CAPT. JOHN Mc DONOUGH

Marine Surveyor/Consultant, L.L.C.

USCG 100 Ton Master ◆ A.B.Y.C. & S.A.M.S. Accredited

REPORT OF SURVEY
FOR DONATION PURPOSES

FILE NUMBER: 25201W

Date: September 3rd, 2025

AT THE REQUEST OF : [redacted]

PARTIES PRESENT	: John McDonough Marine Surveyor, Owner, William Wade
VESSEL NAME	: MORNING STAR
HAILING PORT	: Cape Porpoise Maine
MANUFACTURER	: CE Ryder Corp. Bristol, RI (No longer in production)
YEAR BUILT	: 1984
MANUFACTURERS NUMBER	: CERG3910E484
HULL NUMBER	: 10
DOCUMENTATION NUMBER	: 673802
VESSEL TYPE	: Cutter Rig sloop
HULL TYPE	: Modified Full Keel
MODEL	: Southern Cross 39'
LENGTH OVERALL	: 38' 7"
BEAM	: 12' 1”
DRAFT	: 5' 4” Approximate draft
DISPLACEMENT	: 12 Gross Ton (as reported)
SURVEY LOCATION	: Dockside [redacted] Kennebunkport, ME

HULL AND DECK STRUCTURE

HULL MATERIAL	: Alternate layers of fiberglass mat and woven roving with polyester resin, with an airex foam core material
FRAMING MATERIAL	: Molded fiberglass laminates
DECKING MATERIAL	: Molded fiberglass with Balsa core material
BULKHEADS	: Marine grade plywood tabbed to hull structure with fiberglass Laminates
HULL VENTILATION	: Natural ventilation system with (4) overhead hatches and (2) Solar vents
BILGE VENTILATION	: Natural flow through ventilation system
GENERAL CONDITION OF TOPSIDES	: Good as observed as best was possible dockside
GENERAL CONDITION OF DECKING	: Good as observed overall, firm underfoot
GENERAL CONDITION OF BOTTOM	: Not sighted, in water inspection
LAST HAULOUT	: Winter 2024
GENERAL CONDITION OF BILGES	: Reasonably clean and dry
GENERAL CONDITION OF MACHINERY SPACES	: Clean and dry, repowered 2013
CONDITION OF LIFE RAILS	: Stainless steel railings and stanchions well secured
CONDITION OF HATCHES	: (4) Bomar, Appear to be properly bedded, well secured
CONDITION OF PORTLIGHTS	: (9) opening ports, appear weather tight, as best can be determined
CONDITION OF COCKPIT DRAINS	: (2) Well secured
CONDITION OF CLEATS	: Appear properly bedded, well secure
CONDITION OF DECK HARDWARE	: Well secured
CONDITION OF CANVAS	: Newer Doyle Stack Pack and sail covers, New Dodger

MACHINERY

PROPULSION ENGINE	
LOCATION	: Under companionway steps
TYPE	: Inboard diesel
YEAR	: 2012/2013
MAKE	: Yanmar model 4JH5
HORSEPOWER	: 54 Horsepower, manufacturers rating
SERIAL NUMBER	: E13659
ENGINE HOURS	: 488 hours on meter
CONDITION OF ENGINE BEDS	: Good as observed
ENGINE COOLING SYSTEM	: Closed system with heat exchanger
EXHAUST	: Wet through to transom (New and enlarged 2013)
FUEL LINES	: A-I flex line
FUEL FILTERS	: Fuel water separator with engine mounted secondary
FUEL SHUT OFF VALVES	: Located forward of engine
ELECTROLYSIS PROTECTION	: Zinc anodes
LOCATION	: Propeller shaft
ENGINE ROOM VENTILATION	: Natural flow through system
ENGINE ALARMS	: Equipped with gauges and audible alarm system
ENGINE CONTROLS	: Cable controls in serviceable condition
REDUCTION GEARS	: Kanzaki
MODEL	: KM35P
RATIO	: 2.36:1
SERIAL NUMBER	: 18463
PROPELLER	: 19” Diameter, re-pitched for new engine
PROPELLER SHAFT	: 1-1/4 " Stainless Steel

STEERING SYSTEM

TYPE OF STEERING	: Edson Wire to wheel to quadrant
NUMBER OF STATIONS	: One (1)
VISIBILITY FROM HELM	: Good all around at rest
ACCESS TO SYSTEM	: Good
LEAD OF CABLE	: Well led and secure where accessible to view
EMERGENCY STEERING	: Equipped with tiller access

ELECTRONICS AND NAVIGATION EQUIPMENT

VHF RADIO	: Standard Horizon
DEPTH INDICATORS	: Raytheon ST60 Depth
WIND INSTRUMENTS	: Raytheon ST60 Wind point/speed
KNOT METER	: Stowe Knot Meter
COMPASS	: Ritchie
RADAR	: Raytheon Path Finder
PLOTTER	: Garmin color chart plotter
AUTO PILOT	: Raytheon Smart Pilot

ELECTRICAL SYSTEMS AND EQUIPMENT

VESSEL WIRING

TYPE	: 12 volt ships system with 120 volt shore power system
CONDITION	: Wired to current ABYC and NFPA Standards and Recommended Practices, well led and secure
PANEL TYPE & LOCATION	: Combined AC and DC Circuit breaker switchboard at Navigation station, starboard side in cabin
NUMBER & TYPE OF BATTERIES	: Three (3) 12 volt deep cycle
LOCATION	: Starboard side sail locker
BATTERY INSTALLATION	: Equipped with acid proof containers in accordance with ABYC Standards and Recommended Practices
INVERTER	: Pro Watt 600 Inverter
GENERATOR	: Portable Honda 2000 watt generator

TANKAGE

FUEL TANKS

NUMBER & TYPE	: One, Diesel
SHAPE, MATERIAL	: Rectangular ,molded fiberglass , Brand not sighted
CAPACITY	: 50 gallons (Estimated capacity)
CONDITION	: Good as observed where visible (tank not tested)
HOW SECURED	: Mechanically fastened in place with fiberglass bonding
BONDED	: None sighted (not required, non metallic tank)
LINES AND VENTS	: AI and A-II fire retardant hose
OVERFLOW	: Overboard
LOCATION	: Below cockpit sole
ACCESSIBILITY	: Fair

WATER TANKS

NUMBER & TYPE	: Two rectangular molded fiberglass
CAPACITY	: Approximately 80 gallons total
LOCATION	: Under cabin sole
CONDITION	: Good as observed where visible (not tested)

HOLDING TANKS

NUMBER & TYPE	: One (1) rubber bladder bag, port side settee
CONDITION	: Good as observed where visible (not tested)

LPG TANKS : Equipped with one cylinder, in vented locker

NOTE: Comments can only be made on portions of tanks that where visible to the surveyor at the time of inspection. Since there was no evidence to suggest that a present or prior leaking condition existed, further testing was not deemed necessary at this time. Continued monitoring of all tanks is recommended to help prevent accidental discharge into the environment.

SAFETY EQUIPMENT

FIRE EXTINGUISHING EQUIPMENT

BUILT IN SYSTEM	: Not equipped
NUMBER OF HAND HELDS	: (2) BC dry chemical sighted
LOCATION	: Fore and aft in cabin spaces
LAST INSPECTION	: None sighted (Gauges in green)

SAFETY EQUIPMENT (continued)

BILGE PUMPS	
NUMBER & TYPE	: One manually operated gusher type and one 12 volt automatic
CONDITION	: Good Condition, operable at time of inspection
GROUND TACKLE	
ANCHOR	: One (1) 35 lb CQR , with spare Danforth and Fortress
RODE	: Estimated 250' nylon rode with 25' 3/8 ht chain
WINDLASS	: Lewmar 12 volt windlass
HORN	: Compressed air
LIFE RAILS	: Stainless steel bow & stern railings with double life lines
THROW RING	: One Type IV Ring and One (1) Life Sling
PERSONAL FLOATATION DEVICES	: Two (2) inflatable vests, (5) Type II, Two Type I sighted
SIGNAL FLARES	: Olin signal flare kit (Expired)
BELL	: Not equipped
FIRST AID KIT	: Equipped
EPIRB	: 406 mhz EPIRB

SAILS AND RIGGING

SPAR AND BOOM	: Extruded aluminum mast and boom, keel stepped
STANDING RIGGING	: 1x 19 Stainless steel wire with swaged fittings
WINCHES	: Two (2) Barient # 32, (2) # 23
SAILS	: Fully battened Main, newer Jib, drifter and staysail
ROLLER FURLING	: Harken furling system

ADDITIONAL EQUIPMENT

GALLEY	
LOCATION	: At companionway
STOVE	: Plastimo Two burner LPG Stove with oven
REFRIGERATOR	: Ice chest with Adler Barbor system and 20qt. Engles freezer
WATER SYSTEM	: Manual and forced water system with 6 gallon water heater

GENERAL DESCRIPTION AND REMARKS

The previously mentioned vessel was surveyed for Condition and Value, for Donation purposes, on Tuesday, September 2nd, 2025, while dockside, at [redacted] in Kennebunkport, Maine. This letter is my written report of that survey, commenting and elaborating on the verbal report given to the owner, during my inspection.

The vessel is further described as a 1984 Southern Cross 39' auxiliary cutter rigged sloop with a modified full length keel. The vessel was constructed by CE Ryder Corp., Bristol RI, in 1984 and assigned hull ID # CERG3910E484. At the time of inspection, the name embossed on the transom was "MORNING STAR". The auxiliary power is supplied by a single Yanmar Diesel engine rated at approximately 54 horsepower by the manufacturer.

SCOPE OF SURVEY

The purpose of this survey was to determine the overall condition, estimate the current market value and marine risk evaluation. The survey of this vessel is based solely on a careful visual and non-destructive inspection of all accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks and joiner work. This would be damaging in nature and prohibitively time consuming, hence was not done. Safety recommendations are based upon standards of the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA) or other considerations believed important to the safe operation of the vessel.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done.

HULL AND DECK STRUCTURES

The hull construction is of molded fiberglass reinforced plastic laminates, comprising of unidirectional fabrics with polyester resin, and strengthened by glass tabbed bulkheads, structural members, engine beds and fittings. Additionally, the hull is reported to be cored with Airex foam, for additional strength and stiffness. The topsides were inspected as best was possible dockside and found to be in good condition without evidence of hard or abusive use. There were numerous cracks in the gel coat surface, determined to be cosmetic in nature. My inspection of the hull interior did not reveal any structural deficiencies. All partitions, bulkheads, and fiberglass fastenings were examined where accessible and found to be in serviceable condition.

The decks are constructed of molded fiberglass with a Balsa core material. Percussion soundings and moisture readings were performed along the side decks and chain plates. There were audible dull tones and areas of elevated moisture around the chain plates however the deck surfaces are still firm underfoot, and are in no immediate need of repair. The deck circumference and cabin top were noted to be in good visual condition, firm underfoot, with a non skid surface on the walkways. The cockpit sole was found to be firm underfoot, equipped with two well secured cockpit drains. The cabin interior was observed to be in good condition, with a well cared for appearance. Some water staining was noted to the veneer liner near the companionway and starboard side forward bulkhead which is typical for a vessel of this age and construction. The overall appearance would suggest that the vessel has received proper care. The interior bright work is worn thru in areas and would benefit from being refinished. The bow rail, stanchions, life lines and hand holds were found to be well secured.

BOTTOM

A bottom inspection was not possible at this time, as this inspection was performed dockside. Therefore comments cannot be made as to the condition of the underwater body or running gear. I will make myself available to perform a bottom inspection the next time the vessel is hauled if requested by the Underwriter. The bilges were inspected and noted to be reasonably clean and dry. The automatic bilge pump was found to be operable at the time of inspection. The silicone bronze seacocks were noted to have been replaced, over time with a larger engine intake installed with new wire reinforced hose. The packing gland on both the propeller shaft and rudder post were corrosion free and properly adjusted.

STEERING SYSTEM

This vessel is wheel steered by Edson , wheel to wire to quadrant system. The underside of the helm was accessed and the steering gear was observed. The steering cable was found to be well led and secure. The pulleys and sheaves also apprea to be properly aligned. The auto pilot was energized and appeared to be functioning properly as best can be determined dockside. The rudder post is accessible to accommodate an emergence tiller if necessary. The rudder stock, and rudder tube appear to be in good serviceable condition. The rudder blade was not sighted in water.

ELECTRICAL SYSTEM

The electrical system was found to be in good condition, well led and secure. The (3) 12 volt storage batteries were found to be with acid proof containers however the covers were not in place. The batteries were found to be in need of covered, secured, acid proof containers, in accordance with ABYC Standards and Recommended Practices, section E-10.7 It was also noted that the battery cables are secured with wing nuts which are no longer compliant with the latest version of ***ABYC*** Standard E-10 All AC and DC electrical circuits are protected from overload at the combined panel as best can be determined. The wiring harness accessible thru the machinery spaces was also found to be in good order. Within the past few seasons a new windlass circuit breaker, dedicated electronics circuit breaker panel and electronic battery charger have been fitted.

FUEL SYSTEMS

The fuel system fill and vent lines were found to be in good condition. The distribution and return lines were found to be well led and secure. The fuel tank was easily accessible, found to be in good visual condition. The system is fitted with a fuel shut off valve at the tank top. At the time of inspection there was no evidence of fuel staining or odor to indicate a leaking condition exists. The LPG system was also found to be installed to current ABYC Standards in a dedicated, vented locker with remote and manual shut off valves.

SAILS AND RIGGING

This is a cutter rigged sloop with a keel stepped spar. The spar was found to be in good structural condition, free from consequential corrosion or oxidation. All tracks, cars, fair leads, turnbuckles, winches, and associated hardware were observed to be in good serviceable condition. The 1x19 stainless steel wire was viewed as best as possible, from deck level, and appeared to be in good condition The sail inventory was not inspected at this time, however was reported to be in good condition with a replacement fully battened main, newer jib, lazy jacks and sail covers. The head stay is fitted with a Harken Roller furler, found to be in good shape. The chain plates were inspected where accessible. The chain plates should be re-bedded in polysulfide to help ensure a weather tight seal. Several of the nuts and washers on the port side were corroded and should be replaced.

MACHINERY

The original Universal diesel was removed in 2012 and replaced with a new Yanmar diesel, rated at 54 horsepower. At the time of inspection, the engine had 488 hours running time logged. During the overhaul the engine beds were modified, the engine cooling intake seacock replaced and enlarged, and the wet exhaust system replaced and increased in size. The engine beds, mounts, fuel feed and return lines, cooling and exhaust systems were observed to be in good condition, well secured. There were no obvious fuel, oil, or coolant leaks evident. The reverse gear was also noted to be clean and dry.

MACHINERY (Continued)

There were no obvious deficiencies with the cable controls or engine panel. The engine was observed to start easily, without excess smoke, noise or vibration. The engine was shifted into forward and reverse while dockside and found to run smoothly with no unusual vibration felt through the running gear.

COMMENTS AND RECOMMENDATIONS

1.* It is the owners responsibility to continually provide all U.S. Coast Guard and/or State required safety equipment for a vessel of this size and intended usage. It was noted that the signal flare kit had expitred.

2* According to ABYC 24.7 Requirements - Installation 24.7.1 A carbon monoxide detection system shall be installed on all boats with an enclosed accommodation compartment(s)

3* The batteries were found to be in need of covers or non-conductive boots over the positive terminal posts in accordance with ABYC Standards and Recommended Practices, section E-10.7 It was also noted that the battery cables are secured with wing nuts which are no longer compliant with the latest version of ***ABYC*** Standard E-10

4. The chain plates should be re-bedded in polysulfide to help ensure a weather tight seal.

5. Several of the nuts and washers on the port side chain plates were corroded and should be replaced.

The previous recommendations identified with an asterisk (*) should be considered primary and receive priority in the maintenance schedule aboard the vessel. The remainder of the remarks and recommendations can be considered as preventative in nature and are provided to help properly maintain the vessel.

As seen, this vessel would be considered a suitable marine risk for its intended use of inland, bay, and near coastal operation providing all asterisk (*) recommendations are complied with and all US. Coast Guard safety equipment is properly fitted.

I certify to the best of my knowledge and belief that the statements and facts contained in this report are true and correct. The reported analysis, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal unbiased professional analysis, opinions and conclusions. I have no present or prospective interest in the vessel 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 the predetermined value or direction in value or direction in the value that favors the cause of the client, the amount of the estimate, the attainment of a stipulated result, or occurrence of a subsequent event.

ESTIMATED MARKET VALUE

Based upon the comparable listings available (Included), The estimated market value of this repowered 1984, 39' Southern Cross , as sighted and equipped in average condition is, in the opinion of this surveyor, $70,000.00, This model is no longer in production. The estimated replacement value in today's market new would likely be $600,000.00. or more depending upon outfitting.

The estimated market value appearing in this report is based upon the average selling price of a vessel of this size, type, construction, condition, and age, with all equipment and accessories observed aboard. This value has been ascertained through personal knowledge and experience with the present sales market and with the assistance of resources, references, and publications available to this surveyor. Comparable listings are also gathered using the Internet.

This survey was prepared for the sole use of [redacted], and is subject to the following conditions:

This survey report is based upon the observed condition of this vessel, and is not a warranty either expressed or implied thereof. Every care has been taken and my full professional capabilities utilized to inspect this vessel. This survey was made where visible, without making removals and/or borings of structural members and/or removal of fastenings, and are not covered by this survey. This survey does not constitute an inventory.

This report is not a warranty or guaranty either expressed or implied that undetected and/or unforeseen defects or damage do not exist. This vessel is subject to harsh natural elements and therefore the information contained in this report is dated.

Personal liability shall be limited to the amount of fees collected by the surveyor. The enclosed are my considered opinions, given without prejudice. This surveyor shall not be held liable for any errors in judgment, or inaccuracy, omission, oversights, and/or misstatements contained in this report. The use of this report shall constitute acceptance of these conditions.

My qualifications for inspecting this vessel result from over 30 years in the marine repair field as a gasoline and diesel propulsion systems technician. Additionally, I have sailed thousands of offshore miles including a transatlantic crossing. I have been surveying vessels professionally and became accredited in 1997, and am a member in good standing with The Society Of Accredited Marine Surveyors # 602, The American Boat And Yacht Council, and held a 100 ton USCG Masters License with Tow and Sail Endorsements for 25 years. As a member of SAMS and current Northeast Regional Director, I continually attend educational seminars, and additionally perform Marine Claims Investigations for numerous Insurance Companies.
Respectfully Submitted,

Capt. John McDonough
Accredited Marine Surveyor

John McDonough

PO Box 964 Raymond New Hampshire 03077 Capt100J@Yahoo.com 603 303 4104


MORNING STAR
PORPOISE ME
02.09.2025


02.09.2025


MORNING STAR
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02.09.2025


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GARMIN
TRUECHARGE20
MPPT
SOLAR CHARGE CONTROLLER
02.09.2025

Comparable listings of like kind and quality vessels

BOATWIZARD

Length	Make/Model	Year	Listed Price	Sold Price	Boat Location
39 ft	Southern Cross 39	1984	$95,900	$90,000 (7/2025)	Westerly, RI
39 ft	Southern Cross 39	1980	$88,000	$70,000 (2/2023)	Grasonville, MD
39 ft	Southern Cross 39	1980	$88,000	$69,000 (2/2023)	Grasonville, MD

1980 Southern Cross 39

US$49,900

Yacht Brokers Of Annapolis | Annapolis, Maryland

1981 Southern Cross Southern Cross ...

US$89,990 ↓ Price Drop

Sailboats Northeast | Marblehead, Massachusetts