

**CONDITION AND VALUATION SURVEY**  
**40' PUGET TRAWLER "GLORIA J"**

**TERMS, CONDITIONS, AND LIMITATIONS**

This report is to certify that the undersigned surveyor did complete the vessel inspection in good faith, while the vessel was hauled out or in the water as specified in the report, in order to determine the vessels general condition assign, fair market and replacement values. Present during the survey inspection was Yacht Surveyor, Mr. Erik Bentzen A.M.S. # 812, an accredited marine surveyor with S.A.M.S. or the Society of Accredited Marine Surveyors. U.S.C.G. requirements, A.B.Y.C. and N.F.P.A. recommendations as well as current marine industry standards were considered and used as guidelines in the attending surveyor's comments and recommendations. The BUC books and website, the Yachtworld.com website, Soldboats.com as well as local and national listings were used as guidelines to determine and assign the fair market and replacement values.

You (client) agree to cooperate with the performance of this inspection and report, and agree that our professional opinions cannot be compromised. You (client) agree to have read, understand, and accept the terms, conditions, and limitations of this report, and that full payment for services is due upon completion of the report.

The vessel's inspection has been made as thoroughly as practical and this report has been issued without prejudice and in good faith. The vessel examination was made by visual examination only, without making removals, or opening up to expose parts or areas ordinarily concealed, or any destructive testing or sampling, or testing for tightness, or trying out machinery and electrical equipment and electronics, and is not subject to any conditions which would have been revealed if any such procedures would have been accomplished. Other than visual inspection only, non-destructive acoustical soundings with a hammer and spot checks with a moisture meter may also be made, only where accessible, when practical and when weather permits or is favorable. If performed this would consist of, and should be considered sample type testing.

You (client) agree and understands this survey report and its content is in no way a guarantee or warranty and as such is limited to only represent, the opinions of the undersigned or attending surveyor. You (client) further understand and agree that any liability is strictly limited only to the original cost of the survey report, and that no further liability shall be assigned to the undersigned surveyor due to error of judgment, default, negligence, omissions, mis-representations or mis-statement in any statement, report, or certificate. Acceptance of this report and any subsequent use of it, in any capacity, constitutes your full understanding and agreement to the terms, limitations, and conditions, of the survey and report.



DATE: 8/30/2007

REPORT NO: #1505

VESSEL NAME: "GLORIA J"

NAME OF VESSEL: "GLORIA J" TYPE: 40' PUGET TRAWLER

OFFICIAL NO: US documented 992977 HULL ID: EYS401160577 - DC

HOME PORT: Aberdeen, WA. LENGTH OVERALL: 40'

OWNER: Mr. Joseph O. Fitting REG. LENGTH: 39.8'

29 Hunter Lane BEAM: 13.8'

Cosmopolis, WA. 98537 DRAFT: 7.6'

TONNAGE: 37,000 lbs

DESIGNER: Unknown BUILDER: C&L Marine

YEAR BUILT: 1977 WHERE: Kaohsiung, Taiwan, ROC

LAST HAULED: Unknown

SURVEYED AT: Keyport boatyard in Keyport, WA.

TYPE OF SURVEY: Insurance survey DATE OF SURVEY: Thursday, August 30, 2007

SURVEYED DRY/AFLOAT: While hauled on a tide grid

WEATHER OR CONDITIONS: Sunny, clear, and warm

PRESENT AT TIME OF SURVEY:

The owner Mr. Joseph Fitting and Mr. Warren Posten Jr.

REQUESTED BY:

Mr. Joseph O. Fitting

29 Hunter Lane

Cosmopolis, WA. 98537

CONTACT INFORMATION:

360-532-4396 h.

360-276-4850 w.

360-580-0011 m.

kellimdineen@comcast.net

HULL:

HULL TYPE: Hard chine displacement power CONSTRUCTION: Fiberglass in female mold

MATERIAL: Molded fiberglass CAULKING: None

THICKNESS PLATING OR PLANKING: Not measured

FRAMING SIZE/MATERIAL: Molded fiberglass over wood stringers and frames

BULKHEADS: Plywood - 3 main LOCATION: 2 - forward and 1 - aft

GUARDS: Raw teak BILGE RAILS: Raw teak

TRANSOM: Molded fiberglass TRANSOM STEP: Aluminum swim step

TRIM PLANES: None RUDDER PINTLE: UPPER N/A LOWER N/A

STRUTT: Cast bronze and cast bronze V struts STRUTT BEARING: Cutlass type

SIZE & MATERIAL SHAFT: Two - 1 3/4" stainless steel

PROPELLER(S): Two - 4 blade bronze 23 X 26 and two spare bronze 3 blade

RUDDER TYPE: Molded fiberglass with rubber mou RUDDER STOCK: 1 1/2" stainless steel

RUDDER GLAND: Packing gland KEEL BOLTS: None molded fiberglass keel

KEEL: Molded fiberglass BALLAST: None

STABILIZER FINS: None OTHER FAST: Various stainless steel

HULL VENTILATION: Natural thru hatches and windows

CONDITION TOPSIDES: Taps out solid - sound condition  
White gelcoat

TOPSIDES FINISH COND: Some minor cosmetic scratches, chips, and blemishes

CONDITION BOTTOM: Taps out solid - sound condition  
No blistering observed

BOTTOM PAINT CONDITION: Painted black anti fouling - paint in good condition

**HULL:**

SHAFT ZINCS: None - 100% wasted HULL ZINCS: None - 100% wasted

TYPE STEERING: Manual hydraulic NO: STEERING STATIONS: Two - one on FB

REMARKS: The zincs were in the process of being replaced during the haul out.

**BELOW THE WATERLINE THROUGH HULL FITTINGS:**

LOCATION	SIZE	TYPE	MATERIAL	PIPING	HOSE CLAMPS
Port midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Port midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Port midships	1 1/2"	Ball type	Marlon	Hose	Double stainless steel
Port centerline	3/4"	Gate type	Bronze	Hose	Double stainless steel
Port forward	3/4"	Drain plug	Bronze		
Starboard midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Starboard midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Starboard midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Starboard midships	3/4"	Ball type	Bronze	Hose	Double stainless steel
Starboard forward	3/4"	Transducer/paddle wheel -Bronze			
Starboard forward	1"	Transducer	Bronze		

REMARKS: There was an old capped off 4" dia. Fiberglass sonar tube port midships.

DECK AND SUPERSTRUCTURE:

TYPE OF DECK: Flybridge aft cabin trawler THICKNESS: Not measured

BEAMS: Molded fiberglass over wood BEAM KNEES: Plywood

CARLINGS: Molded fiberglass STRINGERS: Molded fiberglass over wood

BULWARKS: Molded fiberglass SEAMS: Polysulphide in teak decking

CAPPING: Varnished teak COAMINGS: None

DECK MATERIAL: Fiberglass and plywood sandwich with teak deck overlay

HULL DECK JOINT: Internal flange - bonded and bolted

WHEELHOUSE: Fly bridge aft cabin trawler with helm station to starboard

CABINS: Forward is a double V-berth and an enclosed head and shower to port and a hanging locker to Starboard. Midships is up with the helm station to starboard, a built in settee opposite to port and The galley aft and to starboard. Moving aft is the master stateroom with a double berth to port hanging lockers and the aft head, tub, and shower starboard and aft.

FLYBRIDGE: Yes - enclosed flybridge

EXTERIOR FINISH: White gelcoat with raw teak deck overlay

HATCHES: Forward escape hatch

WINDOWS: Plate glass in painted teak frames

PORTS: Plate glass in painted teak frames

REMARKS: The upper deck and flybridge has a black canvas top and bimini top, with side curtains  
The teak deck overlay was in fair condition but had many open seams and several missing plugs. Several areas of the margin planking was loose.  
The upper decks within the enclosure had carpet installed and was not accessible.

MACHINERY

MAIN ENGINE: Twin diesel TYPE: 6 cylinder / 4 cycle

MAKE: Ford Lehman MODEL: 2715E

HP: 120 HP each SERIAL # Pt. - 039633 / Stbd. - 045737 YEAR: Unknown

REDUCTION GEAR: Borg Warner Velvet drive / 2:1 reduction RPM: Aprox. - 1800 RPM

SPEED: Aprox. - 8 knots ENGINE HOURS: Port - 3826.3 / stbd. - 4560.8

ENGINE BEARERS: Molded fiberglass over wood ENGINE MOUNTS: Rubber

SHAFT LOG: Bronze packing gland COUPLING: Hard coupled

AUXILIARY ENGINE: None

OTHER MACHINERY: None

EXHAUST PIPE: Fiberglass exhaust elbow and hose hose

EXHAUST LOCATION: Port and starboard thru transom

EXHAUST DOUBLE CLAMPED: Single clamped EXHAUST CONDITION: Needs further inspection

DRY/WET EXHAUST: Wet INSULATED: Yes SHUT-OFF VALVE: None

VENTILATION: Natural BLOWER: None

FUEL LINES: Copper & braided S.S. fuel hose FUEL SHUT-OFF: Not Visible

ENGINE COOLING SYSTEM: Fresh water cooled thru heat exchangers

WATER PIPES & HOSES: Serviceable condition

THRU HULL SHUT OFF: Yes ALARM SYSTEMS: Engine gauges and audible alarm

DRIP PANS: Stainless steel fabricated pans

CONDITION OF ENGINE ROOM BILGES: Very oily & dirty w/ standing oil in pans & standing diesel in bilge

REMARKS: The bilges need cleaning.

TANKS

FUEL TANKS: Two LOCATION: Port and starboard Midships  
CAPACITY: 450 US gallons SHAPE: Rectangular  
MATERIAL: Black iron HOW SECURED: Blocked and fitted  
TANKS BONDED: Not visible FUEL FILL'S BONDED: Not visible  
CONDITION: Not visible

FILLING PIPES & VENTS: Thru side decks

TANKS VENT OVERBOARD: Yes SHUTOFF VALVES ON TANKS: Yes

LPGLNG TANKS: Two - 5 gallon steel LOCATION: Under flybridge brow

TANKS IN SELF-DRAINING COMPARTMENT: Yes

PRESSURE GAUGE: None SOLENOID VALVE: None

CONDITION: Both appear to be in good condition

WATER TANKS: Two LOCATION: Port and starboard aft

CAPACITY: 300 US gallons SHAPE: Rectangular

MATERIAL: Stainless steel HOW SECURED: Blocked and fitted

CONDITION: Good where visible SHUTOFF VALVES: Yes

HOLDING TANKS: None LOCATION: N/a

CAPACITY: N/a SHAPE: N/a

MATERIAL: N/a HOW SECURED: N/a

CONDITION: N/a SHUTOFF VALVES: None

OTHER TANKS: None

REMARKS: Equipped with an Electra San treatment unit

ELECTRICAL

POWER SUPPLY TO MAIN ENGINE: Two - belt driven 12 volt 55 amp alternators

AUXILIARY POWER GENERATOR: Single cylinder / 4 cycle diesel

MODEL: EA 300-ENB-1 MAKE: Next Generation YEAR: Unknown

SERIAL # Not visible HOURS: 307.1 hours on hour meter

VOLTS: 120/240 volts WATTS: 41.7 amps LOCATION: Centerline fwd. in engine room

BATTERY CHARGER: Stat Power 20 amp true charge

INVERTER: None

STORAGE BATTERIES: Four - 4D, and one - group 24 wet cells

BATTERIES SECURED: Yes - in boxes CUTOFF SWITCH: Yes

FUSE PANEL/SWITCHBOARD: Main AC and DC breaker panels

REVERSE POLARITY LIGHT: Yes DOUBLE POLE AC MAIN BREAKER: 110 volts AC

AC SYSTEM: 120 volts AC CONDITION OF WIRING: Good where visible

DC SYSTEM: 12 volts DC CONDITION OF WIRING: Good where visible

DC FW PUMP: 12 volt Shur flow AC HOT WATER: 10 gallon Torrid

DC WD PUMP: 12 volt Par REFRIGERATION: \_\_\_\_\_

DC SUMP PUMP: 12 volt Rule 500 GPH AC EQUIPMENT: 30 amp shore power cord

BONDING SYSTEM: Partial - not complete GALVANIC ISOLATOR: Unknown



**ELECTRONIC EQUIPMENT:**

SSB RADIO: None SERIAL # N/A

VHF RADIO: Motorola Triton Nautilus 440 SERIAL # Not visible

VHF RADIO #2: Uniden MC-535 on FB SERIAL # Not visible

CB RADIO: Cobra 19 plus SERIAL # Not visible

LOUD HAILER: Unimetrics Sea Piper II SERIAL # 4000147

OTHER RADIO: Brisson hailer/ listener SERIAL # Not visible

DEPTH SOUNDER: None SERIAL # N/A

FISH FINDER: Furuno FCV - 662 SERIAL # 80804288

RADAR: None SERIAL # N/A

GPS: None SERIAL # N/A

CHART PLOTTER: Echo tec CTM 951 SERIAL # 106359

LORAN: None SERIAL # N/A

AUTO PILOT: Wood Freeman / MN 500 SERIAL # Not observed

COMPASSES: Two 3 1/2" and 5 1/2" Danforth LAST CHECKED: Unknown

BAROMETER: Wheems and Plath CLOCK: Ships time

HORN/WHISTLE: 12 volt BELL: Yes

SEARCH LIGHT: Hand held and 12 volt remote INCLINOMETER: None

OTHER INSTRUMENTS: None

KNOT METER KNOT LOG: Swoffer knot meter knot log

WIND SPEED WIND POINT: None

STEREO & AUDIO : JVC AM/FM/Cassette and Sony CDX-5070 AM/FM/CD on fly bridge

TELEVISION: Sam sung color TV and VHS

OTHER ELECTRONICS: None

GALLEY LOCATION: Starboard midships

GALLEY STOVE: Propane 3 burner force 10 with oven

GALLEY SINK: Double stainless steel

FRESH WATER: Hot and cold pressure water

REFRIGERATION: Taylor Made 12 volt and 120 volt refrigerator and freezer

OTHER: None

VENTILATION: Natural thru windows GFCI OUTLETS: None

STORAGE: In cabinets and drawers

WET BAR LOCATION: None

SINK: None

REFRIGERATION: None ICEMAKER: None

HEAD LOCATION: Port forward HEAD LOCATION: Starboard aft

HEAD TYPE: 12 volt electric HEAD TYPE: 12 volt electric

VANITY SINK: Stainless steel VANITY SINK: Stainless steel

FRESH WATER: Hot and cold pressure water FRESH WATER: Hot and cold pressure water

SHOWER / TUB: Shower pan SHOWER / TUB: Molded bath tub and shower

GFCI OUTLETS: None GFCI OUTLETS: None

VENTILATION: Natural VENTILATION: Natural thru windows

STORAGE: In cabinets and drawers STORAGE: In cabinets and drawers

HEATING/FURNACE LOCATION: starboard aft in engine room

TYPE: Diesel forced air MAKE: Webasto



DATE: 8/30/2007

REPORT NO: #1505

VESSEL NAME: "GLORIA J"

**SAFETY EQUIPMENT**

**GROUND TACKLE:**

#1 ANCHOR: 40Lb. Danforth CHAIN: Aprox 200' 1/4" LINE: None

#2 ANCHOR: None CHAIN: None LINE: None

ANCHOR WINCH: 12 volt McMurry windlass

DAVITS: None CRANES: None

LIFE BOAT: None

EQUIPMENT IN BOAT: N/A

LIFE RAFT: None LAST CHECKED: N/a

EPIRB: None SERIAL# N/A LAST CHECKED: N/a

SURVIVAL SUITS: N/A LIFE RINGS: Two - life rings

HEAVING LINE: Several MAN OVERBOARD: None

APPROVED LIFE JACKETS: Seven type II, Two - type III, and one type IV

FLARE GUN: 2- Olin flare guns/ 6- shells expired, 3- ague 07 SMOKE FLARES: One - expired

RED FLARES: Six - red hand held exp. Aug 07 and three - expired

LIFE LINES: Varnished teak cap rail STANCHIONS: 1" stainless steel

PULPIT: Stainless steel bow pulpit BOAT HOOK: Yes - aluminum

BILGE WATER ALARM SYSTEM: None

BILGE PUMPS: Two - 12 volt automatic Rule 2000 GPH midships and Rule 2000 GPH aft

DECK PUMPS: None

USCG REQUIRED OIL PLAQUE: Yes USCG REQUIRED GARBAGE PLAQUE: None

RADAR REFLECTOR: None EMERGENCY TILLER: None

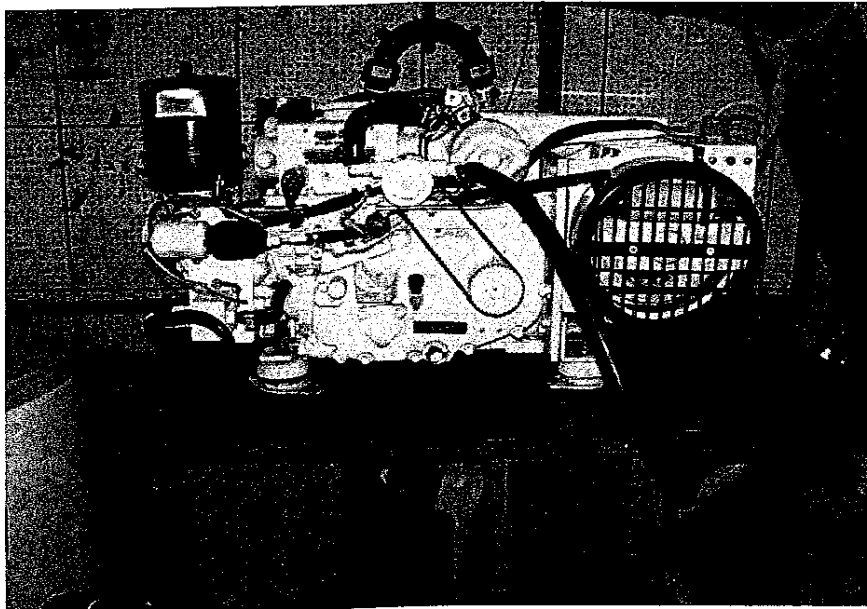
SAFETY EQUIPMENT (continued)

FUEL FUME DETECTOR: None PROPANE FUME DETECTOR: None  
FIRE ALARM SYSTEM: None  
SMOKE DETECTORS: None CO2 DETECTORS: None  
AUTOMATIC ENGINE ROOM EXTINGUISHERS: Two - 9 lb. 1301 Halon with no service tags

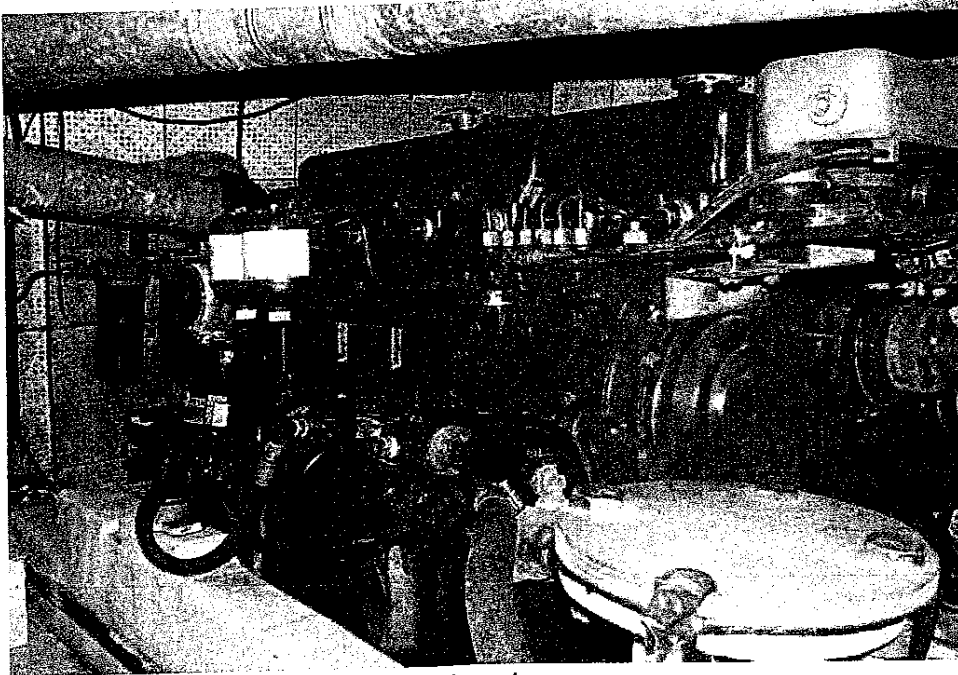
PORTABLE FIRE EXTINGUISHERS:

LOCATION: Helm station TYPE: BC - Halon  
SIZE: I GAUGE: Full TAGGED: No service tag MOUNT: Yes  
LOCATION: Aft stateroom TYPE: BC 124 Halon  
SIZE: I GAUGE: Full TAGGED: No service tag MOUNT: Yes

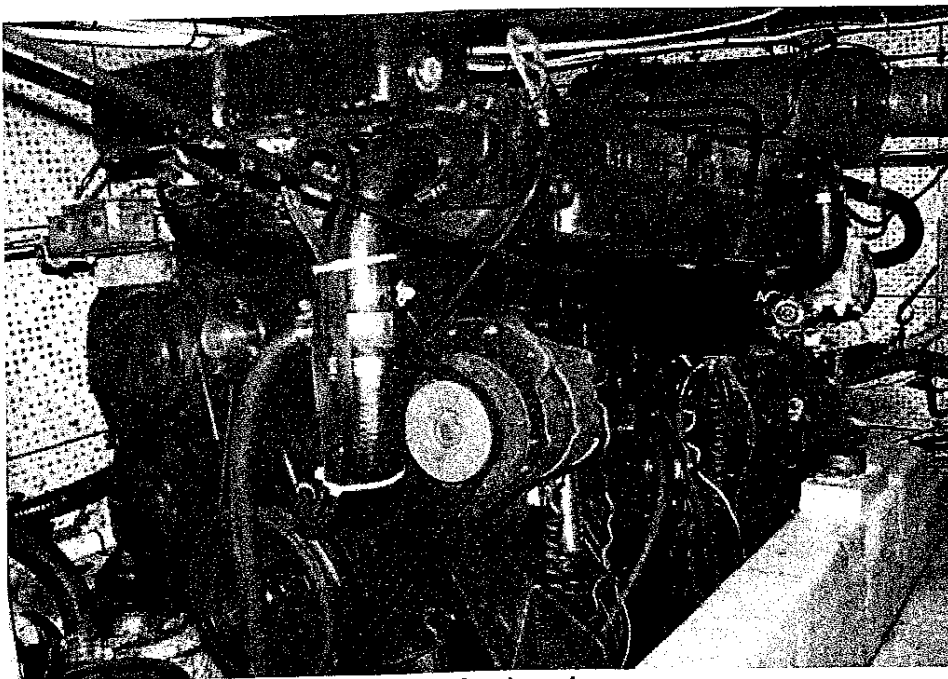
OTHER FIRE FIGHTING EQUIPMENT: None



The diesel generator.



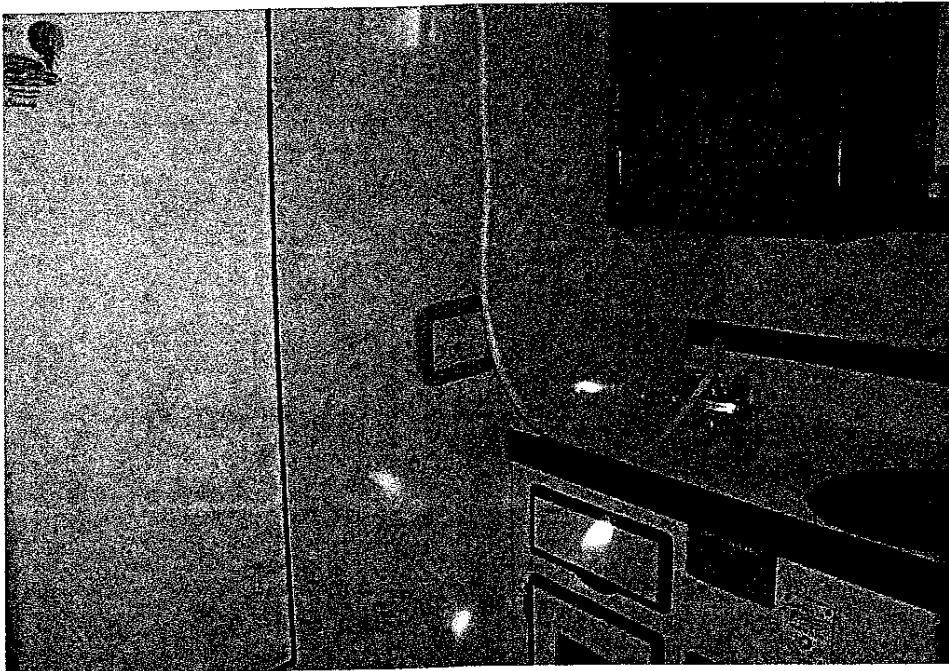
**The port main engine.**



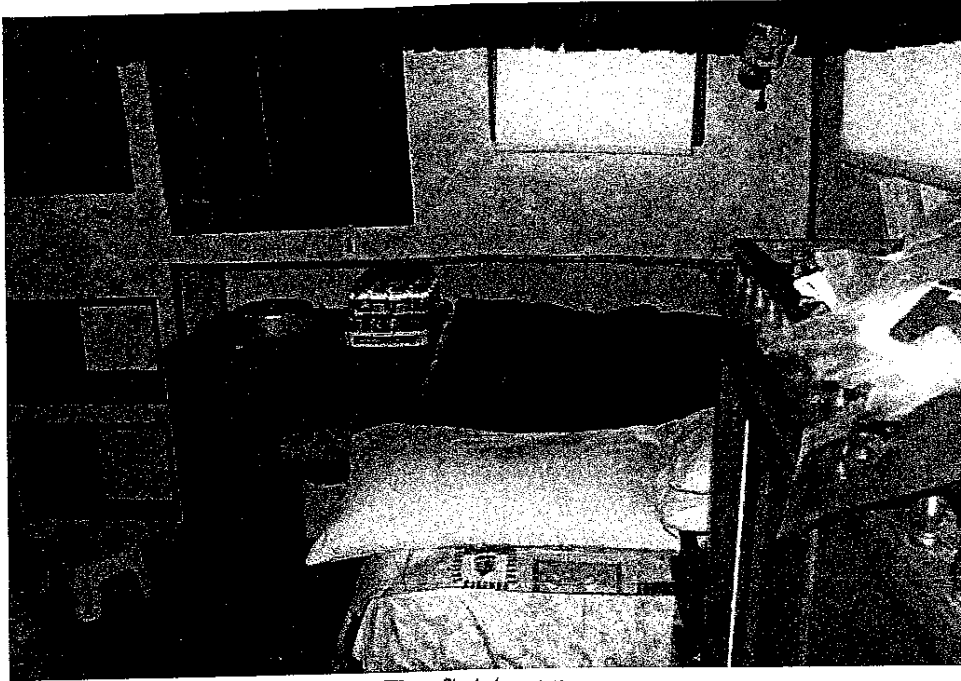
**The starboard main engine.**



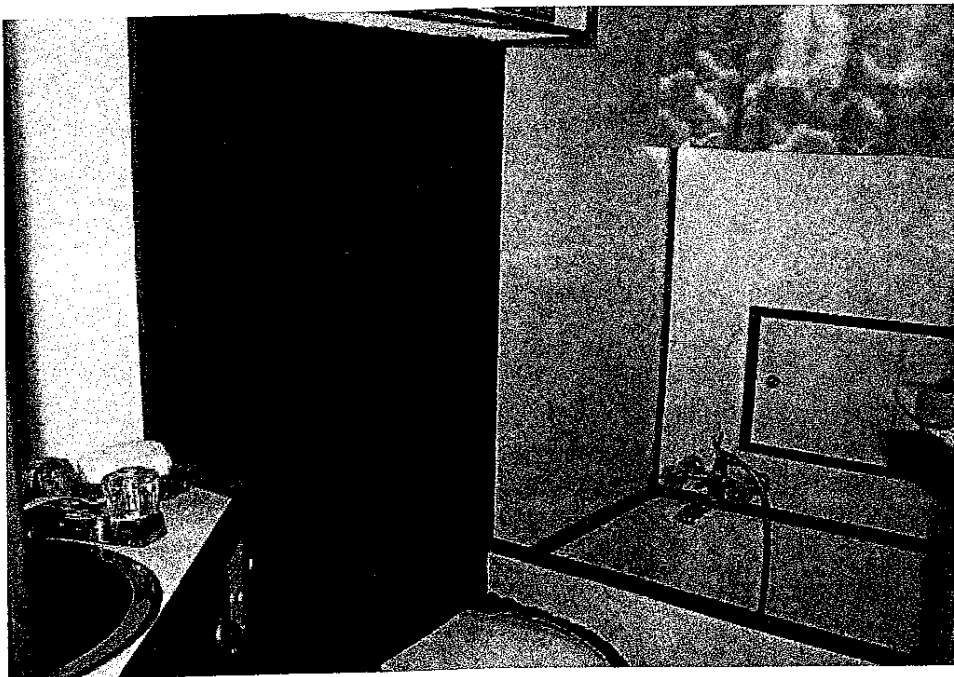
**The V berth forward.**



**The forward head.**



**The aft stateroom.**



**The aft head.**



**SUMMARY - GENERAL DESCRIPTION & REMARKS:**

The power vessel "GLORIA J" was built by C&L Marine in Kaohsiung, Taiwan, ROC in 1977. She has a comfortable and functional layout for day and overnight cruising in coastal waters. At the time of inspection "GLORIA J" appeared to be well outfitted, and presented herself in average condition for her age and use. Upon completion of the after mentioned recommendations the power vessel "GLORIA J" should be considered a fair value and good insurance risk.

**RECOMMENDATIONS:**

- 1) Found - The vessel propane locker has many open holes leaking into the living space below.  
Recommend - Comply to ABYC standards for propane installations.
- 2) Found - The propane system has no pressure gauge or solenoid control valve, also the propane line is not a continuous run, with no breaks.  
Recommend - Comply to ABYC standards for propane installations.
- 3) Found - The vessels flare inventory expires this month.  
Recommend - Update the USCG required flare inventory before they expire this month.
- 4) Found - The stainless exhaust mufflers are corroded and weeping, the exhaust hose is single clamped.  
Recommend - Investigate further, and replace mufflers as necessary, double clamp all exhaust connections.
- 5) Found - The generator exhaust is only single clamped.  
Recommend - Investigate further, and double clamp all exhaust connections.
- 6) Found - The AC main breaker is a single pole type main breaker.  
Recommend - Comply to ABYC standards and install a double pole AC main breaker.
- 7) Found - The 120 volt hot water heater is installed with an 15 amp plug in receptacle.  
Recommend - Hard wire the hot water heater in compliance to ABYC standards.
- 8) Found - There is no holding tank installed.  
Recommend - Install holding tank in compliance to USCG requirements for MSD's and holding tanks.
- 9) Found - There was no USCG required garbage placard displayed.  
Recommend - Comply to all USCG requirements and display the garbage placard.
- 10) Found - The flybridge compass has no damping fluid.  
Recommend - Have the compass serviced or replaced.
- 11) Found - There was loose fiberglass tabbing on the keel, around the un-used sonar tube.  
Recommend - Investigate further and as necessary repair to marine industry standards.
- 12) Found - The port midships thru hull, above the water line is plugged with just a cork.  
Recommend - Positively cap off the un-used thru hull, or remove.
- 13) Found - The forward main bulkhead has checked plywood & water damage both port and stbd outboard.  
Recommend - Investigate further for window or deck leaks, repair to marine industry standards.
- 14) Found - The port aft corner of the deck and aft trunk cabin has signs of leaking and water damage inside.  
Recommend - Investigate further for window or deck leaks, repair to marine industry standards.

**FURTHER RECOMMENDATIONS ON NEXT PAGE:**



RECOMMENDATIONS CONT :

- 15) Found - The teak decking overlay has many open seams, several missing plugs, areas of the margin plank taps out loose, and several other areas of the teak decking are becoming loose.  
Recommend - Investigate further and repair the decking and seams to marine industry standards, investigate the condition of the plywood cored sub deck further.
- 16) Found - The starboard heat exchanger was very corroded, the port heat exchanger and oil coolers were corroded more than usual.  
Recommend - Investigate further and rebuild or replace heat exchangers and oil coolers as necessary.
- 17) Found - There were no zincs left when inspecting the bottom, the bonding system was disconnected and laying loose in the bilge.  
Recommend - Repair the bonding system, replace and monitor zincs, and install a galvanic isolator.
- 18) Found - One of the two anchor winch solenoid switches has corroded off.  
Recommend - Replace the solenoid switch and re-bed deck leaks around the switch.
- 19) Found - The anchor shackle was not seized.  
Recommend - Seize the shackle to prevent the shackle from unwinding while anchoring.
- 20) Found - The fire extinguishers had no service tags.  
Recommend - Have the fire extinguishers serviced, inspected, and tagged.
- 21) Found - There was a catalytic heater installed on the enclosed fly bridge.  
Recommend - Install a co detector in the enclosed flybridge area.
- 22) Found - There were no smoke detectors observed aboard.  
Recommend - Install a smoke detector in each of the living spaces, as per NFPA.
- 23) Found - There was standing diesel oil in the bilge and the bilge was extremely oily.  
Recommend - Clean and degrease the bilges, investigate further for leaking diesel fuel, repair as necessary.
- 24) Found - The engine drip pans had standing oil in the pans.  
Recommend - Investigate further for oil leaks and repair as necessary.

<i>ESTIMATED FAIR MARKET VALUE</i>	<u>\$ 72,875.00</u>
<i>ESTIMATED REPLACEMENT VALUE</i>	<u>\$ 396,000.00</u>

**Erik Bentzen**

Digitally signed by Erik Bentzen  
DN: cn=Erik Bentzen, c=US, o=Bentzen  
Marine, email=erikbent@aol.com  
Reason: Signed by Erik Bentzen attending  
marine surveyor S.A.M.S. AMS #812  
Date: 2007.09.03 19:44:40 -07'00'

*SIGNED:*

Erik Bentzen, S.A.M.S. Accredited Marine Surveyor #812