

AZIMUTH MARINE LLC

MARINE SURVEYING & CONSULTING

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Dartmouth St. Newport, RI 02840



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Capt. Jeffrey R. Stone

Tel: (401) 851-2041 info@azimuthmarinesurvey.com



SURVEY REPORT #1049J21

By Request of: Greg James / Antique Yacht
Collection
9 Whitfield Place #5
Newport RI. 02840

Phone: 401 855 4281 **E mail:** gregjames27@gmail.com

Date: July 21, 2021

Vessel Name: "TEMMA"

Type: Motor Yacht

Service Area: Eastern Seaboard

Hull ID #: None. Vessel build date predates HIN convention

Official #: 602787

Certificate aboard / numbers attached: Yes/Yes

Purpose of Survey: Condition and valuation for insurance underwriting purposes only. *(Note: this survey is not to be used for transfer to a third party or use other than intended)*

Where Surveyed: On the hard @ Sakonnet South Yard, Portsmouth RI, In the water alongside at Bowen's Wharf, Newport RI.

Attending: Owner (above)

DARTMOUTH ST.

NEWPORT, RHODE ISLAND 02840

VESSEL PARTICULARS

Builder: Goudy & Stephens, Boothbay ME.
Designer: Ben Rand
Year Built: 1928
Model: Custom
LOA: 41' 07" **Beam:** 10' 06"
Draft: 3' 06" **Displacement:** 20,000Lbs.
Hull Type: Modified Deep Vee
Material/Color: Wood / White w/ Varnished
 Mahogany house and trim
Speed: 15 Kts ±

Above measurements are taken from mfg's specs or widely published material

**HULL AND SUPERSTRUCTURE:**

Construction Scantlings: Carvel planked Cedar on steam bent Oak frames. Frames on 10" centers. Centerline structure is Oak (Keel, floor timbers, stem, and etc.). Plank fasteners are Copper rivets. Where sister frames are placed, fasteners are Bronze screws. Deck beams are of Oak. House is Mahogany. Hard top is Cedar w/ Dynell over. Side decks are marine plywood with Dynell cloth over. Cockpit sole is laid and caulked Cedar planking. House top is laid Cedar w/ Dynell over.

Superstructure/Layout: Low trunk forward to aft cockpit / chain locker way forward then V berths followed by stbd head, port hanging locker. The saloon has straight settees port and stbd. The galley area is aft port. Up steps to port helm and bench seating aft w/ hard top extending aft to the transom.

GENERAL CONDITION:

- **Hull planking** - Found smooth and fair. Percussion sounding indicates sound planking. No open seams. Butts and hood ends are secure and fair.
- **Transom** – Secure. The transom was examined on both faces (inboard and outboard) as far as accessibility allowed. No wood decay noted.
- **Decks** – Fair and secure. Planks in good condition, where Dynell is epoxied over the sub-deck, the overlay was sound and secure, no lifted areas noted.
- **Keel** – In good condition overall. A new 5' section was scarfed into the bottom of the keel in the midship section.
- **Frames** – In good apparent condition. Several new ends were scarfed in over the last haul out periods. Numbering approx. 12 pairs. There are several sister frames throughout the vessel. These have been laid in in intermediate positions, which is considered good practice.
- **Floor timbers** – Four new floor timbers have been put in, replacing older floors whose condition was suspect. New Bronze keel bolts were used, replacing the older Galvanized steel ones. All other floors, that could be viewed, were in good condition.
- **Hatches&Ports-Gaskets** – Mahogany skylights, Bronze opening ports inspected and appear in good condition – no evidence of leaks
- **Bilge** – Clean
- **Stringers**– Secure. No visible cracks or areas appearing "worked".
- **Interior** – Clean, well-tended to.

Summary of Condition: **Structurally sound, equipment operational. The whole presents as well cared for. Good maintenance practices are much in evidence.**

Weather at time of survey: Clear, air temps in the 70's



PROPULSION SYSTEM

General Condition: The engine was out of the vessel this past haulout period. It was repainted, injection pump rebuilt, injectors serviced, raw water and coolant pumps replaced, heat exchanger serviced, and all hoses replaced. The transmission was sent out for overhaul at the same time. The engine and transmission were both operated briefly alongside. The engine exhibited good compression with a quick start and quick shut down. The transmission engaged smoothly and the shaft appeared straight and true by virtue of no undue vibration. Photos show engine out and repainted in the spring, and engine reinstalled in July.

Number/Type: One / Diesel

Hours: 4416.1 "by meter"

Manufacturer: "Perkins"

Model: 6-354

Serial Number(s): TW70026U651964H

#Cylinders/HP: 6 / 120 @ 2800 Rpm

Year/Year rebuilt: Unknown

Cooling System: Fresh water heat exchanger

Alarms: Yes

Gauges: Full @ Helm

Controls: Dual lever

Eng. Beds/Mounts: HD stringers/Appear good

Exhaust(s): Reinforced hose

Silencer(s): Can type FRP In-line

Mixing Elbow/Riser: Good, no Oxidation, no evidence of leaks

Belts/Hoses: Appear good

Drip pan?: None

Reduction Gear(s): "Borg Warner – Velvet Drive" ratio unknown

Drive Type: Direct drive

Shaft(s): 1 1/4" Stainless Steel. Inspection of the propeller and shaft revealed all to be in apparent good condition and to be tracking true and no evidence of galvanic corrosion.

Shaft Coupling: Steel, safety wire installed, no corrosion

Propeller: 3 bladed Bronze 20" x 14" Left hand turning

Stuffing Box(es): Traditional
Shaft Log/Bearing(s): Through horn timber / Cutless – good
Zincs: Good
Trim Tabs: None
Thruster(s): None

MECHANICAL SYSTEMS

General Condition: All gear inspected visually and tested for operability. Found to operate normally, in good condition and well installed, except as noted
Eng.Rm.Ventilation: 12v Blower (33 CFR 183.610)
Insulation: Foil & foam
Steering Stations: One
Wheel/Tiller: Teak wheel
Steering Gear: "Hynautic" Hydraulic. Turned freely from lock to lock, all appeared to be operating normally without any restriction in the mechanism.
Rudder(s): Bronze plate
Rudder Post Gland(s): Traditional (*Note*)
Bilge Pump(s)-Manual: Diaphragm in cockpit
Bilge Pump 12vdc: "Rule" 2000 Gph, (2) Rule 360 Gph both automatic/manual
High Bilge Alarm?: Yes (*ABYC H-22*)
Potable Water-Manual: Hand pump
Pressure: "Par"
Air conditioning/Heating: None
Head(s): "Wilcox Crittenden Skipper" Manual
Holding Tank (Type III MSD): Yes w/ (2) "Y" valves – see Tankage and Plumbing
USCG Approved: With the securing of overboard discharge thru hull valves - Compliant w/ requirements for "No Discharge Zones" (*33 USC 159*)
Macerator: Yes – not tested

ELECTRICAL SYSTEMS

General Condition: All gear tested and inspected visually. Found in good condition and well installed, except as noted. Batteries are not formally load tested during survey except to the extent that they stand up to the loads put on them in the course of operating DC equipment.
DC-Batteries/Amps: (2) 12v Gp27
Installation: FRP trays. Ungrounded terminals are *not* protected. (*Note*)
Battery type: AGM
Condition of terminals: Good
Approved: Yes (*ABYC E 10.7.1 – 10.7.12*)
Engine Alternator/Amps: Est. 85 amps
Charger/Amps: "Pro Mariner" / 12 amp
Vapor Proof Switch(es): "Perko"
DC control panel: Below, port aft house bulkhead. Volt and ammeter in panel.
Circuit Protection: Magnetic breakers & fuses
Installation: DC wiring is stranded copper w/ common ground bus to engine. Harnessing in place. Well loomed, compliant w/ *NFPA 302 7-13.4, ABYC E-11*
Thru Hull Bonding? / Condition: None
Galvanic Isolator: None
Isolation Transformer: None
AC-Shorepower: 30 amp service
AC control panel: With DC distribution panel below

Reverse Polarity Indicator: Continuous light in compliance w/ ABYC 11.6.3.3.1

GFCI Protected?: Yes, ABYC E-11.15.3.5 states: *If installed in a head, galley, machinery space, or on a weather deck, the receptacle shall be protected by a Type A (nominal 5 milliamperes) Ground Fault Circuit Interrupter (GFCI).*

Inverter/Watts: None

Generator/KW: None

Cabin Lights: 12vdc – good. Lighting fixtures are original to the vessel

Spreader Lights: 12vdc - good

Navigation Lights: 12vdc - good

Anchor Light: 12vdc - good

Windshield wiper(s): Three

Hot Water Heater: None



GALLEY EQUIPMENT

General Condition: Galley has basic equipment only. In good order

Sink(s): Stainless Steel

Refrigeration: Ice box

Stove Type: Propane

Burners/Oven: Two burner stove top

Tank Stowage: In chain locker in a type approved box.

Safety Solenoid: Yes w/ gauge

Approved: Yes (ABYC A-1.6 - 1.10)

Supply lines: Protected where pass through bulkheads and vessel structure (*NFPA 320 6-5.10.4.2*)

TANKAGE AND PLUMBING

General Condition: All gear inspected visually and tested for operability. Found to operate normally, in good condition and well installed, except as noted

Fuel Tanks/Capacity: One / 100 Gals. The tank and lines revealed no apparent leaks. (not pressure tested)

Material: Aluminum

Location: Under cockpit deck aft

How Secured: Framing

Accessibility/Condition: Ltd / appears good

Fills/Vents/Overflows: On deck / topside

Fuel Lines/Clamps: Neoprene - approved

Filters: Dual switchable Racors and secondary

Shut-off Valve/Manifold: At tank & filter

Fuel level indicator?: At helm

Water Tanks/Capacity: One / 40 Gals. The tank and lines revealed no apparent leaks. (not pressure tested)

Material: Polyethylene

Location: Under V-berth

How Secured: Framing

Accessibility/Condition: Ltd / appears good

Fills and Vents: On deck topsides

Hoses/Clamps: Good

Holding Tank/Capacity: One / 40 Gals

Material: Polyethylene

Location: Starboard stbd settee

How Secured: Framing

Thru-Hull Fittings/Valves: Bronze seacock ball valves. External inspection of the through-hull fittings revealed all to be in apparent good condition with no sign of galvanic corrosion. They appear to be well secured to the hull

Approved: Yes (ABYC H – 27.4, 27.5)

Condition: Working

Clamps/Hoses: Double / reinforced

Tapered Plugs?: At each through hull valve below LWL – No (*Note*)

Anti-Siphon Loops: Yes (*Note*)

Raw water Strainers: Bronze

Hose Chafing?: None Observed

ELECTRONICS/NAVIGATION EQUIPMENT

General Condition: All equipment tested and found operational as designed, except where noted

Compass(es): "Ritchie"

VHF Radio: "Icom IM M59"

Autopilot: "Simrad"

Speed Log: Via nav software

Depthfinder: Via Nav software

GPS: "Garmin GPS Map 192C". Principal nav is provided via I pad based Navionics

Rudder Indicator: Yes

Stereo/Radio: Blue tooth



DECK EQUIPMENT

General Condition: All gear inspected visually and tested for operability. Found to operate normally, in good condition and well installed, except as noted

Anchor Windlass: Manual

Anchor(s): 2 x "Danforth" Anchors and rode in good condition and are considered well above adequate for a vessel of this size

Chain/Rode(s): 5/16" chain, 1/2" Nylon

Docklines: Misc. braid 3 strand

Fenders: Medium pneumatic

Swim Ladder: Aluminum

SAFETY/REQUIRED EQUIPMENT

General Condition: Good, except as noted

Throwable Device: Lifering

PFD's: USCG Type II (33 USC 175) In good condition, Adequate in number for persons aboard

VDS: "Orion" kit (33 USC 175) Current

Horn/Bell: Single trumpet / yes

Oil/Pollution Placards: Yes / Yes (33CFR151.9)

Fire Extinguishers: (5) 3Lb ABC dry chemical
Condition: Gauges in green, no rust. Units are under recall by "Kidde" *(Note)*
Fixed Fire System: Halon 1301
Condition: Gauge in green, no rust *(Note)*
CO detector/ Gas sniffer: "Suggested" / "Suggested" *(Note)*
Smoke detector: *Recommended (NFPA 12.3)*

REMARKS AND RECOMMENDATIONS

"TEMMA" is a well built and well maintained vessel. This past year she had her engine out for maintenance and repainting, which allowed access to the vessel structure under the engine. This is an area too often neglected in older wooden vessels. Floors and frame heels were inspected, and all was repainted. She has had regular "deep" work: keel bottom replaced, sister frames installed as needed. Floor timbers and keel bolts replaced as needed as well. Vessel structure appear very sound, and in the course of the survey, no wood decay was discovered.

Her interior is in largely original condition, and her original Bronze deck fittings and Brass and interior hardware are intact.

In as far as may be ascertained from a general inspection, without making extensive removals or opening up to expose ordinarily concealed areas, and without taking borings to determine thickness or soundness of structures and members, or testing for tightness of components. Upon compliance with the following required items, this vessel should represent a sound financial and insurance risk.

Note: The N.F.P.A. National Fire Protection Association, and ABYC (American Boat and Yacht Council), do not represent legal requirements, only safety standards. Non-conformity can affect insurance. U.S.C.G Requirements are law by the Federal Boat Safety Act of 1971.

REQUIRED:

No Required Items

RECOMMENDATIONS:

Safety Equipment

1. Recommend replacement of the fire extinguishers, they are under recall by "Kidde".

Electrical systems

2. Recommend providing positive terminal protection on the batteries to prevent against accidental short.

SUGGESTIONS / AT OWNER'S DISCRETION:

No Suggestions

SURVEYOR'S NOTES:

1. Fire extinguishers should be checked monthly to assure that pressure gauge readings are in the green area. Dry chemical extinguishers should also be removed from their brackets, turned

upside down and shaken vigorously to keep the chemical loose then properly secured to the mounting bracket. ABYC A-4.5.4.1-2 and NFPA 302 E.3. recommend annual service/tagging.

2. Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline diesel, propane, charcoal or oil, burns. On board sources include gasoline and, to a lesser degree, diesel engines, generators, cooking ranges and space and water heater. Carbon monoxide is called the "silent killer" for good reason: exposure to low levels of the odorless, colorless gas can result in symptoms that mimic seasickness such as nausea, headache, dizziness and drowsiness. The installation of marine grade carbon monoxide detectors with audible alarm in all enclosed cabin areas is thus strongly recommended. And, ventilation of fresh air into cabins, even when air conditioners or heaters are running, is essential.
3. Suggest installation of one UL-listed smoke detector in enclosed compartment as recommended by NFPA 302 12.3 *Note: Battery-powered combination CO/smoke detector units are acceptable.*
4. Valves in anti-siphon loops can occasionally stick closed, negating their purpose. Suggest seasonal maintenance and inspection of these valves to assure proper operation.
5. Suggest carrying appropriately sized soft wood tapered plugs at each thru hull fitting below the LWL as a precaution against fitting failure.

ADDITIONAL PHOTOS:



Main bilge after keel floor and frame heel work spring 2021



Engine bilge with engine out, floors and frames inspected and re-painted

DEFINITION OF TERMS:

The following is this surveyor's system for the evaluation of deficiencies as noted in the "REMARKS AND RECOMMENDATIONS" section of the report.

"REQUIRED" are deficiencies of the first priority that may compromise the safety of the vessel, and/or relate to compliance with the Code of Federal Regulations.

"RECOMMENDATIONS" are second priority issues which do not affect the immediate safety of the vessel but if left unattended could have an overall negative effect. Hatch fasteners loose, worn cutless bearings, moderate deterioration of wood structural members and etc. fall into this category.

"SUGGESTIONS" are third or low priority items that relate to cosmetic issues or to the preservation or enhancement of the fair market value of the vessel.

"SURVEYOR'S NOTES" are items of general maintenance or common practice that are wise to bear in mind.

STATEMENT OF VALUATION:

The "Estimated Fair Market Value" is the most probable price which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and passing of title from seller to buyer under conditions whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure to the open market.
- Payment is made in US Dollars or in terms of financial arrangements comparable thereto, and
- The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

"Estimated Fair Market Value" was determined by cross referencing other brokerage listings or local dealers, builders information, and similar vessels built and sold. Adjustments are then made for condition or equipment as necessary. The fair market value is for the vessel in its current condition prior to any repairs or maintenance.

SURVEY LIMITATIONS and SCOPE:

1. The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC): Title 33 and 46, Code of Federal Regulations (CFR), and the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC), and the National Fire Protection Association (NFPA), have been used as guidelines in the conduct of this survey, but complete compliance with all such standards is not guaranteed. Findings reflect conditions observed at the time of the survey, and only deficiencies were noted.

2. The survey, which is the subject of this report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. **Parts of most vessels cannot be examined due to inaccessibility, some removal procedures add greatly to the time involved and, consequently to the cost. Therefore, such procedures are not performed unless specifically requested or recommended.** Surveyors do not: Test the vessel, hull or tanks for tightness or leaks; Unload cluttered holds or lockers; clean bottoms; operate the vessel. It is pointed out that where wood decay, or damaged laminates are involved, it is not unusual for repairs to uncover additional decay or laminate deterioration. There is no way to predict latent defects or other failures, which may occur in the future. Neither can observations be made of conditions hidden by machinery, tanks, bulkheads or other items prohibiting access, or due to the inability to operate equipment.

3. We recommend surveyor attendance underway to test gear under working conditions. The vessel was examined in the water and / or drydock (see page one for details). Testing the vessel in the water under load, if performed, shall be referred to with the generic term "Sea Trial". This term has no bearing on the wind or weather conditions, or body of water upon which the vessel was tested, and

provides no guarantee of how the vessel will perform under different conditions, upon different waterways and in different weather conditions

- Attendance underway: No requested. Engine run alongside, all equipment had an operational test

4. The hull, deck, and house were sounded for structural integrity. Sole boards were lifted and accessible drawers and lockers were opened for inspection. Machinery, electrical and electronic equipment were operated except as noted. Where temperatures are referenced in this report, they were taken with a "Raytek MT6" digital infrared thermometer or a FLIR i7 thermal imaging camera.

5. The report is confined to the surveyor's opinion as to the general physical condition and estimated value of the vessel, it is not to be considered an inventory or a warranty either specified or implied. It does not represent a complete record of all information exchanged verbally between the surveyor and client. Nor does this report include a determination as to the seaworthiness of the vessel, include stability tests necessary to determine such limitations, nor does it attempt to itemize waters unsuitable for the vessel's use.

6. This survey is prepared for the exclusive use of the client whose name and address appear on the front page. The intended users of this report and valuation are the client and those lenders and underwriters who may finance or insure this vessel for this client only. This report is not transferable to any other person or entity; therefore, this surveyor assumes no liability arising out of the reliance on the information contained herein by persons or entities not parties to this survey.

Signed without prejudice,

Jeffrey R. Stone: Society of Accredited Marine Surveyors (AMS #845; Y, SC)
Master, 1600 Gt. Oceans
Member ABYC
(401) 851-2041



A handwritten signature in black ink, appearing to read "Jeffrey R. Stone".



AZIMUTH MARINE LLC



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Capt. Jeffrey R. Stone

Tel: (401) 851-2041 info@azimuthmarinesurvey.com

STATEMENT

"TEMMA"
1928 Custom Sedan Cruiser
USCG DOC.#602787

Survey #1049J21
July 21, 2021

Greg James / Antique Yacht Collection
9 Whitfield Place #5
Newport RI. 02840

CONDITION AND VALUATION SURVEY

Minimum fee	<u>\$500.00</u>
Paid to Azimuth Marine LLC --	\$500.00

With thanks and fair winds,

Capt. Jeffrey R. Stone