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**23-280706**

**Report of Survey**  
**Warm Rain**  
**07 June 2023**



## Scope of Survey Inspection:

This survey was conducted by means of visual and aural inspection and non-destructive testing, such as “tapping” a laminate and listening for acoustic anomalies. (a.k.a. “percussion testing.”) (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.) Both AC/110V and 12V/DC power were used. Electronic, electrical, mechanical and other equipment was energized or activated if possible, and observed in operation. Through-hull valves were exercised. Any damage, malfunctions or deficiencies are described in the “**RECOMMENDATIONS**” and “**NOTES**” sections of this report.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials. Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks. Propeller shafts and rudder stocks were not sighted where they pass through the glands, Pedro hoses, logs, rudder ports and cutlass bearings; surveyor cannot speak as to their condition.

This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engine was operated during survey. Engine zincs were not removed, fluid samples were not taken, and compression testing was not conducted.

Sails were not opened during survey. Vessel's rigging was not examined aloft. This report does not include a rigging survey.

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.

**CITATIONS:** The following publications have been used as guidelines in conducting this survey:

- USCG Minimum Equipment Requirements for Recreational Vessels
- The mandatory standards of the Code of Federal Regulations (CFR) Title 33 and Title 46. and Title 49 Sec.180.209 (Propane tank) 49 CFR 173.34 (CNG tank)
- The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). Note that new NFPA or ABYC standards may have gone into effect since this vessel was built. Some of these standards have significant impact on personal or vessel safety, and are cited herein.

## SURVEY INFORMATION:

**Date of Survey Inspection:** 07 June 2023

**Name of Vessel:** Warm Rain

**Vessel:** 1989 Hylas 44

**Owner:** [REDACTED]

**Address:** [REDACTED]

**Purpose of survey:** donation

**By Request of:** owner

**In Attendance:** owner and surveyor

## Survey condition definitions:

**Excellent (Bristol)** – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

**Very Good** –Exceeds average condition, with extra equipment and/or well maintained. Slight repairs may be required.

**Good (average)** – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

**Serviceable:** Noticeably used but still fit for its intended purpose

**Fair**–One step below good or average and requires additional maintenance and repairs to bring into average condition.

**Poor**–System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

## SURVEY CONDITIONS:

Weather: sunny 75°F

Afloat: on 07 June 2023, [REDACTED], Blaine, WA

The vessel was not seatrialed. Owner reports engine has a maximum of 2600 RPM and cruises @ 6 knots.

## VESSEL INFORMATION:

This vessel is a 1989, single diesel auxiliary screw, cutter rig, of round bottom, Sheel keel, transom-ended design and fiberglass reinforced plastic construction, with pedestal helm steering and engine controls.

This vessel is considered of suitable type for Washington coastal and similar waters with respect to seasonal weather, conditions and fuel range.

# Warm Rain

23-280706

Builder: Queen Long Marine Inc.  
At: Kaohsiung, Taiwan  
Year: 1989  
Type/Model: Hylas 44  
Accommodations: sleeps 4  
Hull No: HYS44063H989 (sighted)



Color: white Trim: white  
Documentation Number: 959326 (sighted)  
Hailing Port: Seattle, WA (on transom)

## DIMENSIONS:

USCG Documentation data as seen on marinetitle.com  
OFFICIAL NUMBER: 959326 PROPULSION TYPE: UNSPECIFIED  
HULL MATERIAL: FRP (Fiberglass)  
HULL CONFIGURATION: Monohull  
HULL SHAPE: Sail (Distinct Keel)  
SERVICE TYPE: Recreational  
CERTIFICATE ISSUED: 11/23/2022  
CERTIFICATE EXPIRES: 12/31/2023  
CERTIFICATE STATUS: Valid  
ENDORSEMENTS: Recreation  
BUILDER:  
HULL BUILT: KAOHSIUNG, TAIWAN  
  
HULL NUMBER: HYS44063H989  
IMO NUMBER:  
VESSEL NAME: WARM RAIN  
HAILING PORT: SEATTLE WA  
YEAR BUILT: 1989  
LENGTH - FEET: 44.1  
BREADTH - FEET: 13.4  
DEPTH - FEET: 6.0  
GROSS TONS: 17.0  
NET TONS: 15.0  
SELF PROPELLED: Yes

DHS, USCG, CG-1270 (REV. 01-22) OMB APPROVED 1625-0027

**UNITED STATES OF AMERICA**  
DEPARTMENT OF HOMELAND SECURITY  
UNITED STATES COAST GUARD

NATIONAL VESSEL DOCUMENTATION CENTER  
**CERTIFICATE OF DOCUMENTATION**

VESSEL NAME WARM RAIN	OFFICIAL NUMBER 959326	IMO OR OTHER NUMBER HYS44063H989	YEAR COMPLETED 1989	
HAILING PORT SEATTLE WA	HULL MATERIAL FRP (FIBERGLASS)	MECHANICAL PROPULSION YES		
GROSS TONNAGE	NET TONNAGE	LENGTH	BREADTH	DEPTH
	15 NRT	44.1	13.4	6.0

OPERATIONAL ENDORSEMENTS  
RECREATION

RESTRICTIONS  
NO COASTWISE - FOREIGN BUILT,  
NO FISHERY - FOREIGN BUILT

ENTITLEMENTS  
NONE

REMARKS  
NONE

ISSUE DATE  
NOVEMBER 23, 2022

THIS CERTIFICATE EXPIRES  
DECEMBER 31, 2023

*Christina A. Walker*  
DIRECTOR, NATIONAL VESSEL DOCUMENTATION CENTER

PREVIOUS EDITION OBSOLETE. THIS CERTIFICATE MAY NOT BE ALTERED

(specs as seen on BucValuPro.com )

LOA: 44'2" Bream: 13'6" Draft: 6' Ballast: 11021 lbs. Displacement: 22320 lbs.

## **CONSTRUCTION:**

Fiberglass reinforced plastic Fastenings: fiberglass & resin  
Structure: the vessel has FRP longitudinal stringers Transverse supports, and wooden bulkheads located throughout, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.  
Hull-to-deck joint: flanged hull-to-deck joint bonded with mechanical fasteners and adhesive.  
Condition: appears to be in good condition where sighted  
Decking: FRP with non-skid texturing and aluminum toe rails Condition: good

## **INTERIOR:**

Decking: teak & holly Condition: good  
Overhead: textile, Condition: good  
Windows/Ports: plexiglass Condition: good, no active leakage sighted

## **THROUGH HULL FITTINGS:**

Valve type: Bronze -1/4 -turn ball type w/ bronze skin fittings  
Condition: serviceable – oxidized - in need of maintenance service.  
*Valves and adjacent hoses and hose clamps appear to be in good condition unless otherwise described in **recommendations** or **notes** towards the end of this report.*

## **NAVIGATION EQUIPMENT:**

Compass: (1) spherical 5" Ritchie at pedestal (serviceable, accuracy not determined)  
Colregs Nav. Lights: yes  
Radar: Furuno 24 mile, Condition: serviceable , operable  
VHF radio: Icom ICM502 Condition: serviceable good  
SSB: Icom M802 Condition: serviceable, operable  
Autopilot: Navico HP 5000 Condition: serviceable, not tested  
Navigation Combo: Navionics (Ipad)

## MACHINERY:

*The engine was briefly operated during survey. From external examination, the engine appears to be in serviceable condition. (see recs)*

***Analog engine hour meter reads: 9916.21 hours***

***Estimated engine hours since last rebuild: approx 3000 hours***

*Pumps and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.*

Engine: (1) Yanmar 4JHTE, fresh raw water cooled  
Type: diesel, 4-cylinder, 4-cycle                      Rated HP: 50  
Serial Numbers: not determined  
Foundation & mounts: serviceable  
Hoses & clamps: serviceable to fair  
Exhaust: wet riser

Drive: inboard, Hurth, direct drive marine gear  
Serial No: not determined

Engine Controls: single-lever cable    Locations: Pedestal    Condition: serviceable  
Panel Instrumentation: (1) each tachometer, water temp, oil pressure, voltage

Pumps: Electric: (1) bilge, (1) fresh water  
Manual: (1) mounted diaphragm bilge                      Handle location: near by  
Condition: serviceable

Engine Room Ventilation: natural, blower  
Bilge cleanliness: needs maintenance cleaning  
Bronze sea strainers: 1    Condition: serviceable  
Racor fuel filter/water separator: (2) appears serviceable (internal condition unknown)  
Propeller shaft glands: PSS driplless    Condition: maintenance service needed  
Steering: Edson pedestal system, cable and quadrant    Condition: serviceable

## HULL BOTTOM: (items listed below reported by owner)

Propeller: (1) Max Prop, bronze, 3-blade  
Prop shaft: 1.5 " stainless steel    Condition: serviceable where sighted  
Strut: bronze  
Rudder: (1) FRP, full skeg  
Cutlass bearing: Condition: reported changed 2008 w/ engine rebuild (3000 engine hours)  
Bottom paint condition: reportedly applied in 2020

## ELECTRICAL SYSTEM:

*The following is in reference to ABYC E-10 and E-11 recommendations:*

*Circuits appear to have proper circuit protection with circuit breakers properly labeled*

*The AC system has a 30amp master breaker (port nav station)*

*The AC panel has analog voltage & amperage meters*

*The AC panel has power indicator lights, and a polarity indicator.*

*The AC & DC panel has Ample Power EMON2 digital power status meter*

*Rotary battery switches were not sighted*

*Batteries are contained, properly secured for sea conditions and terminals are covered.*

*Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.*

*Batteries do not have circuit protection within a distance of seven inches of the battery.*

*Wiring is non-metallic sheathed copper.*

Breaker distribution panels: (1) 12VDC, 120VAC shore

Batteries: (2) GelOne12V, 8D, house, (1) GelOne, 12V, 4D starting (**internal condition unknown**)

Dates not sighted

Battery Charger: NewMar Heavy Duty Condition: reportedly not connected

Charger/inverter: 2006 model year, Xantrex Pro Sine2, 2000 watt, 200 amp

Condition: serviceable

Shore power connection: 30 amp located on the port side, midships Condition: serviceable

Auxiliary generation: (1) 130 amp & (1) 65 amp engine mounted alternators

Condition: serviceable

## TANKS AND HEADS:

-Tank deck fill fittings are serviceable and are properly labeled.

-Liquid leakage above the tank level cannot be detected in slack tanks.

-Fuel tanks are not fully accessible for inspection, and surveyor cannot speak as to their condition, but they do not appear to leak at this time.

Fuel tanks: (1) aluminum

Capacity: 104 gallons (reported)

Located: 1- under aft berth (50gal), 2- under cabin sole, centerline, midships (26gal ea.)

Vented: to atmosphere

Filling Lines: to deck

Fuel supply plumbing: not sighted in entirety- some are USCG compliant (red) and some are not (black- made in Mexico) (**see recs**)

Water tanks: (2) aluminum

Capacity: approx. 100 gallons (estimated)

Located: 1- under port settee, under V-berth

Holding tanks: (2) integral FRP

Capacity: not determined



Located: behind each head

Heads: (2 total) manual marine sanitation devices Condition: good

Other Tanks: (1) 6-gallon Superstore electric & engine/heated water heater

Located: under companionway stairs fwd of engine Condition: serviceable

## **GROUND TACKLE:**

Spade, 66 lbs. anchor stowed on bow, with 200'ft of 3/8" BBB chain and a Bruce anchor w/ 30'ft stainless steel BBB chain and 150'ft of 5/8" nylon rode Condition: anchor- serviceable, rode- good

Bitter end: not observed

Maxwell 2000 12V anchor capstan with gypsy and foot control

Condition: serviceable, operational

Stainless steel double anchor chock Condition: good

## **RIGGING AND SPARS:**

Spars: Kemp extruded aluminum keel stepped mast w/ Seldon hardware, two spreaders, with spinnaker pole Condition: good

Keel bolts: Condition: serviceable

Standing rigging: vessel re-rigged in 2008 (New Zealand), 1/19 stainless steel

Condition: appears good where sighted

Running rigging: dacron Condition: serviceable

Winches: (2) Barrient 32 (4) Barrient 27 (4) Harken (1) 24, (1) 22, (1) 40 (1) not determined

Condition: serviceable

Roller furler: Pro Furl Condition: serviceable

Mainsheet traveler and Selden rigid boom vang Condition: good

Dacron sails include: 3 reef main, 110% Genoa, asymmetrical spinnaker, staysail

Condition: good

## **GALLEY EQUIPMENT:**

Stove: Princess, 3-burner LPG, gimballed w/sea rails Condition: serviceable

Area Protected: adequate clearance Shutoff Solenoid: yes, operable

LPG system: Condition: good, compliant with ABYC standards

Refrigeration: built-in Frigoboat keel cooled w/ smart speed control 12/DC deep / freezer

Condition: good, operable

Microwave oven: GE Turntable Condition: serviceable

Stainless steel double sink Condition: good

## **SAFETY & POLLUTION:**

*The following pertains to the **handheld dry chemical fire extinguishers onboard.***

*They must be conspicuously installed, and located as described in ABYC 4.6.3*

*They must be inspected monthly per ABYC A-4 Ap.5.4.1.*

*They must be serviced annually per ABYC A-4 Ap.5.4.2.*

*Rechargeable extinguishers must be recharged or replaced after discharge, or each 6 years per NFPA 10/7.3.3.1.*

Portable Fire Extinguishers: (4) rechargeable BI,

Test Date: 2008 (**see recs**)

Mounted conspicuously: yes

Safety railing: Stainless steel lifeline stanchions with (2) course Amsteel lifelines

Condition: lifelines good Stanchions: good, sturdy

Boarding/swim ladder: yes, telescoping stainless steel, deployable from water

Personal Flotation Devices:

Throwable: (1) life sling Condition: serviceable

Wearable: (2) Type 5 Condition: serviceable

Jack lines w/ harnesses: yes Condition: serviceable

Distress Signal Kit: expired 2021 (**see recs**)

Horn / Sound Signal: canned air horn accessible at helm

Garbage (MARPOL Annex V) placard present: yes

Oil Placard: yes

Escape hatches: (4) alloy and acrylic, w mosquito netting

Condition: serviceable

Smoke/CO detectors: yes

## **ENTERTAINMENT ELECTRONICS:**

Stereo: Kenwood Excelon 6 speakers Condition: serviceable, operable

## **In addition to the above listed equipment, the vessel is also fitted with:**

Village Marine Tech watermaker – 7gph

Transom shower

Stainless steel and canvas & eisenglass bimini and dodger

Magma BBQ grill

Webasto diesel cabin heater, 3 zone

Cockpit seat cushions

Condition: serviceable, (all items listed)

## OPERATIONAL TESTS:

*No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. "Yes" items listed in this report were tested for proper operation at time of survey ONLY. Surveyor's report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.*

VHF – yes	Stereo yes
Bilge pumps – yes	Stove – yes
Horn – no (air can)	Refrigerator – yes
Anchor winch – yes	Water heater – yes
Navigation lights – yes	Head flush – yes
Sailing Winches – yes	Accessible through-hull valves – yes
Radar – yes	Electric fresh water pump – yes
Autopilot – no	

## CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:

-The vessel's overall condition is **good**, as described below:

**Good (average)** – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

-Housekeeping and general appearance are good.

-The vessel is normally equipped for her size and type.

-The hull, topsides weather deck has areas of scratching scuffing and small gelcoat nicks and chipping as expected consistent with her age and use.

-The weather deck was percussion tested and midship deck areas (port & stbd.) around the chainplates were of consistent firmness with the rest of the decking.

**From examination afloat of accessible areas, This survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains.** (However, it should be appreciated that given the nature of materials, dismantling may reveal deterioration.)

**With recommendations complied with this vessel is suitable for its' intended purpose of Washington state near costal and similar waters recreational cruising.**

VALUES:

**MARKET: \$130,000.00 to \$140,000.00**  
**REPLACEMENT: \$600,000.00**



**Boat Detail Sheet**

QUEEN LONG MARINE CO LTD, KAOHSIUNG, TAIWAN (MIC: HSY,HSY)			
HYLAS OFFSHORE YACHTS			
Model Year	1989	Hull Material	Fiberglass
Model	HYLAS 44	Hull Configuration	Keel
Length Overall	44' 2"	Draft	6' 0"
Length On Deck		Beam	13' 6"
Boat Type	Sailboat - Aft Cockpit   Sloop Rig	Weight	22320 lbs.
Engine Type	Inboard Single D	Ballast	11021

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	\$118,000-\$129,500 124th edition.
Fair Market Value Adjusted for <u>BUC Condition</u> in the Northern Pacific Coast/Alaska	\$129,500-\$142,500
Replacement Value	\$600,000



***VALUATIONS ARE THE OPINION OF THE SURVEYOR, AND ARE INTENDED TO BE USED FOR INSURANCE OR FINANCING PURPOSES ONLY; THEY ARE NOT INTENDED TO INFLUENCE THE PURCHASE OR PURCHASE PRICE OF THE SUBJECT VESSEL.***

*The surveyor has no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards.*

**NOTES and DEFICIENCIES:**

1. The holding tank discharge pump and through-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.
2. The bitter end of the anchor rode should be verified as being connected to the vessel.

**RECOMMENDATIONS:**

1. **Some of flexible fuel lines sighted are not approved for marine use (not marked with approved USCG designation ) . Replace all non compliant flexible fuel lines with new USCG approved marine fuel line marked USCG A1 or A15 fuel line.**

2. Thru hull valve maintenance service recommended.
3. Packing gland maintenance service recommended.
4. Engine space bilge maintenance cleaning recommended.
5. The distress signal kit (flare kit) was expired. Replace with new.
6. Handheld fire extinguishers currently aboard appear to exceed service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is **not a warranty** of the condition of the vessel or its hull or machinery.

A handwritten signature in black ink is written over a circular stamp. The stamp contains the text "MARINE SURVEYOR" at the top, "S.A.M.S." in the center, and "NOVEMBER 1988" at the bottom. The signature is written in a cursive style and overlaps the stamp.

USCG 100 Ton Master  
SAMS Accredited Marine Surveyor #1288



