



YACHTSMAN MARINE

CONDITION AND VALUE REPORT

“INDIGO TIGER” 1977 CHOATE 37 MASTHEAD SLOOP

REPORT OF SURVEY #22-067; [REDACTED]; August 25, 2022

- **CONDITION AND VALUE REPORT #22-067**

“INDIGO TIGER”

1977 CHOATE 37¹ MASTHEAD SLOOP




- **COMMISSIONED BY:**

[REDACTED]

[REDACTED]
[REDACTED]

[REDACTED]

[REDACTED]

  Gary M. Beck - AMS #900 Society of Accredited Marine Surveyor	<p style="text-align: center;"><i>SOCIETY OF ACCREDITED MARINE SURVEYORS®</i></p> <p>PRINCIPAL SURVEYOR: Gary M Beck, AMS/SAMS Accredited Marine Surveyor #900</p>  ASSOCIATE SURVEYOR: Mark Davenport ABYC
<p style="text-align: center;">DATE ISSUED</p>	<p style="text-align: center;">August 25, 2022</p>

¹Vessel is registered as a 38, however HIN shows as 37. There is no data representing a 38.

[REDACTED]



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• REPORT FORMAT INSTRUCTIONS

The report is organized into Chapters, Sections and Subsections, Appendices-Photo Journal and Glossary as noted in the Table of Contents below. Chapters 1, 2 and 3 set forth basic understandings between the surveyor and the client. Chapters 4, 5, 6, 7 are vessel data and information, Chapter 8 is safety information. Reference may be made within one section referring to another section or Appendix chapters with footnotes for more detailed explanation of findings, advisories and regulations. Page numbers may be found from the Table of Contents as noted below. Reference convention “figure xx-page number”

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- **CHAPTER 1--GENERAL DECLARATION OF UNDERSTANDING:**

This Report of Survey is limited to the exclusive and confidential use of the Commissioner of Survey as so named within the title block and on page one of this report and is non-transferable.

I, Gary M. Beck, assert that I am an Accredited Marine Surveyor® (AMS® #900) and in good standing as so extolled by the Society of Marine Surveyors® (SAMS®) and so entitled to practice with all rights, honors and privileges thereunto appertaining.

This report constitutes, without prejudice, statements of the surveyor’s opinion of conditions as observed aboard the vessel the day of survey, sea-trial, or haul-out based upon visual observations of certain readily accessible areas. This report does not constitute or imply a warranty of the conditions of the vessel or associated equipment or future disposition, whether reported or unreported. Conditions of the vessel and equipment are subject to change with known or unknown conditions, care, use, storage and exposure. Grievances shall be disposed of through mediation or arbitration as shall be determined by Surveyor and damages limited to the refund of fees paid.

- **CHAPTER 2--SURVEY LIMITATIONS DECLARATION:**

The survey is limited to areas of the vessel that are readily accessible and not obstructed by the location of equipment such as engines, tanks, generators, bulkheads, finishes, trim, plumbing and such ancillary equipment, which prevent full examination.

Engines, machinery, complex electrical, plumbing, mechanical systems and such components are observed to a limited extent. Surveyor observes engines for American Boat and Yacht Council-ABYC®, and the Code of Federal Regulations-CFR installation recommendations, exterior conditions and when started, visual exhaust emissions and audible sounds.

Surveyor is not a mechanic and does not: do engine compression tests, or take oil samples, or test tanks for tightness, or test for quality content, or open up to expose parts ordinarily concealed, or operate or crew the vessel. Surveyor will assist as requested or intervene in emergency events.

It is not within the scope of this survey to research or provide the vessel’s ownership, lien, incident or maintenance history, however such information will be reported if discovered during the course of the survey.

Where wood decay is involved, there may be damage beyond what is accessible through visual or non-destructive observation.

Vessel specification data where provided within this report is data reported by owner or other reputable sources, unless otherwise specified.

This report is was not created for prepurchase use.

[REDACTED]



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CHAPTER 3—VESSEL CONDITION and VALUE SUMMARY²

The vessel was observed afloat and appears in fair to average condition³. The vessel requires remedial work as noted in the Recommendations and maintenance customary for a vessel of its age, service, and design use as a recreational coastal sailing sloop. The condition presumes the hull in average condition

The vessel was repowered in 2014 with an upgraded Volvo Penta Diesel to additional value.

(FAIR) MARKET VALUE	\$32,000 ⁴	REPLACEMENT VALUE ⁵	\$360,500 ⁶
DATA RANGE ⁷	From ⁸	\$28,000	To ⁹
			\$36,000

CHAPTER 4—VESSEL DATA

TYPE SURVEY ¹⁰	<i>Condition and Value-Appraisal (not for prepurchase use)</i>						
BUILDER	<i>Marina Sales & Yachts</i>			MODEL	<i>Choate 37 Sloop</i>		
H.I.N. ¹¹	<i>MSY370180977</i>	DOCUMENT	<i>CF 4047 FZ</i>	YEAR	<i>1977</i>		
WT.	<i>12500/6350¹²</i>	BEAM	<i>12'</i>	DRAFT	<i>6'4</i>	LOA/LOD	<i>37</i>
HAILING PORT	<i>Mission Bay CA</i>			NAME	<i>Indigo Tiger</i>		

CHAPTER 5--SURVEY LOGISTICS

SURVEYED	<i>August 22, 2022</i>	HAULED	<i>Afloat</i>
SEA TRIAL	<i>Not by surveyor</i>	ENGINE ¹³	<i>Not by mechanic</i>
MARINA SYSTEM	[REDACTED]	CITY	<i>Wilmington CA</i>
PRESENT	<i>[REDACTED] Owner; Mark Davenport, Associate Surveyor, Yachtsman Marine Gary M Beck, AMS/SAMS#900¹⁴, Principal Surveyor, Yachtsman Marine</i>		

² Sales data for similar vessels was considered, which may include BUC Value Professional Data, Yachtworld Soldboat Data, NADA Data, Power Boat Guide Data and others. The vessel's current market value is made in consideration of valuation data, condition, equipment, modifications and recommended remedial work and in accordance with USPAP standards.

³ See Glossary "Condition" for further explanation.

⁴ Adjusted for upgraded engine

⁵ Cost of replacement with new similar vessel; Valuation data range; Comps are taken from the 80th percentile of available data unless special consideration is otherwise warranted for boats within the upper or lower 10% respectively

⁶ Adjusted from Choate 40 data

⁷ Valuation data range; Comps are taken from the 80th percentile of available data unless special consideration is otherwise warranted for boats within the upper or lower 10% respectively

⁸ Adjusted from BUC Choate 40 data

⁹ Adjusted from BUC Choate 40 data

¹⁰ See www.vesselsurveyor.com or www.marinesurvey.org for further explanation on types of surveys.

¹¹ HIN represents a Model 37, 1977 year

¹² Weight and ballast respectively-from comp boatwizard

¹³ Surveyor is not a mechanic, for compression, oil sampling or engine systems, a mechanic should be consulted.

¹⁴ Present via audio/video steaming



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• **CHAPTER 6--SURVEYOR FINDINGS & RECOMMENDATIONS¹⁵**

Category 1-Hull integrity, 2-Safety, 3-Regulatory, 4-Maintenance or repair¹⁶, 5-Advisory

(Recommendations for remedial work to maintain vessel condition, value and safety)

#	CHAPTER	DESCRIPTION	CATEGORY
1	CHAPTER 8	Safety for explanation of safety equipment see Chapter 8. See Images Page 13, 14	2-3
		<p>A-Sighted port and starboard side cabin top handrails have been removed-replace similar to manufacture design.</p> <p>B-Sighted steaming and anchor light inoperable-Repair</p> <p>C-Sighted bow anchor swivel bolts not seized. Seize</p> <p>D-Sighted port upper gate lifeline missing closure pelican hook. Provide</p> <p>E-Sighted propane tank mounted in the aft lazarette outside of a sealed and vented propane locker- Provide a sealed and vented propane locker or relocate and remount on deck with whether protection.</p> <p>F-Sighted propane system not equipped with a propane shut off solenoid-Provide a shut off solenoid system with the actuator panel within arm reach of the galley stove.</p> <p>G-Provide CO/smoke detectors in the forward cabin and main saloon.</p> <p>H-Sighted vessel does not have a high water alarm-Provide an audible Highwater alarm</p> <p>I-Sighted vessels fire extinguishers are expired-Provide three ABC fire extinguishers and mount per USCG and ABYC standards-see Appendix II</p> <p>J-Sighted four type III inflatable vest CO2 cartridges expired with a manufacture date of 2011- Service the inflatable vest per manufacture recommendations or replace</p> <p>K-Sighted flares have expired. Provide in service day/night signal flares.</p> <p>L-Sighted vessels registration hull decal is expired, 2021. Provide current vessel registration decal.</p> <p>M-Resolve registration length and year information with Hull number</p>	
2	CHAPTER 7A	Hull; Images Page 13, 14	
		<p>A-Sighted port and starboard cockpit drain hoses weathered and deformed-Replace</p> <p>B-The bottom antifouling coating worn, depleted based on service life-Prep, prime and recoat.</p> <p>C-Abate corrosion on sea valves and fittings-double clamp-replace worn vinyl hoses below waterline with reinforced rubber</p>	<p>1</p> <p>4</p> <p>1</p>

¹⁵ Chapter-6 is the surveyor’s “Findings & Recommendations” for remedial work, which is the professional opinion of surveyor based on findings and observations made during inspection and subsequent review of information regarding the vessel equipment, hull and ancillary components. Standards used are based in part on the following organizations: the Society of Accredited Marine Surveyors® (SAMS®), the recommendations of the American Boat and Yacht Council® (ABYC®), the recommended installations of equipment manufactures; the regulations of the National Fire Protection Association® (NFPA®), Title 33 of the Code of Federal Regulations/Department of Homeland Security/United States Coast Guard and this surveyors experiences.

¹⁶ Category 1-Hull integrity-actions recommended to avoid sinking; Category 2-Safety, are actions necessary to maintain personnel safety, of which may be legally mandated or otherwise necessary for safety; All Category 1 and 2 Recommendations should be completed restrict vessel use to port only operation. Category 3-Legal-USCG/ABYC requirements; Category 4-Maintenance; Category 5 Advisory-optional considerations



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3	CHAPTER 7B	Deck; Images Page 14	
		<i>A-Sighted missing hand rails on house-replace</i>	2-3
		<i>B-Sighted worn non-skid and deck coating-consider recoating</i>	4
4	CHAPTER 7C	Topsides; Images Page 14	
		<i>Sighted areas bare of coating, oxidized coating and various abrasions-consider recoating</i>	4
5	CHAPTER 7F	Electrical; Images Page 15	2-3
		<i>A-Sighted two group 27 batteries adrift and battery post exposed-Provide battery enclosed containments to prevent no more than 1 inch of movement in any direction and provide battery post boots where exposed</i>	
		<i>B-Sighted head 110v GFCI outlet without waterproof cover and is inoperable-Resolve.</i>	
		<i>C-Sighted galley 110v GFC I outlet with hot neutral reverse fault-Resolve</i>	
		<i>D-Sighted navigation station 110v outlet with an open hot fault-Resolve</i>	
		<i>E-Sighted wingnuts used on larger than #6 conductor-replace with hex nuts</i>	
		<i>F-Mark black wires on positive posts with red tape</i>	
		<i>G-Verify all conductors on positive posts are overcurrent protected, except for starter</i>	
		<i>H-Sighted 30 amp main disconnect with no distribution panel-verify conductors to receptacles are #10 or provide AC distribution panel</i>	
6	CHAPTER 7G	Propulsion; Images Page 15	
		<i>A-Sighted Racor fuel filter without flame deflector shield-Provide</i>	3
7	CHAPTER 7H	Rigging; Images Page 15	4
8		<i>A-Sighted mast double wooden spreaders are paint bare-Have Rigger inspect for serviceability and provide coating as recommended</i>	
		<i>B-Corrosion sighted on spars/tabernacle</i>	
9	ANCILLARY EQUIPMENT AND MACHINERY		4
		<i>A-It is reported that the port fresh water tank has a water leak-Evidence of wood damage was sighted-bilge water tested at 5 ppt-domestic-Repair water leak</i>	





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• CHAPTER 7—INSPECTION-FINDINGS

○ SECTION 7A—HULL INSPECTION

*KEEL	<i>Monohull, lead fin keel, rounded hull w/spade rudder</i>		
MATERIAL	<i>Fiberglass Reinforced Plastic</i>	BILGE	<i>Sighted domestic water</i>
*FINISH	<i>Antifouling-See Chapter 6.2B</i>		
SEAVALVES ¹⁷	<i>Material-bronze-Engine raw water cooking; Galley sink drain; Head sink drain; Holding tank discharge; (2) transducers-nominal condition</i>		
*THROUGH HULLS	<i>Not sighted</i>		
*STRUTS/BUSHING	<i>Not sighted</i>		
BULKHEADS	<i>No loose tabbing or separation sighted.</i>		
*PROPELLER SHAFT	<i>Not sighted</i>	SEALS	
*PROPELLER	<i>Not sighted</i>		
*CUTLESS BEARING	<i>Not sighted</i>		
*BLISTERS	<i>Not sighted</i>	BOLTS	<i>Stainless steel-nominal</i>
*RUDDER SHAFT	<i>Not sighted</i>	SEALS	<i>Packing-Nominal</i>

COMMENTARY [* Not sighted-Surveyed afloat] *The hull bottom was not acoustic and below water line metals and gear were not inspected for corrosion damage as the vessel was surveyed afloat. This information cannot be supplanted by diver report. See Chapter 6.2*

○ SECTION 7B—DECK/HOUSE INSPECTION

MATERIAL	<i>Fiberglass Reinforced Plastic-Cored</i>	FINISH	<i>Gelcoat-white</i>
DAVIT	<i>None</i>	HARDWARE	<i>Al./SS</i>
CANVAS	<i>Covers-sail wench</i>	BIMINI	<i>Yes</i>
MOISTURE LEVEL	<i>Unwarranted</i>	SOUNDING	<i>Nominal</i>
LEAKS	<i>No leaks sighted</i>		

COMMENTARY *The deck and appurtenant hardware were inspected and sounded with a plastic tipped mallet and moisture levels were observed with and Electrophysics GRP 200 moisture meter, where warranted. See Chapter 6.3*

○ SECTION 7C—TOPSIDES INSPECTION

MATERIAL	<i>Fiberglass Reinforced Plastic</i>
COMMENTARY	<i>See Chapter 6.4</i>

¹⁷ Sea valves are necessary for hull integrity and require periodic cycling on and off to maintain operability and periodic condition inspections of appurtenant clamps, hoses and fittings during underway preparations. It is advisable to maintain non-essential sea valves in the closed position while not onboard for extended periods.





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○ SECTION 7D----BELOW DECK/ACCOMODATION INSPECTION

HEADLINER	<i>Vinyl</i>	CUSHIONS	<i>Fabric</i>	SOLE	<i>Teak</i>
WATER TANK	<i>(2) 20 gallon</i>	SINK	<i>Stainless steel single compartment</i>		
WATER SYSTEM	<i>Electric 12volt</i>	H2O HEATER	<i>None</i>		
REFRIGERATOR	<i>Portable</i>	COOK STOVE	<i>Force 3-burner w/oven lpg-See Chapter 6.1E</i>		
HOLDING TANK	<i>15 gallon</i>	HEAD	<i>Jabsco Manual Type III</i>		
PORTS/LIGHTS	<i>No leaks sighted</i>	PUMP OUT	<i>Deck/Overboard discharge</i>		
AC/HEATING	<i>None</i>	BERTHS	<i>Forward V berth; aft quarter berth</i>		
COMMENTARY	<i>Tanks were not tested for tightness or quality of content¹⁸</i>				

○ SECTION 7E—ELECTRONICS INSPECTION

RADIO	<i>VHF-ICOM MC330</i>	RADAR	<i>Garmin</i>		
GPS/ PLOTTER	<i>Garmin MAP 5208</i>	SOUNDER	<i>Garmin</i>		
AUTOPILOT	<i>None</i>	SPEED-LOG	<i>Integral</i>		
COMMENTARY	<i>Electronics inspected for ABYC® installation compliance</i>				

○ SECTION 7F----ELECTRICAL SYSTEMS INSPECTION

BATTERIES ¹⁹	<i>(2) group 27 wetcell</i>	CHARGER	<i>Guest ChargePro 2610</i>		
GENERATOR	<i>None</i>	INVERTER	<i>None</i>		
PROTECTED	<i>AC and DC main disconnects provided-See Chapter 6.5H</i>				
BONDING	<i>Below water line metals bon</i>				
DOCK POWER	<i>Marinco 30amp/125vac</i>	RECEPTACLES	<i>GFCI-See Chapter 6.5B/C</i>		
COMMENTARY	<i>Conductors, panels, overcurrent protection and batteries were sighted to the extent visible as per ABYC E-11 requirements See Chapter 6.5</i>				

¹⁸ Tanks are inspected to the extent they are visible. Testing tanks for tightness or quality of content is not within the scope of this survey. Client may have pressure testing done at their discretion by others.

¹⁹ Batteries are observed for compliance with ABYC® installation recommendations



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○ SECTION 7G---PROPULSION MACHINERY INSPECTION				
ENGINE	Volvo Penta D1-30F		HP	30
NUMBERS	869645/5102144148W		HOURS	317 (repowered 2014)
EXHAUST ²⁰	Exhaust hoses were sighted to be double clamped and in good exterior condition to the extent visible, see Appendix III advisory			
FUEL	Diesel	GALLONS	20	TANK/MATERIAL ²¹ Poly-No leaks sighted
TRANSMISSION	Conventional direct drive			
STEERING	Cockpit, Flybridge, Pilothouse		CONTROL	Cable, quadrant
<p>COMMENTARY Engine, exhaust systems, fuel systems and appurtenant plumbing were inspected for ABYC®/33CFR installation compliance, and for general exterior conditions.</p> <p><i>Cold start</i> The Volvo penta D1–30 F diesel engine was started from cold and was operated while moored in the slip. The engine started without the use of the provided glow plugs within five seconds. They’re had minimal white smoke that Fully dissipated within 10 seconds with satisfactory water flow and no sheen was sighted. The transmission appeared to operate normally, shifting forward and reverse with no anomalies</p>				
○ SECTION 7H----RIGGING INSPECTION				
STANDING RIGGING ²²	(1x19 SS Cable) Rigging age-70% replaced in 2016			
RUNNING RIGGING	Selected lines worn			
MAST STEP	Deck/Tabernacle	SPARS	Aluminum	
WINCHES	Manual/Anderson 50 2sp, st-primary; (2) Barnet 16 nst at mast			
SAILS	Main and headsail-Sails Dacron blend-Nominal			
CHAINPLATES	Nominal			
<p>COMMENTARY Weldments corrosion, rigging, fastenings, hardware and chain plates were observed at deck level and below to the extent visible. The sails were sighted as limited to onboard observation. See Chapter 6.7</p>				

²⁰ Hose clamps on exhaust hoses should be inspected during underway preparations.

²¹Tanks are inspected to the extent they are visible, however, may have leaks that are not revealed during the survey due to location or intensity of a leak or the level of fluid within the tank. Testing tanks for tightness or quality of content is not within the scope of this survey. Client may have pressure testing done at their discretion by others.

²² Stainless Steel rigging may have corrosion concealed within the multiple strands the extent of which may not be visible. Stainless Steel chain plates may have corrosion where fittings are concealed from inspection due to interior finishes or as they pass through the deck or hull. A rigging inspection by a rigger or replacement after ten years is advisable.



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• CHAPTER 8----SAFETY GEAR INSPECTION					
COMPASS	<i>Richie magnetic</i>		LIFELINES	<i>Double</i>	
PULPITS	<i>Stainless steel bow and stern pulpits w/ stainless steel stanchions</i>				
MONITORS	<i>Provide CO/Smoke alarms within enclosed habitable spaces, see Appendix II</i>				
RUNNING LIGHTS	<i>Port/Starboard, steaming and stern/ anchor</i>				
EXTINGUISHERS	<i>See Appendix IIC</i>		AUTOMATIC	<i>See Appendix II C2, C3</i>	
GROUND TACKLE	<i>3/8"x50' chain; 200' rode</i>		ANCHOR	<i>20lb Danforth fluke</i>	
PUMP (S)	<i>Rule 2000 gph electric</i>		MANUAL	<i>Diaphragms</i>	
LIFE JACKETS	<i>See Appendix IIA, B</i>		WINDLASS	<i>None</i>	
LIFE RAFT/EPIRB	<i>None</i>	HORN	<i>Portable</i>	LADDER ²³	<i>Yes</i>
ENGINE BLOWER	<i>None</i>		SWIMSTEP	<i>None</i>	
HATCHES	<i>Unobstructed-egress sighted</i>		MOLD/ODOR	<i>None</i>	
NON-SKID	<i>Impregnated FRP/Gelcoat</i>		FUEL HOSES	<i>ABYC H-2 hoses</i>	
FLARES	<i>33CFR175.110-Provide up to date USCG visual distress requirements such as a minimum of three currently dated day/night visual distress flares.</i>				
<p>COMMENTARY <i>Boaters are advised to become familiar with safety equipment as published by the Code of Federal Regulations, the American Boat and Yacht Council and local regulations; and safe vessel operation.</i></p> <p><i>See Chapter 6.1 for full explanation of requirements</i></p>					

²³ Boarding ladder is necessary to assist on recovery of passenger from the water.




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- **APPENDIX I—PHOTO JOURNAL**

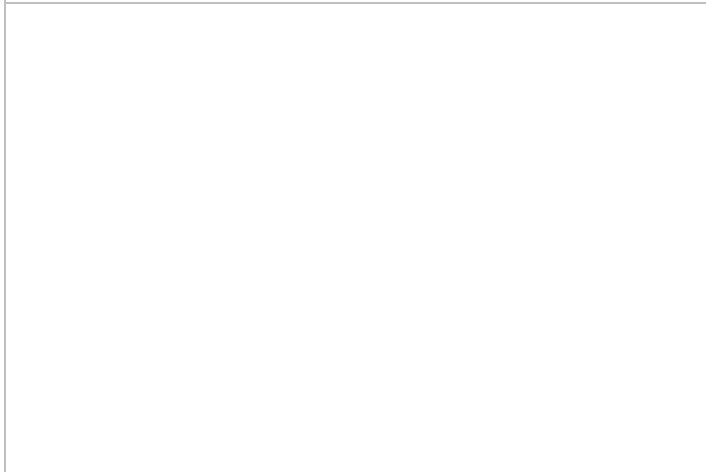


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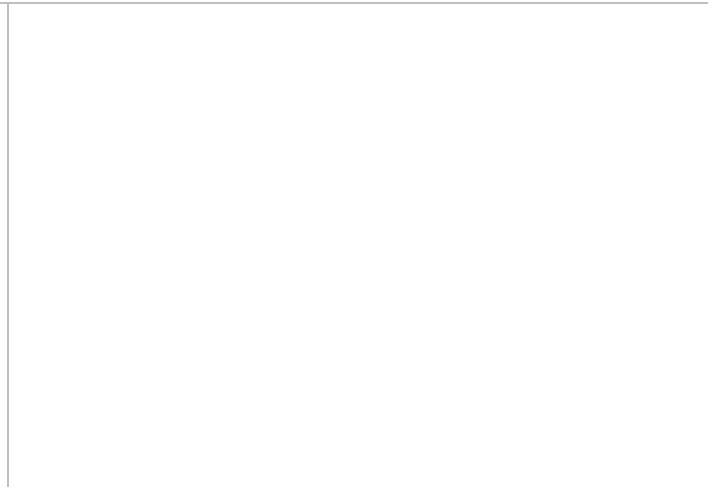
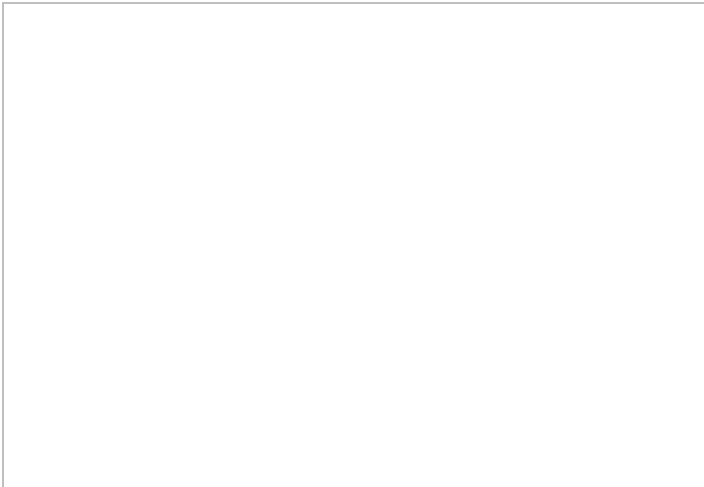


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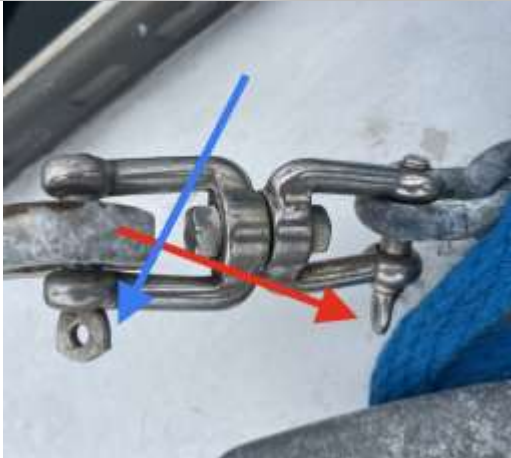
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See Chapter 6.2A Cockpit drain hose kink

See Chapter 6 Hull



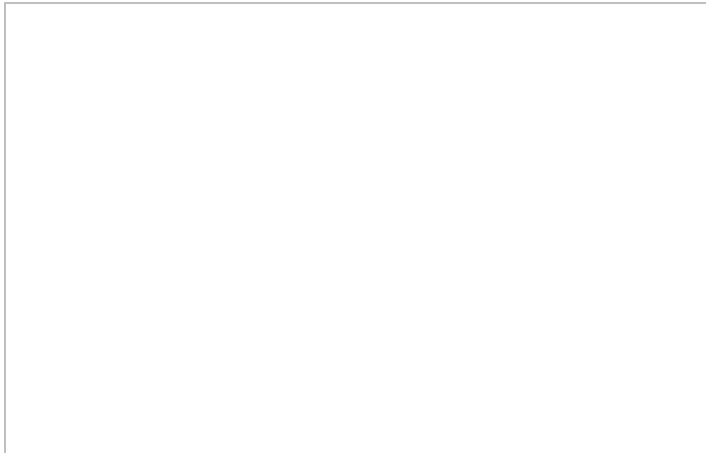
See Chapter 6.1C Deck-Seize shackle

See Chapter 6.1D Deck-Missing closure hardware

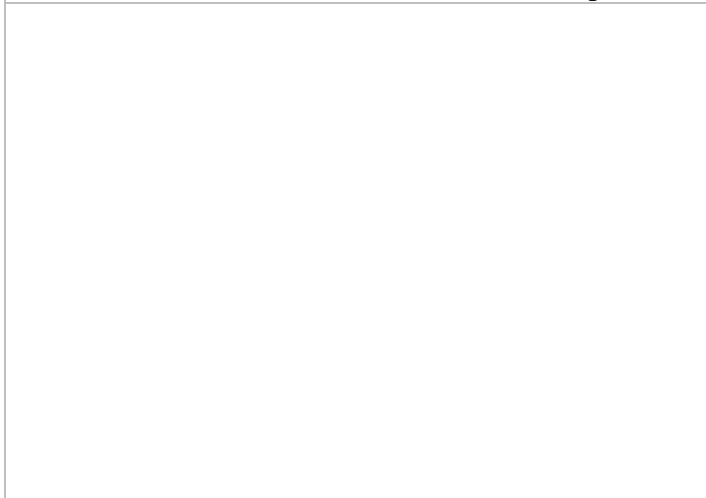


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See Chapter 6.3A replace handrails



See Chapter 6.4 Topsides-paint bare coating

See Chapter 6.3B Deck-paint bare areas



See Chapter 6.2C Hull valves-fittings corrosion

See Chapter 6.1E/F LPG tank location below deck

[REDACTED]



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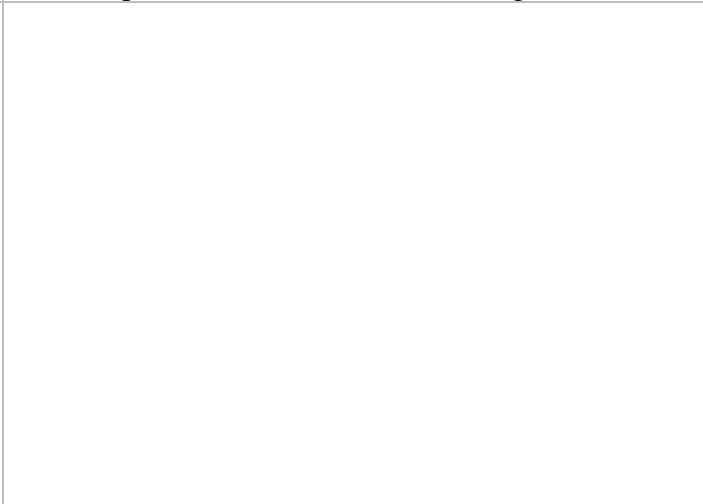
See Chapter 6.8B Mast corrosion



See Chapter 6.6 Flame arrester missing



See Chapter 6.5 E-H





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REPORT OF SURVEY #22-067; Exclusively for [REDACTED]; August 25, 2022

• APPENDIX II---USDHS/USCG/State Law/ABYC® Requirements

This Appendix is a compendium of information published within the Code of federal Regulations and the American Boat and Yacht Council publications. The information is intended to advise and inform the boater. The boater is advised to acquire complete publications for health and safety.

- A. 33CFR175.15-46CFR25.25-5-Maintain fitted PFD for each person onboard and one Type IV throwable floatation device.
- B. 33CFR175.15C-Children under the age of thirteen years aboard vessels 26 feet in length and under wear PFD when underway topside. (Recommended that any non-swimmers wear PFD when topside on any vessel without rigid handrails.)
- C. 46CFR25.30/ABYC A-4.6 Maintain rated fire extinguishers in compliance with Table II - Portable fire extinguishers shall be provided and conspicuously installed in accordance with the minimum required in TABLE II. All extinguishers shall be located adjacent to exit paths. It shall not be necessary to travel more than one-half the length of the boat or 10 M (33 ft.), whichever is less, to reach an extinguisher.

TABLE II - BOATS 65 FT. OR LESS IN LENGTH

TYPE OF BOAT	NO. OF EXTINGUISHERS	USCG TYPE (see Note 1)	ANSI/UL 711 TYPE (see Notes 2 & 3)	LOCATION
Open boats under 16 ft.	1	B-1	ABC	steering position
Open boats over 16 ft. in length	2	B-1	ABC	steering position and galley or passenger cockpit
Boats under 26 ft. in length	2	B-1	ABC	steering position and galley (see Note 4) or passenger cockpit
Boats 26 ft. to under 40 ft. in length	3	B-1	ABC	outside engine compartment, steering position and galley (see Note 4), or passenger cockpit
Boats 40 ft. and over, but not over 65 ft. in length	4	B-1	ABC	outside engine compartment, steering position and galley (see Note 4), or passenger cockpit

TABLE II NOTES: 1. If a discharge port is installed (ABYC A-4.5.2.2), a USCG type B-I portable fire extinguisher may not be adequate (see Table IV). 2. Extinguishers intended for machinery space protection in accordance with A-4.5.2.2 or A-4.6.4 are not required to have a Class A rating. 3. Boats under 26 ft. in length without enclosed accommodation spaces or enclosed galleys may be equipped with a bucket with attached lanyard and a Class "BC" rated extinguisher in lieu of Class "ABC" rated portable fire extinguishers. 4. On boats having galley stoves, one of the required extinguishers shall be readily accessible thereto.

C-1 ABYC Ap.5.4 Maintenance of Portable Fire Extinguishers

Ap.5.4.1 Extinguishers should be examined at least monthly for at least the following:

- a. they are located in designated places,
- b. they have not suffered corrosion or mechanical damage,
- c. they are fully charged. Those extinguishers having pressure gauges or pressure indicators should show that pressure is within the prescribed limits; those without pressure gauges or indicators, and Halon and CO2 portable fire extinguishers, should be weighed.
- d. tamper seal should be inspected to ascertain that the extinguisher has not been operated, and e. the nozzle orifice should be unobstructed and the hose in good condition.





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C-2 ABYC Ap.5.4.2 & Ap 6.3 At least once a year, a full maintenance check should be made by a qualified fire extinguishing service facility in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check.

C-3 ABYC A4.7 **REQUIREMENTS - FIXED FIRE EXTINGUISHING SYSTEMS**

4.7.1 Fixed fire extinguishing systems shall be capable of both Automatic and Manual operation.

4.7.2 Installation of fixed fire extinguishing equipment shall be in accordance with the manufacturer's instructions.

4.7.3 Applications (Fixed Systems)

4.7.3.1 Gasoline Boats.

4.7.3.1.1 A placard shall be affixed at each helm location and shall provide at least the following information:

In case of engine compartment fire,
shut down engine(s), generator(s) and blower(s)
before manual discharge, or immediately after
automatic discharge

4.7.3.1.2 A remote discharge indicator shall be installed at the primary helm location.



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• APPENDIX III---CARBON MONOXIDE AWARENESS

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WHAT MAKES CARBON MONOXIDE?

Carbon monoxide is produced any time a material containing carbon burns, such as gasoline, natural gas, oil, propane, coal, or wood. Common sources of CO are internal combustion engines and open flame appliances such as but not limited to:

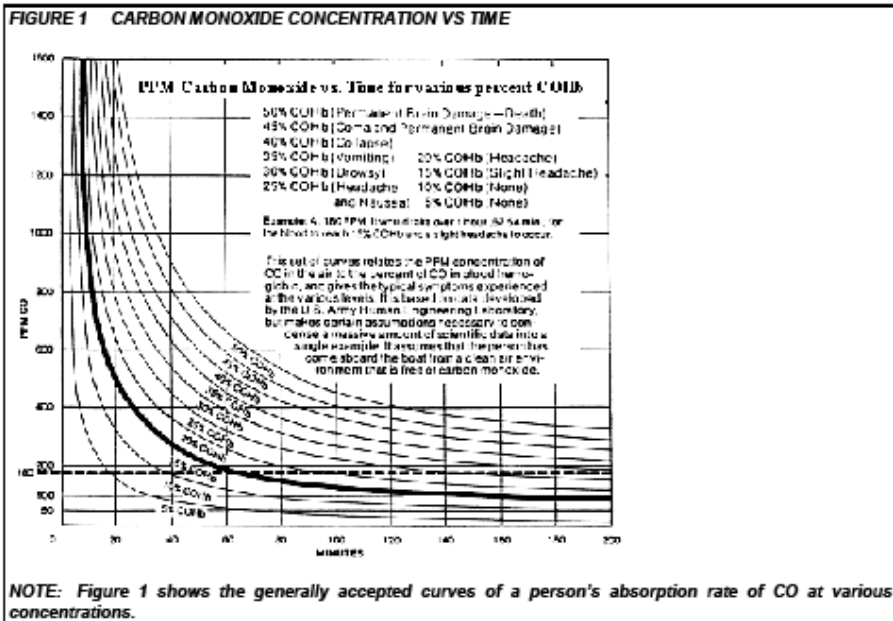
- Propulsion Engines
- Auxiliary Engines (gensets)
- cooking ranges,
- central heating plants,
- space heaters,
- water heaters,
- fireplaces, and
- Charcoal grills.

The carbon monoxide component of diesel exhaust is extremely low relative to the carbon monoxide level found in gasoline engine exhaust.

HOW IS A PERSON AFFECTED BY CARBON MONOXIDE?

Carbon monoxide is absorbed by the lungs and reacts with blood hemoglobin to form carboxyhemoglobin, which reduces the oxygen carrying capacity of the blood. The result is a lack of oxygen for the tissues with the subsequent tissue death and, if exposure is prolonged, death of the individual. Altitude, certain health related problems, and age will increase the effects of CO. Persons who smoke or are exposed to high concentrations of cigarette smoke, consume alcohol or have lung disorders or heart problems are particularly susceptible to an increase in the effects from CO. However, all occupants' health should be considered. Physical exertion accelerates the rate at which the blood absorbs CO.

Carbon monoxide in high concentrations can be fatal in a matter of minutes. Lower concentrations must not be ignored because the effects of exposure to CO are cumulative and can be just as lethal. (See [FIGURE 1](#))



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Symptoms of CO Poisoning - The sequence of symptoms listed generally reflects the order of occurrence in most people; however, there are many variables that affect this order of symptom manifestation. One or more of the following symptoms can signal the adverse effect of CO accumulation:

- | | | |
|-----------------------------------|--------------------------------|------------------|
| 1. watering and itchy eyes, | 7. ringing in the ears, | 13. nausea, |
| 2. flushed appearance, | 8. tightness across the chest, | 14. dizziness, |
| 3. throbbing temples, | 9. headache, | 15. fatigue, |
| 4. inattentiveness, | 10. drowsiness, | 16. vomiting, |
| 5. inability to think coherently, | 11. incoherence, | 17. collapse, |
| 6. loss of physical coordination, | 12. slurred speech, | 18. convulsions. |

Emergency Treatment for CO Poisoning - CO toxicity is a life-threatening emergency that requires immediate action. The following is a list of things that should be done if CO poisoning is suspected. Proceed with caution. The victim may be in an area of high CO concentration.

- Evaluate the situation and ventilate the area if possible,
- Evacuate the area and move affected person(s) to a fresh air environment,
- Observe the victim(s),
- Administer oxygen, if available,
- Contact medical help. If the victim is not breathing, perform rescue breathing or approved cardiopulmonary resuscitation (CPR), as appropriate, until medical help arrives. Prompt action can make the difference between life and death, and
- Investigate source of CO and take corrective action.

MARINE CO DETECTION SYSTEMS

Even with the best of boat design and construction, and scrupulous attention to inspection, operation, and maintenance of boat systems, hazardous levels of CO may, under certain conditions, be present in interior spaces and exterior areas. Vigilant observation of passengers for CO sickness symptoms should be supplemented by a marine CO detection device(s) in the accommodation space(s). Detection device(s) should be marked with "Marine Carbon Monoxide Detector" or "A-24".

WHAT TO DO WHEN THE ALARM GOES OFF

Actuation of a CO alarm indicates the presence of Carbon Monoxide (CO) which can kill you. If alarm sounds, take the following actions as appropriate:

- Shut off sources of CO, such as engines (if safe to do so), generators, and open flame stoves
- Look for sources of CO that may be from other boats, and take appropriate steps, which may include moving your boat to a safe area.
- Provide fresh air through actions such as, opening port lights, hatches, and doors.
- If anyone is exhibiting signs of CO poisoning, move them to fresh air and seek medical assistance.

BOAT OPERATION

Don't run engine(s) or auxiliary generator(s) on boats with enclosed accommodation compartments unless the boat is equipped with a functioning marine carbon monoxide detector that complies with [ABYC A-24, Carbon Monoxide Detection Systems on Boats](#).

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• APPENDIX IV---VALUATION DATA-BUC

(Valuation data examples may not be exactly the same as the vessel surveyed, however differences were taken into consideration)

8/25/22, 9:05 AM

BUCValuPRO.com



YACHTSMAN MARINE LLC GARY BECK		August 25, 2022	
CHOATE SAILBOATS*DENNIS, LONG BEACH, CA (MIC: CFJ)			
Model Year	1980	Hull Material	Fiberglass Sandwich
Model	CHOATE 40	Hull Configuration	Keel
Length Overall	39' 8"	Draft	6' 9"
Length On Deck		Beam	12' 5"
Boat Type	Sailboat-Racer/Cruiser Sloop Rig	Weight	14000 lbs.
Engine Type	Inboard Single 30D	Ballast	

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range	\$33,900-\$37,600 123rd edition.
Fair Retail Value Adjusted for Fair Condition in the Southern Pacific Coast	\$30,300-\$33,700
Replacement Value	\$450,500

All prices in US Dollars.



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• APPENDIX V---VALUATION DATA-Boat Wizzard

	Boat Details Sold Price: US\$27,500 (5/2022) Length: 37 ft Year: 1975 Make / Model: Choate Performance Cruiser Boat Location: Bremerton, Washington, United States	Description Tons to love about this offshore proven design. Solid American built performance cruiser. Veteran voyagers and beginning adventures alike will be happy with the living spaces and ease of handling. All lines and controls led aft to large cockpit with wheel steering. All new sails in 2021. Quantum Main, 105%, 150% and Elliot Patton A2 New Gamma 3210 large screen. GPS, Furuno radar, new dodger and mainsail cover 2021, new hull and topsides paint 2020. New upholstery 2021. Bottom faired and painted 2020. Do you realize how much money you
	Boat Details Sold Price: US\$23,500 (5/2021) Length: 41 ft Year: 1977 Make / Model: Choate CF-41 Boat Location: San Diego, California, United States	Description These vessels were designed for coastal racing and were quite successful. They have been considered to be "bullet proof" with their strong, heavy construction. They have met their design purpose well. "Scamp" would be considered a good example of a Choate 41. "Scamp" is a classic offshore racing sloop designed and built by Dennis Choate- Dencho Marine- Long Beach, CA
	Boat Details Sold Price: US\$32,000 (9/2020) Tax: N/A Length: 37 ft Year: 1976 Make / Model: Choate 37 Boat Location: Marina Del Rey, California, United States	Description A Dennis Choate design /built in southern CA. This beautiful Racing/Cruiser is very comfortable inside with Galley, V-berth, Head, Dineria, Qtr berth, Extra sails, 4 cyl Diesel, Custom upgraded interior Call now for a showing
	Boat Details Sold Price: US\$24,750 (7/2020) Length: 41 ft Year: 1977 Make / Model: Choate 41 Boat Location: San Diego, California, United States	Description 41' Choate 41 '77 "Millennium Falcon" Great liveboard, sleeps up to 11. The Choate-built CF-41 is a powerful, sturdy NOR style performance boat. This easy short-handed boat has been set up for cruising with furling jib, stackpack with built-in lazy jacks for main, electric winches, large dodger with durable/clear teaglass, bimini, and comfortable cockpit. The interior is wood with no major stains, white faux leather upholstery, LED lights and a roomy cabin. The galley is L-
	Boat Details Sold Price: US\$25,000 (3/2018) Length: 41 ft Year: 1977 Make / Model: Choate Choate 41 Boat Location: San Diego, California, United States	Description 41' boat for less than the price of a used car! Millennium Falcon is a well cared for Choate 41 with lots of life to offer whether cruising, racing or living aboard. Please call to arrange a showing of this great classic.

Gary Beck | Gary M. Beck, SAMS-AMS





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• GLOSSARY

Abbreviations	USCG-United States Coast Guard (Department of Homeland Security); CFR-Code of Federal Regulations; ABYC-American Boat and Yacht Council; SAMS-Society of Accredited Marine Surveyors; FRP-Fiberglass Reinforced Plastic	
Ballast	Heavy material such as lead, iron or steel that is placed within the keel or lower flats or bilge of a vessel to enhance stability	
Beam	The greatest width of the boat.	
Bilge	The rounded portion of a ship's hull, forming a transition between the bottom and the sides. The lowest inner part of a ship's hull located below the sole.	
Boom	A pole running at a right angle from the mast where the foot of the sail is stayed.	
Bow	The forward part of a boat.	
Bulkhead	A vertical partition separating compartments.	
Bulwark	The raised area of the topsides above a deck	
Category	Category 1-Hull Integrity- Structure, equipment, fittings and fastenings necessary to keep the vessel afloat such as hull structure, hull leaks, through hull fittings, sea valves, rudder and propeller shaft glands/seals.	
	Category 2-Safety-ABYC safety recommendations , surveyors recommendations-as are related to providing a safe environment aboard from fire, shock, asphyxiation, drowning, explosion.	
	Category 3- Includes USCG/CFR and state minimum requirements required by law	
	Category 4- Maintenance-recommendations of non-Category 1 or 2 equipment on maintaining the longevity or replacement of inoperative or damaged equipment from such sources as ware or corrosion, improper installations, etc.	
Cockpit	Recessed area amidships or toward the stern, lower than the rest of the deck, from which the vessel is steered.	
Condition-Vessel	Excellent (Bristol)	Maintained in bristol condition-usually better than factory new with extras and upgrades
	Above Average	Has had above average care and equipped with extra electrical, electronic gear or other substantial upgrades.
	Average	Ready for sale requiring no additional or minimal work and normally equipped for its size and use.
	Fair	Requires usual maintenance to prepare for sale
	Poor	Substantial yard work required
	Restorable	Enough of hull and engine exists to restore the boat to useable condition.
Cutlass bearing	The bearing through which the propeller shaft passes and is supported and may be located within the struts or multiple struts.	
Draft	The depth of water a boat draws below the surface or waterline	
Dezincification	See galvanic activity-The electrochemical process by which bronze alloy will be degraded by the removal of zinc ions from the alloy sometimes leaving pitting or pinkish discolorations and weakening the metal the extent of which may not be determined by visual observation or during a typical survey.	
Fasteners	Mechanical connectors (screws/bolts) used to attach various vessel parts together such as planks to frame or keel to hull etc.	
Galvanic activity	An electrochemical process by which metal alloys will give up certain ions thereby degrading the quality of the metal.	
Galvanic isolator	A device that will diminish the effects of galvanic activity.	
Garboard	The first plank laid next to a ship's keel.	
Ground tackle	A collective term for the anchor and rode and its associated gear.	
Gudgeon	The socket for the pintle of a rudder.	





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Hatch	A horizontal door
House	The enclosure rising above the deck and enclosing the interior or living space.
Hull	The frame or body of a vessel, exclusive of masts, engines, or superstructure.
Ignition Protection	An electrical component is isolated from a gasoline fuel source if the space between the electrical component and the gasoline fuel source is at least two feet and the space is open to the atmosphere. The term "open to the atmosphere" is defined as a space or a compartment having at least 15 square inches of unobstructed area opening into the compartment for every square foot of compartment volume. Otherwise, the device/component must be rated as "Ignition protected".
Keel	The principal structural member of a ship, running lengthwise along the center line from bow to stern. On sailing vessels, an appendage extending downward such as a fin extending below the keelson to provide lateral stability.
Lazarette	A storage area usually accessed from the cockpit or deck area.
Osmotic Blisters	Blisters formed usually below the gelcoat layer of the fiberglass matrix; usually in severe cases requiring a peel of the gelcoat and new application.
Pedro Hose	Hose that connects between the shaft log and the stuffing box
PFD	Personal flotation device such as life jacket.
Pintle	The pin on which a rudder turns
Polish the fuel	The cleaning process of diesel fuel by filtering
Rigging	Standing Rigging, on sailing vessels-the rigging arrangement of masts, spars, chain plates, fittings and, shrouds and stays holding it in place; Running rigging-the rigging, blocks, sheets, lines and sails.
Rode	The anchor line and/or chain.
Rudder	A fin shaped appendage, part of the running gear, attached to the rudderpost or stern for steering and maneuvering
Running Gear	The submerged hardware and equipment attached to the hull that provides the driving ability.
Running lights	Lights turned on between dusk and dawn to indicate position, course and size of a vessel. Comprised of a red (port) and a green (starboard) light located near the bow or forward quarter, steaming light located amidships and stern light located near the transom, or an all-around light.
Scuttle valve	A sea valve or valve arrangement such that when opened permits open flooding from the exterior of the hull to the interior and without plumbing to a specific use, which may ultimately result in sinking.
Sea valve	A valve mounted to a through hull, a shut off on a plumbing or drain pipe between the vessel's interior and the sea.
Shaft log	The tube or passage passing through the hull containing the propeller shaft and to which the pedro hose/packing gland is attached inside the hull.
Skeg	A secondary keel (non-ballast) located aft of the main keel and sometimes to which the rudder is mounted.
Sole	Walking surface below decks
Sprit	An extension from the bow/stem to which is fastened the Headstay.
Stanchions	Vertical poles, to which lifelines are attached, usually made of stainless steel.
Stem	The forward most part of the bow.
Strut	Sometimes part of the running gear that holds the cutlass bearing and supports the propeller shaft.
Stuffing Box	A gland located at the end of the pedro hose or affixed directly at the shaft log where the propeller shaft passes through the hull, requiring periodic maintenance or adjustment.
Through- hulls	A fitting passing from the vessel interior to the sea, from which a hose or plumbing is connected. Constructed of Bronze, Marlon, Acetyl, or plastic.
Topsides	The sides of a vessel rising above the waterline to the deck.
Windlass	A device either electric or mechanical that will facilitate to weigh (raise) or sometimes lower the anchor.