced with new prior to launch.

The 110VAC 15 amp system is powered by the Heart Freedom 20 Inverter/Charger mounted in the hanging locker for the microwave and GFCI protected outlet. The remote control is located just below the 12VDC breakers.

This vessel was completely rewired in 2005/2006 and is in compliance with current ABYC/NFPA Standards.

ELECTRONICS:

The following electronics and navigational devices were present at the time of the survey:

1. Raymarine C80 Radar/ GPS Chart Plotter, Depth and Speed.
2. Standard Infinity VHW with top mounted antenna.
3. Ritchie 4" compass at helm, No Deviation Card seen.
4. Remote controlled Spot Light.

File No: 1005.cvs

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Vessel Name: M/Y "DIXIE"

REPORT of APRIL 23 & May 10, 19 & 24, 2021 INSPECTIONS

5. Twin Brass air horns.

FIREFIGHTING EQUIPMENT:

Type and Size	Location	Condition	Last Inspected
2 ea, BI, BC	Cabin & Cockpit	Showed Charge	Not Known
1 ea, BI, ABC	Cockpit	Showed Charge	Not Known

All boats shall be equipped with portable extinguishers at least as to the extent of minimum U.S. Coast Guard requirements and the following; All require fire extinguishers located in accommodation spaces shall have Class A capability. All extinguishers shall be located adjacent to exit paths. It shall not be necessary to travel more than half of the length of the boat to reach an extinguisher. **SEE RECOMMENDATIONS.**

NUMBER and DISTRIBUTION of FIRE EXTINGUISHERS NFPA 302 9-2.2-1

Type of Boat	Class of Extinguishers	Minimum Required	Recommended Locations
Boats 26<40	B-I	2	Engine compartment, helmsmen's positions, and cabin * 1, 4
	Or B-II	1	

*NOTES: 1. One of the required extinguishers shall additionally have the capability of extinguishing Class A fires.

4. On boats having galley stoves, one of the required extinguishers of suitable types shall be readily accessible thereto.

A placard shall be affixed adjacent to or as part of the discharge provision to convey at least the following information:

**IN CASE OF FIRE, DO NOT OPEN THE ENGINE COMPARTMENT
SHUT DOWN ENGINE AND BLOWERS**

LIFESAVING EQUIPMENT:

6 Each, Type II, P.F.D.'s equipped with reflective tape.

Flares were not seen.

Other required equipment was not seen.

GROUND TACKLE:

A 35# Quick Set Plow anchor with 30' of 3/8" chain and approximately 200' of 5/8" twisted nylon rode. A second anchor was not seen.

REMARKS:

This vessel, at the time of inspection was de-commissioned and in winter storage. This vessel is heavily built and was totally upgraded and re-built beginning in 2005, including new fuel, water and waste tanks, all new plumbing and wiring, new trunk sides, top covering and trim.

File No: 1005.cvs

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REPORT of APRIL 23 & May 10, 19 & 24, 2021 INSPECTIONS

REMARKS CONTINUED:

The bright work is in very good condition and will be re-coated prior to launching this Spring.

Several fastenings were removed during this inspection on each side and I observed the refastening of two areas with #12- 2.25" FHBWS during bottom prep to start the annual swelling process. The bottom did have considerable flaking bottom paint and consideration should be given to a wooding of the bottom during the next winter layup period.

Plaques warning against oil discharge and Marpol IV disposal of plastics at sea were seen. This vessel is in compliance with current ABYC/NFPA Standards once fully commissioned for the season.

RECOMMENDATIONS: Please refer to Enclosure No. 1.

VESSEL VALUE AS SEEN: Please refer to Enclosure No. 2.

CONCLUSION:

The design and construction of this vessel lend her well to day and overnight coastal cruising. She should also be suitable for limited offshore cruising during normal yachting season for the waters she transits.

If handled with the skill, knowledge and prudence that common seamanship requires, and if equipped appropriately for her intended use and if maintained properly and well, she should be a safe and sound vessel suitable for Insurance Underwriting.

Vessels are very complex, with many inaccessible areas which cannot be examined fully without destructive disassembly. Certain characteristics of a vessel can hide faults and weaknesses from ordinary inspection techniques.

This report is submitted in good faith and constitutes a description of findings and conditions at the time of survey. Tests of structure, hull lamination, drawing of fasteners, electrical or mechanical systems were not performed unless specifically noted.

The surveyor assumes no responsibility for any defects, latent or otherwise, and is to be held harmless for any conditions subsequently arising. This report does not warrant expressly or implied, or guarantee the condition of this vessel.

Survey made, signed and submitted without prejudice to rights and/or interests of any parties who it may concern.

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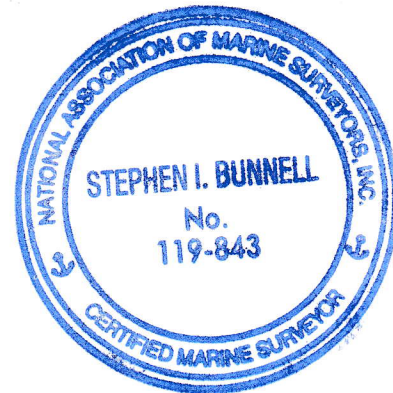
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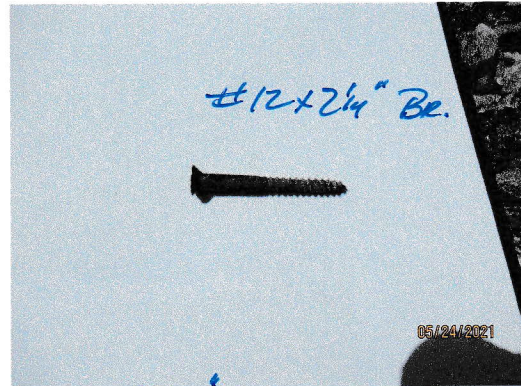
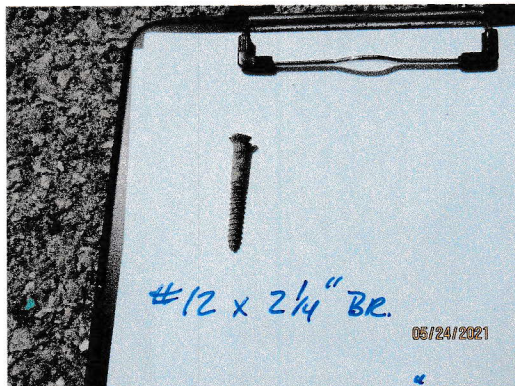
Stephen I. Bunnell, NAMS-CMS
Bunnell Marine Consulting

Member: National Association of Marine Surveyors, Inc.

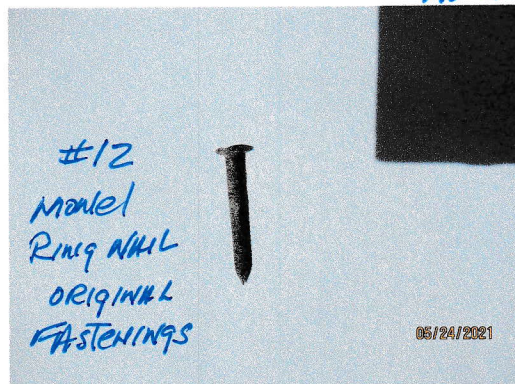


ENCLOSURES:

- Recommendations
- Pictures taken by Stephen I. Bunnell



"NO WASTENg NOTED"



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"RECOMMENDATIONS"

The following recommendations were developed as a result of a "Condition and Value Inspection" performed on the M/Y "DIXIE", while she was in a storage building at EM Crosby Boatworks, West Barnstable, MA on April 23 & May 24, 2021.

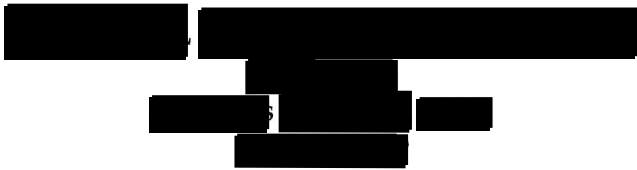
It is reasonably anticipated that these recommendations will be followed in keeping with generally accepted customs and practices:

- 1.* Insure fire extinguishers are inspected, tagged and replaced as needed on an annual basis. The fire extinguisher below must be ABC rated and all should be properly mounted.
- 2.* Insure all US Coast Guard required equipment is current and aboard at all times.
- 3.* Insure the engine is serviced per Mercruiser specs, check rusty port forward freeze plug for water leak and inspect shaft log hose clamps for rust, replace as needed.
- 4.* Exercise all through hull valves, properly tension hose clamps.
- 5.* The hull strut bolts have a white halo on the interior and may not be in contact with the strut which has zincs installed. Remove bolts for inspection and consider reducing the number of zincs near the strut.
- 7.* Install a CO2/Smoke detector in the cabin.
8. Consideration should be to replacing two unused through hull sea valves.
9. The bottom paint should be removed as it is dead and flaking prior to re-painting next season.

LAST ITEM

Please Note: The Asterisk Recommendations should be corrected on a High Priority basis.



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"VESSEL VALUE"

THIS IS TO CERTIFY that the undersigned surveyor did, at the February 18, 2021 request of Daniel Fairbanks, on April 23, May 10/19/24, 2021 attend the M/Y "DIXIE" in order to examine the report on her present **CONDITON and VALUE**. This report was produced for the account of Daniel Fairbanks and is to be used at his direction only.

MARKET VALUE: \$85,000.

REPLACEMENT COST: \$335,000.

The valuations expressed herein are presented as approximate estimations. They are in U.S. Dollars and do not contemplate any preparation or delivery charges associated with the sale of a vessel. The basis for the amounts are the general condition of the vessel as equipped (including all electronics and equipment as seen) at the time of survey, Yachts Sold valuations, current market activity and the writers experience.

I CERTIFY THAT, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions and conclusions are limited only to the reported assumptions and limiting conditions and are my personal, unbiased professional analyses, opinion and conclusions.
- I have no present or prospective interest in the property that is the subject of this report and I have no personal interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value (s) estimate, the attainment of stipulated result or the occurrence of a subsequent event.
- My analyses, opinions and conclusions were developed and this report has been prepared, based on my professional experience as a marine surveyor.
- I have made a personal inspection of the vessel that is the subject of this report.
- No one provided significant professional assistance to the person signing this report.

Stephen I. Bunnell, NAMS- CMS
Bunnell Marine Consulting

Member:
National Association of Marine Surveyors, Inc.

