

Mike McGlynn, Marine Surveyor

334 Little John Lane, Havelock, NC, 28532

Phone (252) 622 0682

Member Association of Certified Marine Surveyors//ACMS-USA.COM

Check us out on the web at www.jimcross.net



Ken Fowler
Brandywine Village
Morehead City, NC

04 May 2013

Re: 1988 28' Pearson Sloop "First Luff"

Dear Mr. Fowler,

This letter reports the results of a survey of the above vessel which was inspected while hauled, on the 4th of May, 2013, at Wayfarers Cove Marina, Minnesott Beach, North Carolina. This inspection is to determine the present condition and value of your vessel.

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. It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines and reduction gears. In order to make a proper inspection of these important components, they must be brought up to operating temperature and run under a load at RPM for a period of time. Inspection and operation of the engine was limited to a visual inspection.



General

This vessel was built by Pearson Yacht Corp. of Portsmouth, Rhode Island, in 1988. The vessel currently bears the North Carolina registration number NC4089BR. The hull ID number is PEA80226C888. Pertinent dimensions of the vessel are: LOA 28' 5", the Beam is 9' 10", the Draft is approximately 3' 6". Displacement, according to the book is, 7,350 pounds.

What about the quadrant?

Hull and Structures



The hull is a polyester laminate reinforced with fiberglass mat and woven roving. The original gel coated surface is white, and has been well maintained. The hull area from the boot top to the gunwale is in good condition. I sounded the hull with a mallet and no voids or soft spots were detected. The hull from the boot top down is also in good condition. The lead ballast is contained by the fin keel. It is properly fitted and secured to the main structure with eight 3/4 inch monel keel bolts. The keel bolts are in good condition. The keel shows some delamination near the hull joint, and must be addressed. The rudder, rudder post, and all related steering gear are in good condition. The wheel and pedestal are in good condition. The topsides are white with off-white nonskid and in good condition. Currently the foward, portside, toerail is removed to facilitate repair of storm damage. Three stanchions sounded dull, and need further inspection with a moisture meter. All outside wood trim surfaces are teak. The teak is well maintained. The bulkheads are glass tabbed to the hull. The glass tabbing throughout is good. There is an inner liner throughout the vessel, which comprises most of the interior finish, and this gel coated fiberglass liner is in good condition and structurally sound.



Cockpit and On Deck

The cockpit area is self bailing, through aft scuppers, all are clean, and the finish is in good condition. There are a few gel coat cracks and scratches, but they are superficial and typical for a vessel of this age. Engine instrumentation is located to starboard on the lazarette bulkhead, within easy reach while under power. There is a compass mounted on the pedestal. The compass is in good shape, accuracy was not verified. A hand operated bilge pump is installed and operated from the cockpit. Other navigation devices located on

the cockpit bulkhead are: A depth indicator, wind speed indicator, and apparent wind indicator. There is a lazarette in the aft section and it is accessed through hatches in the cockpit area. The lazarette houses the water heater, Y valve, holding tank, fenders, and dock lines. Engine compartment intake and exhaust vents are also located in the stern section of the cockpit. The potable water fill port, and holding tank pump-out are located (well marked and properly installed) out-board of the cockpit. The bow and stern pulpits, stanchions, and cleats are constructed of stainless steel and properly secured and backed. The life lines with their associated gates are in good shape and properly adjusted. Teak hand rails are installed on the cabin top.



Deck Hardware

The hardware is properly sized for this vessel. The four Lewmar winches are adequately sized for safe and comfortable cruising. The main sheet traveler is in good condition. All winches and deck hardware are in good serviceable condition. The spreaders, shrouds, and turnbuckles also check out fine. The mast steps on deck, downward force is transferred to the keel via compression post. The mast step is an aluminum weldment

and is well secured. All deck hardware, including winches, are properly backed and secured. The navigation lights comply with CFR regulations. The jib furler is in good condition



Engine and Spaces

The original engine (no hour meter noted), a Yanmar 2GM20F diesel (rated at 16HP), and related reduction gear was not tested while running. Engine oil was checked and no evidence of water was visible. The engine is secure and appears well maintained. Belts and hoses are in good condition. The propeller, shaft, strut, and shaft log are in good condition. The cutlass bearing has no play. The aluminum

fuel tank is properly secured, and located aft of the engine. The fuel system is fitted with necessary filters and shut-off valves. The fuel lines appear secure and in good condition. The engine exhausts through proper hoses to a silencer and then overboard. The entire exhaust system is in good condition. The raw water intake is in good condition. The seawater strainer is appropriate for this vessel. Seacocks throughout are in good shape and operative.

Two batteries are properly installed, boxed and covered, one in the starboard lazarette, the other in the transmission/shaft log compartment. The batteries feed the 12 volt system through a proper three way switch and fuse panel. The electrical wiring and terminals observed throughout the vessel appear in good condition. The circuits were not checked out. (No shore power applied).

Sole is not original

Main Cabin



There is adequate ventilation in the main cabin area through numerous vents and ports. The main cabin houses the dinette, galley and head. There is a stove securely mounted in the galley to the left of the stainless steel sink. A large ice chest is opposite the stove and doubles as a chart table. The ice chest, stove, and sink, are in good condition. There is a pressure water system installed. Closets, lockers and other storage areas are more than adequate throughout the vessel. The interior areas are clean and in good condition. The upholstered sections are not stained and in good condition. The sole is the original teak and holly laminate and is in very good condition.



The head is good sized and has a Groco marine toilet that discharges into a holding tank, or it can be pumped overboard by means of Y valve. There is hot and cold pressure water in the head, and a hand held shower. The head compartment is in very good condition. Lighting is excellent throughout the vessel. The dinette table is large and folds up for storage. The main cabin berths will sleep two. There is an auto/manual bilge pump installed.

V-Berth

The V-Berth is located beneath the forward deck. This area will sleep two. It is clean and nicely upholstered. There is adequate lighting and locker space in this area. Also, housed in the V-berth is the 30 gallon water tank, and rode storage at the forepeak. The deck hatch to this area is secure to the weather and in good condition. There was apparent damage inflicted on the forward port side of this vessel, and signs of water intrusion were present but no longer an issue.



Keel delam: What kind & size, how deep. This keel should be solid lead!! Need a better photo.



Image One



Image Two



Image Three



Image Four



Image Five

These images indicate:

Image One, Clean sturdy teak and holly sole.

Image Two, Origo alcohol stove..

Image Three, Keel bolts, bilge pump, and float switch.

Image Four, Potable water pump & filter..

Image Five, Evidence of delamination on keel, this is an area of concern.

Item Specific List

1. Coast Guard Safety and Signalling package..... Not inventoried

Electrical

2. AC/DC Isolation..... AC was not powered up, **proper isolation is standard.**
3. AC/DC ground system..... AC/DC ground in accordance with ABYC standards
4. DC control panel..... Original, at control station, well maintained. DC wiring is original stranded copper, with original harnessing in place.
5. AC control panel..... Original control panel, in good condition.

Fuel system

6. Fuel lines.... All fuel lines are in good condition, and properly secured. US Coast Guard approved type rubber line.
- 6a. Fuel line shut-off valve.....Bronze valve, at tank.
7. Fuel tank..... Aluminum, 12 gallons, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... Alcohol stove (Origo), not filled.

Propulsion system

8. Carburetor back fire flame arrester..... NA, Engine is a Diesel.
9. Exhaust system.....**Original**, US Coast Guard Approved type rubber, appropriate silencer, with original supports in place.
- 9a. Exhaust system risers.....Original, in good condition.
10. Engine mounts..... secure
11. Engine shaft logs.... Original equipment, secure, properly clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....Compartment is ventilated with appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... NA, fiberglass tube.
13. Rudder tower.... NA, fiberglass tube
14. Steering gear and controls.... Quadrant has recently had maintenance, steering gear and controls, all in good condition.
15. Overboard fittings.....Original fittings below the water line, shut-off valves are working and are well maintained, all in good condition.
16. Backup ground tackle..... Not observed

Sails, Sheets and Halyards

There are two sails on board. The main, and a 150% furling Genoa. The sails are in very good, lightly used, condition. The halyards are in very good condition. The sheets are in like new condition. All of the winches, cleats, furling gear, and their associated blocks and equipment are in good workable condition.

Fire fighting and safety equipment

There is a VHF radio installed in the Nav area. There are several dry chemical fire extinguishers installed below the companionway. The extinguishers are in **serviceable** condition. There are PFD's on board, no throw ring was noted. There is an estimated 150' of 1/2" diameter nylon anchor line, with approximately 10' of 3/8" galvanized chain in the forepeak deck compartment, with an adequate anchor. A second (backup) set of ground tackle was not noted.



Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of this vessel, as there was no shore power available and the engine and gear were not operated.

This vessel is in very good to excellent condition. The current repair work being performed on the hull deck joint and toe rail, is being carried out in a professional manner. Further inspection of the delamination on the keel must be undertaken.

I feel this vessels value is approximately \$17,000 to \$19,000 in the current market.

Recommendations Items:

1. Check stanchions for water intrusion with moisture meter.
2. Complete deck /hull and toe rail repair.
3. Install backup ground tackle. Ensure that the complete Coast Guard Safety and Signalling package is aboard.

Cordially,

Michael G. McGlynn, Marine Surveyor

MM/dtm