

# **Christian & Company**

## **MARINE SURVEYORS**

### **STANDARD SURVEY**

Client: Removed for Privacy

Date of report: November 5, 2021

Current owner: Removed

Our File #: 21 – 20287web

This inspection was performed upon the request of the client listed above on November 2, 2021 while the vessel was hauled at Oceanside Marine Center and afloat in Oceanside, CA and the client, owner and Kells Christian (surveyor) attended.

### **Scope of Services**

The vessel was examined by surveyor and/or surveyor's agents from all accessible areas of the interior without removal of secured panels, destructive testing or disassembly. The hull bottom laminate, plating and/or planking was examined by percussion sounding and visual inspection only. No moisture content readings were taken, and no destructive testing was performed. The surveyor may have used a moisture meter if/when they deemed it useful or if specifically requested by client. Exterior hardware was visually examined for damage and drive components were tested by sight only. The inspection of engines, generators, machinery and related mechanical systems is not within the scope of this survey. Only a brief cursory inspection of the machinery was conducted, and no opinion of their overall condition was formed. Client shall retain the services of a qualified mechanic, engine surveyor or other expert to inspect such engine, generators, machinery and related mechanical systems. Tankage was inspected from visible surfaces only and no opinion was rendered as to their overall condition. On sailing vessels, the rig was not inspected aloft, nor were sails inspected unless they were visible during a sea trial. Client shall retain the services of a qualified rig surveyor or other expert to inspect sails, rigging and equipment. The electrical system was visually inspected where accessible, and electronic and electrical components powered only with permission of or in the presence of the vessel's owner or agent. No in-depth testing or examination of the electrical system or electric schematic was conducted. Specifications were taken from published sources, measurements if made, should be considered approximate. The recommendations are based on federal and state regulations, industry standards, and/or surveyor's own personal experience. The market value is based on research of available new/used comparable vessels, with consideration of geographic area where the vessel is located and reported sale prices where available. The surveyor will refer to and may reference CFRs, NFPA and ABYC recommendations (and/or other services) as the surveyor deems reasonable but not all regulations and recommendations will be applied nor should this report be relied upon as full compliance with the aforementioned entities. Every vessel inspection is different, and limitations may alter the scope of this survey, some limitations will be implied in the text of the report and some will be explicitly detailed. A Marine Survey Agreement which is reviewed and signed by the client details the terms governing this marine survey.

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## VESSEL DESCRIPTION

Builder:	Roughwater Boats	Reg. #:	Removed
Model/type:	36	HIN:	Removed
Year:	1981	Engines:	One Perkins
Length:	38' 10"	Name:	"Removed"
Draft:	3' 4"	Hailing Port:	Oceanside, CA
Beam:	11' 5" **	Weight:	13,200 lb. (travel lift's scale)
* Perkins owner's manual		Displacement:	14,000 lb. **
** listing of similar vessel			
*** reported by captain			

## HULL & STRUCTURE

Keel & bottom: Molded fiberglass construction, unknown core, modified-V shape, full keel, soft chines, hard chines forward

Topsides & transom: Molded fiberglass construction, unknown core, white paint, faux plank seams, blue painted boot stripe, full upper and half lower rub rails

Decks & superstructure: Molded fiberglass construction, unknown core, white paint on superstructure, molded nonskid deck surface that is painted blue, hull-to-deck joint is a shoebox-type with mechanical and adhesive fasteners

Deck hardware: Transom door, bimini top, stainless steel bow rail, stainless steel stanchion posts with lifeline, wooden bow plank with anchor roller, foredeck hatch, wooden grab rails, bronze portlights, sets of cleats forward and aft, outboard mount, sliding windows

Longitudinals/stringers: Fiberglass encased stringers, unknown core

Athwartships/bulkheads/frames: Plywood bulkheads

Layout/interior components: Aft cockpit with center transom door, single step on either side forward in the cockpit leads to the side decks and foredeck, single sliding door center forward in the cockpit leads to the pilothouse, engine room located below the pilothouse and accessed with sole hatches, helm to starboard forward, steps to starboard of center forward to the salon and cabin, galley and dinette amidships, cabin and head forward

Bilge: Holding minimal water

**Comments:** The vessel was inspected while hauled and afloat. The hull bottom was visually inspected and randomly sounded. The hull bottom is in satisfactory structural condition. The bottom paint is thin. The hull sides and transom were visually inspected and randomly sounded. The hull sides and transom are in satisfactory structural and cosmetic condition, except where noted. The water pressure inlet on the starboard hull side aft of amidships is corroded (and the connections plumbed to nothing). There are scratches on the port side on the chine at the third from forward stanchion posts. There

is rust on the struts for the swim platform to starboard. There is a paint line at the bow and on both sides of the transom. The starboard lower strike rail is cracked. The starboard engine room vent fixture is damaged. The deck and superstructure were visually inspected and randomly sounded. The deck and superstructure are in satisfactory structural and cosmetic condition, except where noted. There are paint lines on both side decks. The nonskid deck paint has paint anomalies and lines. Soft sounds were noted on top of the hard top forward when percussion testing. There are stress cracks on the foredeck. There is a flaw / repair on the port forward cabin top. The hard top is soft underfoot forward and starboard forward. There are flaws / paint lines on the cockpit deck forward. The deck hardware including safety rails, mooring devices and hatches was visually inspected and most hatches and the port lights were opened and closed. Overall the deck hardware is in satisfactory condition, except where noted. The cover for the cockpit shower's hinge is broken. Some sliding windows were difficult to slide. The portlight gaskets are old. The forward cabin window glass and deck window glass is discolored. The salon window tracks are weathered. There is rust colored water weeping from the penetration on the hard top by the seater post. There is rust colored water coming from the radar antenna during the sea trial. The structural reinforcements including the stringers and bulkheads were visually inspected and randomly sounded. The structural reinforcements appear to be in "as-built" condition. Sound differences were noted when percussion testing the stringers in the lazarette and in the amidships bilge. The bilge is holding minimal oily water; the origin of the oil and water is beyond the scope of this survey. The interior cabin spaces are neat, clean and orderly. The interior of the vessel is in good cosmetic condition. The paint on the interior of the hull sides and bilge is failing. There is water to starboard aft in the bilge. There is moisture around the waste discharge fitting and water outboard of the starboard stringer in the amidships bilge. There is staining below the exhaust tube starboard forward in the lazarette. This survey is not a mould inspection. The condition of the coring in the hull, deck, transom, stringers and elsewhere as applicable, is beyond the scope of this inspection.

**Summary: Satisfactory**

**MACHINE SYSTEMS**

Main engine: One Perkins T6.354 MGT, 125 @ 2400 rpm \*

Engine application: Diesel, 6 cylinders, turbocharged, after cooled

Serial Number: TJ70025U5733T9R / TU70025U573319F (difficult to read)

Transmissions: Tag illegible

External/peripherals: Suitable application, satisfactory installation

Engine controls: Morse controls, single lever control, push-pull cables, single helm

Exhaust systems: Wet system, flexible hoses, fiberglass tubes, starboard transom discharge

Propulsion gear/stern tube: Bronze packing gland, 1.5" diameter stainless steel propeller shaft, bronze 24x18 four blade RH propeller, bronze stern tube, single bronze skeg-hung strut

Steering system/rudder ports: Cable quadrant system, bronze backing gland, bronze skeg-hung rudder, single helm

Ventilation: Natural

Generator: None

Through hulls & components: Bronze through hulls, bronze Seacocks bonded

Location of through hulls as visible: See chart

Seawater systems: Flexible hoses, double clamped connections

Bilge pumps: Submersible automatic aft in the engine room, electric bilge pump with aft engine room pick up, manual pump aft in the salon with aft engine room pickup

**Comments:** The engine and transmission were visually inspected and tested during a sea trial. The client had the engine and transmission inspected by a mechanic, please refer to the mechanical survey report for greater detail as to the condition of the machine systems. The external surface and peripheral components of the engine and transmission appear satisfactory, except where noted. The engine hours were 2758.35 at the star of the survey and 2759.2 at its conclusion per the engine hour meter. Wide open throttle was recorded as 2500 rpm per the tachometer with a top speed of 12.1 knots off-shore Oceanside, CA. The audible engine alarm is intermittent. The tachometer requires "spin up" to function. There is corrosion on the engine's raw water pump. There is rust port forward on the engine components below the raw water pump and moisture was present. There is minimal corrosion on the small pipe connection on the aftercooler. There is rust and moisture at the lower connection of the blue flexible hose port forward on the engine (oil cooler). The engine controls functioned normally. The exhaust system is properly arranged and installed. There is no muffler. The propulsion components including the propeller, propeller shaft, strut and shaft seal were visually inspected. The propeller was percussion tested and spun with a fixed object adjacent to the blades. The propeller shaft was manipulated in the strut and observed while underway. Overall the propulsion components are in satisfactory condition, except where noted. There is minor damage on the propeller and there is minimal runout of the blades. There is no sacrificial anodes on the propeller shaft. There is play between the propeller shaft and strut bearing. There is corrosion on the propeller shaft seal. The steering system was visually inspected and test operated. The steering system functioned normally. The through hulls were visually inspected and the valves were manipulated. The through hulls are in satisfactory – marginal condition. The following through hulls were seized: engine seawater intake, head seawater intake and head discharge. The engine seawater intake and head seawater intake through hulls and the valves have corrosion. The seawater systems were visually inspected and most

components were tested. Overall, the seawater systems are satisfactory – marginal. There is corrosion pitting on the trim tabs and there was no sign of movement of the tabs during the sea trial. The electric bilge pump in the engine room was energized with its float switch and the electric bilge pump in the lazarette did not energize when tested. The manual bilge pump was not tested.

**Summary: Satisfactory**

**TANKAGE**

Fuel: 350 gallon total capacity \*\*\* in two metal tanks located one per side in the engine room

Fill & vent: Unknown type fill hoses, USCG type A1 vent hoses (dated 1985), deck fill fittings on either side amidships, marked "diesel"

Feed & return: Flexible Goodyear hoses (dated 2005), unknown type flexible hoses, copper transfer tubes

Water: 120 gallon total capacity \*\*\* in two plastic tanks centerline forward in the lazarette, deck fill fittings center forward in the cockpit, marked "water"

Holding: Unknown capacity in one fiberglass tank forward of amidships in the bilge, deck fitting

**Comments:** The fuel system including the tanks, fill, vent, feed and return lines was visually inspected as installed. Where visible the fuel system components are in satisfactory – marginal condition. The flexible fuel feed and return hoses are dated 2000 and are not labeled as USCG approved hoses. The fuel vent hoses are dated 1985. There are different types of flexible hoses in use in the fuel system. The fuel fill hoses are cracked. The condition and age of the fuel, (water and waste) and the integrity of the tanks (fuel, water and holding) and hoses is beyond the scope of this survey. Please consider filling all tanks for a simple, practical test of their integrity. The water pressure system functioned normally, except where noted. When opened the water dispensed from the hot water valve on the cockpit shower. The handle for the cockpit shower is broken. There is a leak at the freshwater pump to port aft in the engine room. Accuracy of tank level gauges is beyond the scope of this survey.

**Summary: Satisfactory – Marginal**

**ELECTRICAL SYSTEMS**

AC system: 110 volt system, 30A 125V shore power inlet to starboard on the superstructure, 30A 125V shore power cord, spare 30A 125V shore power cord

DC system: Interstate 4D-XHD 12 volt wet cell battery below V-berth, battery switch in forward cabin

Wiring: Multi-strand wires

Circuit protection: Electrical distribution panel at the helm includes main AC circuit breaker, branch AC and DC circuit breakers, DC volt and ammeter, battery switch at the helm

**Comments:** The electrical system including the shore power cord, shore power inlet, batteries, wiring, circuitry components and circuit protection equipment was visually inspected and most components were tested. Overall the electrical system is in satisfactory – marginal condition. There are eight wires on one post of the starboard forward engine room battery. There are wing nuts on the forward battery for the bow thruster. One terminal is loose on the forward battery and there are crystals on the terminal posts. The radar is inoperative. The port windshield wiper is inoperative. The lower plug on the galley outlet tested with an open ground. The Garmin GPS 120 did not power up. The Garmin GPS map 232 had no fix. The vhf speaker is intermittent. The outlet to port in the forward cabin and in the head tested with open grounds. There is no circuit breaker for AC electrical outlets or the refrigerator. There is no DC supply for the refrigerator. There is no GFCI device. The condition of the batteries is beyond the scope of this inspection.

**Summary: Satisfactory – Marginal**

### **SAFETY AND LIFE SAVING**

Portable fire extinguishers: Two type B:C size I (inspected 2003) located at the helm and to port in the salon

Fixed fire system: None

Flotation devices: Life sling, one ring type IV, six adult type II PFDs

Horn/distress flares: Electric horn, numerous expired flares

Navigational/anchor lights: Separate side lights, stern light, all-around / anchor light, masthead / steaming light

Anchor & ground tackle: 20H Danforth anchor, chain and line rode

Other equipment: Highwater alarm, canister airhorn, handheld SOS strobe, distress signal flag, first aid kit

**Comments:** Safety equipment for fire fighting protection appears satisfactory, however the extinguishers have not been inspected, tagged and maintained per N.F.P.A. recommendations. Personal flotation devices are suitable for near coastal use. The life jackets are old. No current distress signal flares are aboard. The vessel is equipped with a handheld SOS strobe and distress signal flag. A suitable sound signaling device was seen. There is no CO alarm. There is no smoke alarm. Garbage and oil placards were seen. The navigational and anchor lights are properly arranged, installed but not properly functional. The separate side lights and stern light are dim. The steaming and anchor lights are inoperative. The ground tackle including the anchor and rode was



visually inspected as installed and appear satisfactory. The chain rode and wildcat do not mate. The windlass clutch is seized. There is no bale on the anchor roller. There is no secondary anchor or rode. The entire length of the anchor rode was not inspected and should be inspected prior to use.

**Summary: Satisfactory**

**LP GAS SYSTEMS**

Tanks: Single tank in dedicated locker to port forward in the cockpit

Devices: Range, reducing regulator

**Comments:** The LP gas system including the tank, tank locker devices and galley range was visually inspected and the galley range was tested. There is no remote electric shut off solenoid valve. There is no pressure gauge in the LP system. The galley range is not thermocoupled. There is no propane alarm. The ventilation for the tank's locker is questionable. Overall, the installation of the LP system is satisfactory – marginal.

**Summary: Satisfactory – Marginal**

**ACCESSORIES**

ProMariner ProNautic 12-30P battery charger, engine room lights, Isotherm HXCV water heater with heat exchanger, Algae-x system, swim platform, Achilles tender, model HB-270FX with HIN ACH00208E516, Infinity speakers, Shurflo freshwater pump, crown adjustable helm chair, Raytheon 2600 radar, Centech Benmar Course setter 21 autopilot, Garmin GPS map 232 plotter, Garmin GPS map 120 GPS, Standard Horizon vhf, Ritchie compass, Davis Weather Monitor II, Garmin 400C multifunction device with sounder / speed, Kenwood KDC-5003 stereo, windshield wipers, Centech 15 amp battery charger / maintainer, galley includes sink, Magic Chef microwave, Travler three burner LP range and Nova Kool R4500 AC / DC refrigerator, Blue Sea 1733 DC voltmeter, oil lamps, dinette, oil lamps, Weems & Plath 24-hour clock, barometer, nightlight, Lehr 2.5 propane outboard engine model LP2.5, serial number LP 2.5S14F05??? (partially illegible), ParMax 42630-2900 shower sump pump, head includes electric head, sink and shower

**SUMMARY**

The vessel is a composite fiberglass trawler equipped with a single diesel engine. The vessel was built in Taiwan. The representative of the owner's trust reported that the owner purchased the vessel in Oceanside, CA approximately 30 years ago. She reported that the vessel has been in use as a committee boat for racing by the Oceanside Yacht Club. She reported that the engine and transmission are believed to be original. She reported that the bottom paint was applied in 2018. She disclosed that the aft bilge pump is inoperative and that the through hulls are corroded. She disclosed that there may have been repairs done aft on the keel. She disclosed that the starboard

forward salon window was broken by a bow sprit during a race and was repaired. She has no known knowledge of any other significant events in the vessel's history including submersions, fires, etc. The vessel was inspected while hauled, afloat and underway on a sea trial off-shore, Oceanside, CA in slightly choppy conditions. The vessel is basically structurally sound and upon completion of the recommendations should be suitable for its intended purpose as a near coastal cruising vessel.

**Overall Summary: Satisfactory**

Standard form key: We use subsection and overall ratings to summarize conditions found, based upon their appearance. Ratings include: Not examined, Not applicable, Faulty, Marginal, Satisfactory, Good, Excellent.



### VALUES

#### ACTUAL CASH VALUE

\$49,000

#### NEW REPLACEMENT VALUE

\$515,000

#### INVESTMENT

N / A

This survey is for the express purpose as a buyer's / pre-purchase survey. The actual cash value is the value that our research approximates the selling price of vessel's condition, geographic location, published listings and guides, comparable sales and listings, and market conditions. The new replacement value is the cost of this or a similar, new vessel, comparably equipped. The investment is the reported investment including purchase price and significant upgrades. No values include maintenance costs, storage or tax. The most relevant data found while researching the value is included below. We primarily use market value analysis methodology for determination of value.

**Explanation of value opinion:** Our value is partially based on the Soldboats.com reported sales prices, Yachtworld.com and BoatTrader.com listing prices. The surveyed vessel is equipped with an engine that has limited market share and the availability of replacement parts is unknown. The surveyed vessel has no upgrades to its navigational electronics or machine systems. The condition of the vessel, its systems and its location have been factored into our valuation. The vessel that sold in Long Beach, CA for \$67,000 on June 16, 2021 is the best comparable vessel for size and location; it is equipped with a flybridge and its electronics, while dated, are newer than those on the surveyed vessel. The data from Soldboats.com, Yachtworld.com and BoatTrader.com have factored in the demand and value spike attributed to Covid-19. Our replacement value is based off Yachtworld.com research of similarly sized and equipped vessels that would be "brand new" in California.

Length in ft	Boat	Year	Sold Date	Sold Price	Listed Price	Boat Location
36	Roughwater Sedan	1980	28-Jul-20	34,000	37,500	La Conner, WA, USA
			16-Jun-			Long Beach, CA,
37	Roughwater 37	1982	21	67,000	79,500	USA
						Port Orchard, WA,
37	Roughwater 37	1983	30-Jul-19	60,000	59,950	USA
	Roughwater 37					
37	Flybridge	1981	3-Nov-19	30,000	34,900	Seattle, WA, USA
41	Roughwater 41	1979	8-Jul-21	40,000	49,500	Everett, WA, USA
	Roughwater					
41	Pilothouse	1980	20-Jul-19	67,000	69,000	Ventura, CA, USA

*Roughwater 36 Sedan*

US\$67,000 \*

36 ft / 1981

Oceanside, California, United States

Breakwater Yacht Sales

*Roughwater 37 Sedan Trawler*

US\$37,500 \*

37 ft / 1984

Alameda, California, United States

New Era Yachts

***Roughwater DCMY***

**Wilmington, California**

1986

\$54,000

Seller Pop Yachts

80

1

941-914-9217

***Roughwater 41***

**Olympia, Washington**

1981

\$42,900

Seller NW Yachtnet - Olympia

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*Hershine 37*

US\$65,000 \*

37 ft / 1980

Everett, Washington, United States

Port Gardner Yacht Brokerage

## RECOMMENDATIONS

These recommendations are the surveyor's ideas and suggestions for addressing deficiencies with damaged or suspect components or systems found during survey or general improvements. The primary recommendations address safety items, structural issues, operational issues or deficiencies which the surveyor determines are of greater importance or more expense than secondary deficiencies. For instance, items that pose a risk to passenger safety or immediate property damage are listed under primary deficiencies and cosmetic concerns are addressed under secondary deficiencies. Most of the recommendations have been addressed in the comments and usually they are discussed at the time of the inspection.

### PRIMARY

1. Maintain the fire extinguishers per NFPA recommendations. Extinguishers should be inspected and tagged annually and inspected by a qualified technician or replaced every six years.
2. While the vessel is legally compliant with the coast guard with the handheld SOS strobe and distress signal flag, we strongly recommend the carriage of approved and current distress signal flares.
3. We strongly recommend the installation of carbon monoxide, smoke and propane alarms.
4. The ventilation for the propane tank locker is questionable. Assure the locker is properly ventilated to the exterior of the vessel.
5. There is no pressure gauge or remote electric shut off solenoid valve for the propane system. ABYC recommends the installation of these devices in the LP system. Install the missing devices per ABYC recommendations.
6. The galley range is not thermocoupled. Assure that the galley range is thermocoupled per ABYC recommendations.
7. The anchor chain and wildcat on the windlass do not mate. Assure that the chain is sized properly to mate with the wildcat and address appropriately.
8. The windlass clutch is seized. Service the clutch (and windlass) as necessary and prove it properly functional.
9. Install a bale on the anchor roller.
10. The steaming light and anchor light are inoperative. Service or replace the lights and prove them properly functional.
11. The separate side lights and stern light are dim. Address appropriately or as necessary.
12. The audible engine alarm is intermittent. Address appropriately to assure proper functionality of the engine alarm.
13. The head intake, engine seawater intake and head discharge through hull valves are seized and there is corrosion on the head intake and engine seawater intake through hulls. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary, clean the through hulls and prove them properly functional.
14. The bilge pump in the lazarette is inoperative. Service or replace components and prove the pump properly functional.

15. There is no sacrificial anode on the propeller shaft. We strongly recommend the installation of a sacrificial anode.
16. There is rust port forward on engine components, on and below the raw water pump and there is moisture present. Determine the cause of the rust and moisture, eliminate the cause, service or replace components as necessary and clean and dry the area to allow detection of future weeps or leaks.
17. There is minimal corrosion on the small pipe connection to the aftercooler. Determine the cause of the corrosion, eliminate the cause, service or replace components as necessary and clean the components to allow detection of future weeps or leaks.
18. There are eight wire terminals on one post of the starboard forward engine room battery. ABYC recommends no more than four terminals on one battery post. Change the wire installation to assure that no more than four connections are on the post per ABYC recommendations.
19. Soft sounds were noted when percussion testing forward on the hard top and it was soft under foot. Determine the significance of the sound differences and softness and address appropriately or as necessary.
20. Rust colored water dripped from the radar antenna during the sea trial and from the penetration on the hard top by the cedar post. Determine the cause of the rust colored water and address appropriately.
21. Several navigational electronics did not properly function including the Garmin GPS 120 did not power up, the Garmin GPS 232 had no fix, the radar is inoperative and the vhf speaker was intermittent. Service or replace the components as necessary or desired and prove them properly functional.
22. Open grounds were noted when testing the outlets to port forward in the cabin, in the head and in the lower plug in the galley. Determine the cause of the open grounds and address appropriately.
23. We strongly recommend the installation of a GFCI device or outlet per ABYC recommendations.
24. There are wing nuts on the forward battery for the bow thruster. ABYC prohibits the use of wing nuts on battery terminals, replace with steel nuts and lock washers per ABYC recommendations.
25. One connection is loose on the forward battery and there are crystals present. Properly secure the connection on the terminal and clean the battery post to allow detection of future corrosion.
26. There is no circuit breaker for the AC outlets or for the galley refrigerator. We strongly recommend installing proper overcurrent protection for these devices.
27. The galley refrigerator is an AC / DC refrigerator. There is no DC supply for the refrigerator, address as desired.
28. The flexible fuel feed and return hoses are dated 2000 and are not labeled USCG type hoses. There are also different types of flexible hoses in use in the feed and return system. The industry accepted standard life expectancy "rule of thumb" for fuel hoses is ten years. As the hoses are not marked USCG approved, replace the hoses.
29. The fuel fill hoses and the fuel vent hoses are dated 1985 and the fuel fill hoses are cracked. Replace the hoses.
30. There is a leak at the freshwater pump to port aft in the engine room. Determine the cause of the leak, eliminate the cause, service or replace components as necessary and clean and dry the area to allow detection of future weeps or leaks.

31. Determine why the hot water valve for the cockpit shower did not dispense hot water and address appropriately or as desired.
32. Determine the cause of the oily water in the bilge in the engine room (as possible) and address appropriately. Dry and clean the bilge to allow detection of future weeps or leaks.
33. The water pressure inlets on the starboard hull side aft of amidships is corroded and the hose on the interior of the vessel is connected to nothing. Address as desired.

## **SECONDARY**

1. The antifouling paint is thin. Address as necessary or desired.
2. The tracks of the sliding windows are aged. Address as desired.
3. The windows in the cabin and salon are discolored. Address as desired.
4. There are paint lines on both side decks, on the bow and on both sides of the transom. Address as desired.
5. Determine the significance and cause of the stress cracks on the foredeck and address as necessary or desired.
6. There is a flaw / repair on the port forward side of the cabin top. Address as desired.
7. The gaskets of the portlights are aged. Address as desired.
8. The paint on the interior of the bilge and hull sides are failing. Address as desired.
9. There is minor damage on the propeller and minimal runout on the blades. Address as necessary or desired.
10. Determine the significance of the play between the propeller shaft and strut bearing and address as necessary or desired.
11. There is corrosion pitting on the trim tabs and there was no sign of movement of the tabs during the sea trial. Address the corrosion as necessary and prove the tabs properly functional as desired.
12. Determine the cause of the corrosion on the propeller shaft seal, eliminate the cause, service or replace components as necessary and dry and clean the components to allow detection of future weeps or leaks.
13. There is staining below the exhaust tubes starboard forward in the lazarette and there is moisture to starboard aft. Determine the cause of the staining and moisture, eliminate the cause, service or replace components as necessary and dry and clean the area to allow detection of future weeps or leaks.
14. There is rust on the starboard struts for the swim platform. Determine the cause of the rust and address as necessary or desired.
15. The starboard lower strike rail of the lower rub rail is damaged. Address as necessary or desired.
16. There are scratches on the port side on the chine at the third from forward stanchion post. address as desired.
17. Sound differences were noted when percussion testing the stringers in the lazarette and in the amidships bilge. Determine the significance of the sound differences and address as necessary.
18. The cover for the cockpit shower's hinge is broken and the shower head is broken. Address as desired.

19. There is moisture around the waste discharge fitting on the interior of the hull side and water outboard of the outboard stringer in the amidships bilge. Determine the cause of the water, eliminate the cause, service or replace components as necessary and dry and clean the area to allow detection of future weeps or leaks.
20. The nonskid paint has anomalies and paint lines. Address as desired.
21. The tachometer needs to be "spun up" to function. Address as desired.
22. The following components were not tested or inspected: propane outboard engine, all functions of entertainment devices and navigational electronics (power up and basic functions were tested).

**This survey sets forth the condition of the vessel and components, as specifically stated only, at the time of inspection and represents the surveyor's honest and unbiased opinion. No part of the vessel was disassembled or removed and no assumptions should be made as to the condition of concealed components. Specifics were obtained from sources available at the time of inspection and are believed correct, but are not guaranteed to be accurate.**

**I/we certify that, to the best of my/our knowledge and belief:**

**The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my/our personal, unbiased professional analyses, opinions, and conclusions. I/we have no present or prospective interest in the vessel that is the subject of this report, and I/we have no personal interest or bias with respect to the parties involved. My/our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I/we have made a personal inspection of the vessel that is the subject of this report. This report should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey only. The submitting of this report creates no liability on the part of Christian & Company or the individual surveyor.**



Client Name Removed  
November 3, 2021

*"Vessel Name Removed"*  
1981 Roughwater 36

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Christian & Company, Marine Surveyors, Inc.

*Kells Christian*

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By: Mr. Kells Christian, Surveyor  
S.A.M.S. – A.M.S. # 301

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And also By: Mr. Kells Manthei, SAMS SA