

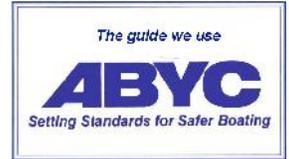
JAMES CROSS & Associates, Certified Marine Surveyors

19 Nooseneck Hill Road, West Greenwich, RI USA 02817

Phone (401) 397-5040

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Mike McGlynn
334 Little John Lane
Havelock, NC

April 23, 2013

Re: 1976 Cape Dory 25

Dear Mr. McGlynn,

This letter reports the results of a survey of the above vessel which was inspected on the 21st of April 2013, at Wayfarers Cove Marina, Minnesott Beach, North Carolina, while hauled. You requested the inspection to establish it's condition and value as an extensive refit due to age and weathering, has just been completed.

The survey guidelines are provided, for the most part by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of it's hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected.



General

The manufacturer ID number CPDE0354M760, indicates that the boat was manufactured by Cape Dory Yachts Inc., East Taunton, Massachusetts in 1976.

Pertinent dimensions of the vessel are: LOA 24' 10", Beam 7' 3", and the Draft is 3'. Displacement is approximately 4,000 pounds.

Hull and Structure



This boat sat un-used and on the hard for 15 years, for several years the companioway was left open and the interior was damaged. The hull was found to be solid, but the deck core had been compromised. The deck was repaired by notable boat rescue man, Mike McGlynn. Mike also gutted the interior and rebuilt most of it. It is still a work in progress.

The hull is a typical polyester laminate, reinforced with fiberglass matt and woven roving. The hull is sturdy and there is no evidence of damage or repairs. The hull between the waterline and gunwale is in Bristol condition with a several coats of Interlux, Largo Blue finish applied.

The hull, below the waterline was also sounded with a plastic mallet and no soft spots or delamination was noted. There are no blisters present. The keel is sound and properly mated to the hull.

The rudder attachment hardware is in excellent condition. Excess play was not noted at the rudder. Excess play was not noted at the tiller attachment. The bottom has been coated with Interlux, ablative anti fouling paint.

Deck, Cockpit and Deck Fittings

The coach top and foredeck are in good condition and recently have had non-skid applied. The topsides are secure and no delamination was noted.

The deck is a balsa laminate, reinforced with plywood. The deck, in combination with the overhead liner is well secured to the hull. There is backing under the bow cleats and under the bow pulpit and winch bases.



The toe rail is teak, and is solid and in fair condition. There is backing under all attachments through the deck that should be supported - cleats, etc. The main sheet traveler is located in the cockpit area and is in good condition and properly backed and secure. All vents and hatches are tight to the weather. A new exhaust vent has been recently added to the forward hatch.

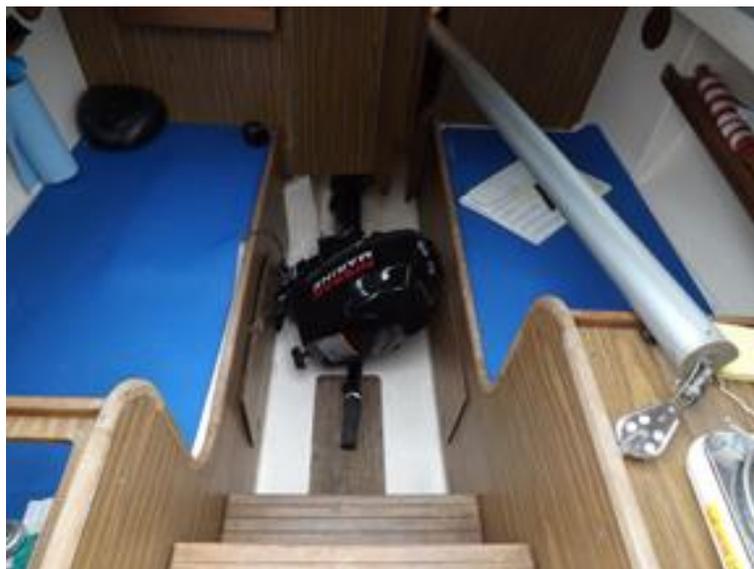
The cockpit has four scuppers, two forward and two aft, they are in good condition. The teak cockpit coamings and trim are in good shape and solidly attached.

Interior



The cabin is small, but clean. The head is the original Wilcox Crittenden and in very good condition. There is adequate locker space in the main cabin. Ports, vents, and hatches are secure and weather tight. The galley consists of a one burner propane stove. The water system is still in work. There is rode storage at the forepeak. The icebox is clean and in overall excellent condition. This boat was designed with berthing for four adults. There is presently berthing for two, due to forward v-berth being rebuilt. The forward 30 gallon water tank cover is being rebuilt also.

Bilge



The large bilge is clean. Access to the bilge is in the main cabin. There is a manual bilge pump installed in the starboard cockpit locker. The bilge is operated from the cockpit only.



Fire Fighting and Safety Equipment

Two marine fire extinguishers are installed. There is one life ring on board.

Winches

All of the winches mounted on the deck and mast are of adequate size and in serviceable condition.

Sails, Sheets, and Halyard

An inspection was made of all the sails. The main is new, the jib and genoa are original, although in

very good condition. All running rigging is in new and unused condition, all lines were custom made by Cajun Traders of Nova Scotia. There is no sail cover.

Spars and Rigging

This vessel is equipped as a sloop. The headstay is attached to a stainless steel tang which is properly secured to the bow. The stainless steel chainplates are properly secured to the hull. The mast and standing rigging are in good condition and can be inspected due to being unstepped.

This boat has a 2011 Nissan 6 HP, longshaft, four stroke engine. There are also two, 3 gallon fuel tanks in the engine well. Steering is by tiller. The steering and rudder post are in good condition.

Ground Tackle

There is 150' of 1/2" diameter nylon anchor line with 14 feet of chain, in the forepeak deck compartment with a Danforth type anchor. Fenders and dock lines are in new condition.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel. This vessel is structurally sound and in good condition. Due to its condition, the value must be between \$5,000.00 to \$6,000.00.

Recommendations: Ensure that a complete Coast Guard Safety and Signaling package is aboard. Install spare ground tackle.

Michael G. McGlynn

Cordially,
Mike McGlynn, Marine Surveyor Apprentice

MM/dtm