

**SURVEY AND VALUATION REPORT**  
**for 1992 Skokum 50 foot Custom Motorsailor**  
**“SHORELEAVE”**



***MALCOLM (MAX) WINTER, AMS #1132***  
***MARINE SURVEYOR AND CONSULTANT***  
***MEMBERS - SOCIETY OF ACCREDITED MARINE SURVEYORS***

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DESIGNER: Tom Nelson	TONNAGE:
LOD: 15.09 meters	Gross: 34.82 GRT
BEAM: 4.36 meters or 15 feet 5 inches	Net: 26.12 NRT
BALLAST: 18,000 lbs.	DEPTH: 2.29 meters

**VALUATION**

MARKET VALUE: US\$350,000	REPLACEMENT COST: US\$2,000,000
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**EQUIVALENT VALUES OF VESSELS**

2008 Island Packet SP Cruiser 41 US\$290,000 BUC ValuePro Price Guide 2017 edition, FL, USA

2008 Nordhaven Motorsailor 57 US\$780,000 BUC ValuePro Used Boat Price Guide 2017 edition, FL

## HULL AND SUPERSTRUCTURE

HULL CONSTRUCTION:	FRP
DECK CONSTRUCTION:	FRP
HULL TO DECK JOINT:	Bonded & bolted
SUPERSTRUCTURE CONSTRUCTION:	FRP
BULKHEADS:	Plywood
STRINGERS:	FRP over plywood
KEEL CONSTRUCTION:	FRP with 18,000 lbs. lead
KEEL DESIGN:	Full length fat wing keel
RUDDER:	Stainless steel
PROPELLER SHAFT SIZE:	Inch and a half
PROPELLER SHAFT SEALS:	Appear sound
RUDDER SHAFT SEALS:	Good
PROPELLERS:	Two bronze 24" RH X 18"
PROPELLER POSITION:	Protected
CUTLASS BEARING:	Good condition
RUDDER BEARINGS:	No play



Hull Port



Propeller & Shaft



Rudder



Hull to Deck

## ELECTRICAL SYSTEMS

NO. OF BATTERIES/TYPE:	Two lithium ion model 5000 battery packs, plus 12 volt wet cell start batteries Group 27s
VENTILATION SATISFACTORY:	Satisfactory
TERMINALS CONDITION:	Clean
TERMINALS PROTECTED:	Yes
HOW SECURED:	Secured
BATTERY CHARGING:	Engine alternator, solar panels (10 x 100 watts), Kubota generator with 275 amp alternator & Freedom 30 amp charger, plus Mastervolt 100 AMP charger
BATTERY SWITCH(S):	Two
DC WIRING:	Marine grade wire
DC CIRCUIT PROTECTION:	Breakers
INVERTER:	Mastervolt 2500 watt inverter
SHORE POWER CONNECTION:	110 volt 30 amp with 50 foot electric cord
AC WIRING:	Marine grade copper
AC CIRCUIT PROTECTION/GFIC:	Breakers
AC GALVANIC ISOLATOR:	No



Start Battery



Battery Monitor



Charger/ Inverter



Battery switch

## PROPULSION AND AUXILIARY SYSTEMS

PROPULSION MANUFACTURER:	Perkins
MODEL:	4326 model
RATED HORSEPOWER:	85 HP each
YEAR MANUFACTURED:	1992
YEAR INSTALLED:	1992
SERIAL NUMBER:	Port:            Starboard:
ENGINE HOURS:	Port: 5,900 hours Starboard: 5500 hours, 450 hours since rebuild of starboard motor
FUEL TYPE:	Diesel
FUEL FILTERING SYSTEM:	Racor fuel filters with gage & engine fuel filters
ENGINE ROOM VENTILATION:	Good
ALARMS:	Oil pres, water temp, bilge high water alarm
FRESH WATER COOLED and HEAT EXCHANGER:	Yes
TRANSMISSION REDUCTION GEAR:	Borg Warner 1:1 with Walther V- Drive
ENGINE MOUNT CONDITION:	Good condition
DRIP PAN:	Built-in
FUEL RETURN:	Yes
EXHAUST CLEAR OF WOOD WORK:	Clear of wood work
EXHAUST/MUFFLER MATERIAL:	Steel, exhaust hose, FRP, water cooled
GENERATOR:	Aqua Marine generator with Kubota motor for driving the generator and water maker



Engine Port



Generator

## **BONDING and CORROSION CONTROL SYSTEM**

BONDING:	Yes
ZINC SYSTEM:	Yes
ZINC CONDITION:	New, Replaced at haul out
IMPRESSED CURRENT SYSTEM:	No
GROUND PLATE:	Yes

## **THRU-HULL FITTINGS AND SEACOCKS**

THRU-HULL MATERIAL:	Bronze
THRU-HULL CONDITION:	Appear sound
SEACOCK MATERIAL:	Bronze
SEACOCK CONDITION:	Good condition
WOOD EMERGENCY PLUGS:	Yes
HOSES DOUBLE-CLAMPED:	Double clamped
HOSE CONDITION:	Appear sound
HOSE TYPE:	Marine grade hoses

## **STEERING SYSTEM**

HELM TYPE:	Wheel
STEERING METHOD:	Hydraulic to two stations
EMERGENCY STEERING:	Tiller, autopilot, motors, sails & dingy with outboard
NO. OF STATIONS:	Two



Steer Station Outside



Steer Station Inside

## **TANKAGE**

NUMBER OF FUEL TANKS:	Five
FUEL TANK MATERIAL:	FRP for 4 tanks & one 180 gallon stainless steel tank
FUEL TANK LOCATION:	Forward bilge, 2 mid ship, two day tanks in the engine room
FUEL TOTAL CAPACITY:	1480 gallons
PROPERLY SECURED:	Well secured
FILL PIPE MATERIAL:	Fuel hose
FILL PIPE SIZE:	1-1/2"
GROUNDING:	Yes
TIGHT AT DECK FITTING:	Yes
VENT LINE:	Vented
OVERFLOW GOES OVERBOARD:	Yes
FUEL LINE SHUT-OFF:	Yes
WATER TANK MATERIAL:	Aluminum & stainless steel
NUMBER OF WATER TANKS/LOCATION:	Mid ship
WATER TOTAL CAPACITY:	220 gallons plus water maker
HOLDING TANK MATERIAL:	FRP
NUMBER OF HOLDING TANKS/GREY WATER:	Two at 50 gallons each
HOT WATER TANKS:	Two Torrid 10 gallons tanks heated by 110 volts & heat exchangers in motors

## **ELECTRONICS AND NAVIGATION**

RADIOS:	VHF:	Icom M-402 plus 3 handheld VHF radios
	SSB:	Icom M-802
RADAR:		Simrad FV3 multifunction combo unit n559
GPS:		Simrad & AIS system
GPS CHART PLOTTER:		Simrad FV3 multifunction combo unit n559

COMPUTER NAVIGATION SOFTWARE:

Simrad FV3 multifunction combo unit n559

DEPTH SOUNDER:

Simrad FV3 multifunction combo unit n559 & Furuno

SPEED INDICATOR:

Simrad FV3 multifunction combo unit n559

AUTOPILOT:

Comnav 2001 & P3

COMPASS:

Ritchie 5 inch

SHIP'S CLOCK:

Yes

BAROMETER:

Yes

NAVIGATION LIGHTS:

International

HORN:

Yes, air horn & electric horn

BELL:

No



Autopilot monitor



Clock & Weather



Compass



SSB Radio



Instruments



Chartplotter/ Radar

**SAFETY EQUIPMENT**

BILGE PUMPS:	Four Rule Electric automatic pumps with 3 at 3700 GPH & one at 2000 GPH capacity, plus Jabsco 600 GPH pump mid ship with high water alarm
HIGH WATER ALARM:	
PERSONAL FLOTATION DEVICES:	Yes, Type IV & type II life jackets
THROWABLE DEVICES (TYPE IV):	24 inch life ring
VISUAL DISTRESS SIGNALS, TYPE:	Out of date** pistol 12 gage shells
EPIRB:	Good till Sept. 2020
LIFE RAFT:	Yes, DBC offshore life raft
FIRST AID KIT:	Yes
FIRE EXTINGUISHERS:	Three 5 lb. & two 2 lb. extinguishers serviced Oct. 2017, plus a Halon 1301 extinguisher in engine room
SMOKE DETECTOR:	Yes
CARBON MONOXIDE DETECTOR:	Yes
AUTOMATIC FIRE SUPPRESSION SYSTEM:	Halon 1301 system in the engine room
NO OIL DISCHARGE PLACARD:	Yes
GARBAGE DISPOSAL PLACARD:	Yes
WASTE MANAGEMENT PLAN (OVER 40 ft.):	Yes
LIFE LINES:	Stainless Steel stanchions and hand rails



Bilge Pump



Bilge Pump



CO & Fire Alarm



Halon Fire Extinguisher



EPIRB Current



Life jackets



Flares \*\*\*



Fire Extinguisher

### SAILING VESSEL DATA

#### SPARS AND RIGGING

- MAST and BOOM :** Stainless steel
- BOOM VANG:** No
- STANDING RIGGING:** One by 19 stainless steel heavy duty wire plus solid wire at the back stay
- RUNNING RIGGING:** Good condition
- ROLLER FURLING:** Electric Harken furler on Jib
- WINCHES:** Harken & Lewmar winches
- CHAINPLATES:** Stainless steel
- POLE:** No
- SAIL INVENTORY and CONDITION:** North main (loose footed) & Jib in good condition.



Mast & Rigging



Mast Winch

## GROUND TACKLE

ANCHORS: Bruce 55 Kg. anchor with 400 feet of 3/8<sup>th</sup> inch chain  
ANCHOR WINDLASS: Maxwell 3500 windlass



Anchor Claw type



Chain & Windlass

## INTERIOR

### Galley Equipment

STOVE TYPE: Four burner propane TNM 130 R model stove with oven  
WOODWORK PROTECTED: Yes, with stainless steel sheets  
FUEL CONNECTION METHOD: Propane hose  
REFRIGERATION/ LOCATION: LG fridge up & freezer down upright in galley  
AIR CONDITIONING: 5000 BTU air conditioning unit  
HOT WATER TANK: Two 10 gallon Torrid tanks model MH-10  
MICROWAVE: No, Panasonic convection oven  
OTHER EQUIPMENT: Splendide washer & dryer  
Danby 110 volt freezer of 108 liter capacity



Convection Oven



Washer / Dryer

## SANITATION/ ADDITIONAL EQUIPMENT

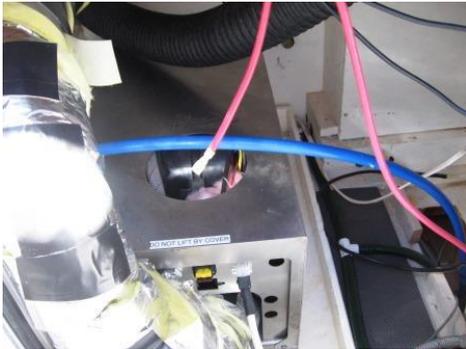
MARINE SANITATION DEVICE:	Jabsco electric heads with Jabsco macerators
MSD SYSTEM VALVING:	Holding tank, deck pump out, overboard
WATER MAKER:	Aqua Marine 24 GPH capacity
DINGHY:	Bullfrog 13.2 feet dingy & Caribe 10.2 RIB
OUTBOARD ENGINE:	Honda 50 HP with electric start plus 5 HP Evinrude
ENTERTAINMENT SYSTEM:	Televisions, DVD players, & stereo system
OTHER: Stern thruster	Fishing rod holders: two
Stabilizers : Yes, Key Power Hydraulic, Lift Crane	Fenders: Two large, one medium & 4 regular fenders
	Dock lines: Seven



Head



Vacuflush Toilet



Water Maker



Dingy &  
Outboard - Honda

**SEA TRIAL** Yes, January 29<sup>th</sup>, 2018. All systems operated well. The sails were not used as they are in storage.

## HULL BELOW WATER LINE

The hull below the water line is in good condition and was being prepared for new bottom paint. No blisters or signs of delamination were seen. The rudder and rudder bearings are in good condition. The stern thruster looked good and worked well. The cutlass bearings and struts are in good condition. The propellers and propeller shafts are in good condition. New zincs were applied before re-launching.



Bow Port



Bow Starboard



Stabilizer Port



Stern Thruster



Keel with 18,000 pounds Ballast



Propeller, Shaft & Strut Starboard Side

## HULL ABOVE WATER LINE

The hull above the water line including the decks, cockpit and superstructure are all in good condition. There is a swim platform and a stainless steel ladder attached to the platform.



## FORE DECK

There has been new FRP decking applied all over the fore deck. There is a heavy duty windlass, heavy duty stainless steel cleats and hawse holes at the bow. There are two escape / vent hatches forward. The electric Harken Jib furler is mounted over the fore stay. The anchor is ready to deploy.



**COCKPIT**



Stern & Cockpit

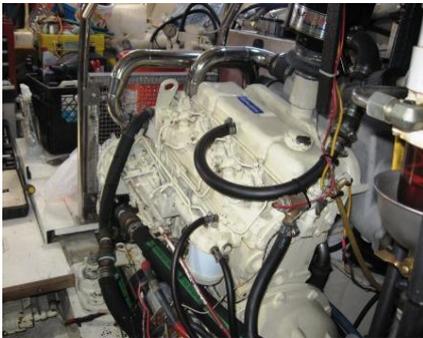


Cockpit & Winch in Cockpit with Life Raft

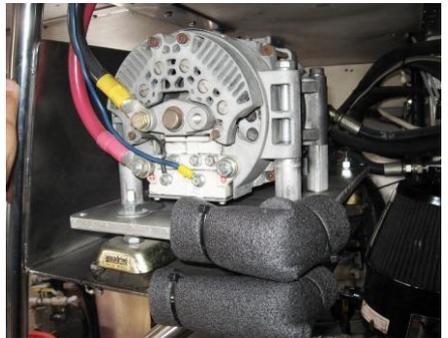
**INTERIOR MECHANICALLY**



Sea Cock & Bilge Pump with Float



Port Engine



Generator

**INTERIOR ACCOMMODATIONS**



## GALLEY



Corian Counters, Sinks & Stove

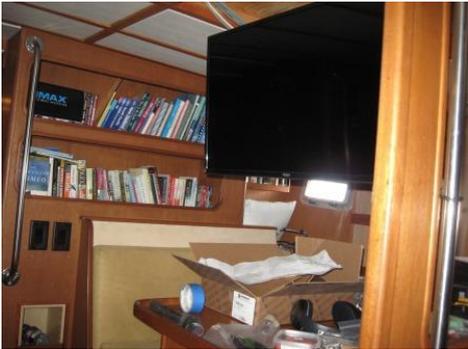


Convection Oven



Fridge & Freezer

## MAIN SALON



Settee Dining



Saloon



Settee

## COMMENTS

This custom built motor sailor has been well cared for and has been updated with new navigation and safety equipment. This sturdily built motor sailor should give her owners many years of cruising enjoyment.

## FINDINGS and REQUIREMENTS

A. 1- Supply current flares & Offshore flares when going offshore

## RECOMMENDATIONS

1. None at this time

2.

## **SUMMARY**

In accordance with the request for a marine survey of this vessel for the purpose of evaluating its present condition and estimating its market value and replacement cost, I hereby submit my conclusions based on the preceding report. The subject vessel was personally inspected and found to be a well-constructed, appointed and comfortable vessel.

Subject to corrections of the Requirements and Recommendations listed in this report, and predicated on the assumption engines and machinery are in working order, the vessel is considered to be "fit for its intended use" of sport fishing and coastal cruising.

## **SURVEYOR'S CERTIFICATION**

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The report analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions and conclusions.

Observations and findings are limited to that which is visibly accessible.

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 of the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimated, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

Attending Surveyor: \_\_\_\_\_

Malcolm (Max) Winter AMS, Member-Society of Accredited Marine Surveyors

Graduate of Chapman School of Seamanship – Surveying

Member ABYC & Boat Pokers