Nauti Nuf Time

1994 64' JamesTowner

Out- of- Water Condition and Valve Survey

December 13, 2007

Surveyed by
Desert Marine Surveys
P. O. Box 410203, Big Water, Utah 84741
435- 675- 5866

I. INTRODUCTION

SCOPE OF SURVEY

Acting with the permission of Ed Bigby, Tom Streelman and Billie Streelman did an "Out-of-Water" marine survey of the *1994 64' Jamestowner*, **"Nauti Nuf Time**" on December 12, 2007 from 1030 to 1250. The survey was conducted onboard the vessel at Triple L Marine yard, Page AZ. The reason for the survey was to ascertain the physical condition and value of the vessel.

The vessel was surveyed without removal of any parts; including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas also precluded inspection. The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey.

The electronics, appliances, and water systems were not tested.

A sea trial was not performed. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the operating capacity of the vessel's propulsion systems. It is recommended and understood that all gas engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears, pumps, cooling systems, and fuel systems. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

The mandatory standards promulgated by the United States Coast Guard (USCG), under the authority of Title 46 United States Code (USC) and Title 33 And Title 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.

Use of asterisks * in the body of the report will indicate that a finding pertaining to the asterisked item will be listed in the *Findings and Recommendations* section following the body of the report.

The deficiencies reported herein reflect the conditions observed at the time the survey was conducted. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER:	**7065**
CONTACT:	**Ed Bigby**
CONTACT'S PHONE NUMBER:	**970-353-1802**
OWNER'S NAME:	**Nauti Nuf Time House Yacht Inc**
OWNER'S ADDRESS:	**728 Beaver Cove Court Loveland, CO 80537**
TYPE OF SURVEY:	**Condition and Value, Out of Water**
DATE/TIME OF SURVEY:	**December 12, 2007 from 1030 to 1250**
SURVEY LOCATION:	**Triple L Marine yard, Page AZ**
NAME OF VESSEL:	**"Nauti Nuf Time"**
BUILDER:	**JamesTowner Houseboats**
MODEL YEAR:	**1994**
MODEL OF VESSEL:	**Widebody Houseboat**
HULL TYPE:	**Displacement**
HULL IDENTIFICATION NUMBER (HIN):	**MWC64639B494 per hull/documentation**
USCG DOCUMENTATION NUMBER/PORT:	**1023217, Page AZ**
LENGTH OVER ALL (L.O.A).:	**64' per documentation.**
BEAM:	**14' per documentation.**
DRAFT:	**2'6" per documentation.**
PROPULSION SYSTEM:	**Twin 135 h.p. MerCruiser I/Os.**
FUEL TYPE:	**Gasoline.**
FUEL CAPACITY:	**Calculated to be approximately 358 gallons.**
AC POWER:	**50 amp shore power receptacle and 12.5 KW generator.**
DC POWER:	**12 volts.**
FRESH WATER CAPACITY:	**Calculated to be approximately 150 gallons.**
HOLDING TANK CAPACITY:	**150 gallons per labels.**
INTENDED USE AND CRUISING AREA:	**Recreational cruising on Lake Powell**
OVERALL VESSEL RATING:	**Average**
ESTIMATED MARKET VALUE:	**$94,000.00**
ESTIMATED REPLACEMENT COST:	**$225,000.00**

Vessel has new cabin paint and the galley appears to have new cabinets and wall paneling.

III. SYSTEMS

HULL, DECK, AND SUPERSTRUCTURE

HULL CONSTRUCTION

TYPE: Displacement.

MATERIAL: Aluminum.

BILGE: Water sighted in the foredeck hold. SEE "CONDITION OF HULL".

DECK CONSTRUCTION

DECK MATERIAL: Aluminum with carpet.

HULL-TO-DECK JOINT

TYPE: Welded aluminum.

DECK FITTINGS

LOWER DECK SURFACE/CONDITION: Carpet in fair to poor condition.

UPPER DECK SURFACE/CONDITION: Fiberglass appears to be in good condition.

LADDER/STAIRS TO UPPER DECK: Stairs on port side of vessel from aft deck. Vessel has stairs from salon to upper deck in good condition.

SWIM PLATFORM: Welded aluminum with carpet in fair condition.

SWIM LADDER: Welded aluminum, appears serviceable.

SHORE PLANK: Aluminum, stored on foredeck.

DAVIT: Not sighted.

* ***SAFETY RAILS/GATES/CHAINS:*** **[C1]** Tubular aluminum, appear to be in good condition. Loose fasteners noted on starboard side of upper deck.

CLEATS: Welded aluminum, appear to be in good condition.

CANVAS AND SUPPORTS: Skirting on the safety railings. Skirting is showing wear, small rips and patches sighted. Aluminum canopy frame with canvas on upper deck is approximately 23' long with string lighting.

* ***BARBECUE:*** **[C2]** Secured on foredeck. Propane tank for barbecue is not secured.

OTHER ITEMS: Fiberglass radar arch at flybridge. Various pieces of patio furniture. Water slide from starboard aft corner of upper deck. Starboard aft of flybridge is small wet bar with sink and single water.

SUPERSTRUCTURE

HOUSE/CABIN MATERIAL: Fiberglass over plywood in good condition.

WINDOWS/PORTS/DOORS: There are sliding doors to the fore and aft decks and opening windows in each area of the vessel.

FLYBRIDGE

MATERIAL: Molded fiberglass. Seats located port and starboard. Windshield has some loose fasteners.

INSTRUMENTATION: Tachometer, temperature, voltage, and oil pressure gauge for each engine. Kreuter Marine rudder angle indicator. Leisure Electronics N201D digital depth gauge.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION:

HEADLINERS: Acoustic type panels in good to poor condition. Galley has drop ceiling with florescent lights and brass facings.

WALLS: Light stained wood paneling in good condition. Galley has been remodel with new paneling and cabinets.

FLOOR COVERINGS: Carpet in salon and staterooms in good condition. Vinyl in galley and heads in good condition.

WINDOW COVERINGS: Miniblinds and drapes with valances, in good condition.

FABRIC AND CUSHIONS: Good to fair condition.

ACCOMMODATIONS: Sleeper sofa in salon. Two guest staterooms with double berths. Double berths in fore and aft cuddies.

HEADS: Forward head, port off hallway, has fiberglass shower with tempered glass door, vanity with dual water supplies, and head. Aft head, port, has vanity with dual water supplies and head.

AIR CONDITIONING/HEATING: Heat pump components on port upper deck and belowdecks. Thermostat in salon.

* ***WATER INTRUSION SIGNS:*** **[C3]** Water intrusion sighted in the forward head, aft guest berth, and under most all windows.

OTHER: Ceiling fan in salon. Utility closet in hallway. Stairs from salon to upper deck through skylight/hatch.

GALLEY

* ***LOCATION:*** **[C4]** "U" configuration starboard.

SINKS: Double basin stainless steel sink with dual water supplies.

III. SYSTEMS

CABIN APPOINTMENTS

GALLEY *(Continued)*

REFRIGERATION: Two Norcold gas/electric units. Both model N841. Serial numbers: forward 1289828, aft 1292131.

STOVE/OVEN: GE XL44 four burner propane range with oven below.

MICROWAVE: Magic Chef installed over range.

TRASH COMPACTOR: GE Compactall.

FREEZER: Frigidaire electric unit on foredeck is secured.

PROPULSION

MAIN ENGINES

* ***TYPE:*** **[C5]** Twin I/Os. Engine hatch shocks appear to be weakening. Engine hatches do not have safety ropes.

MANUFACTURER: MerCruiser 3.0 Litre.

HORSE POWER: 135.

NUMBER OF CYLINDERS: Four.

MODEL/SERIAL NUMBERS: Not sighted.

INDICATED HOURS: Port 3920, starboard 3971.

THROTTLE CONTROLS: Mathers Micro Commander model 91100. Serial numbers: port 911023521, starboard 911023923.

IGNITION PROTECTION: Alternators, starters, and fuel pumps appear to be OEM.

FLAME ARRESTOR: Yes, both engines.

NATURAL VENTILATION: Louvered vents located port and starboard topsides.

BILGE BLOWERS: Two Mayfair blowers on the transom.

EXHAUST SYSTEM: Fittings are double clamped as required.

COOLING SYSTEM

TYPE: Raw water intake through outdrives and wet exhaust.

TRANSMISSIONS

TYPE: Twin I/Os.

MANUFACTURER: MerCruiser Alpha Ones.

TRANSOM ASSEMBLY SERIAL NO: Port OL550027, starboard OL550019.

OUTDRIVE SERIAL NO: Port OL458281, starboard OL458275

FUEL SYSTEM

MAIN ENGINES

* ***FUEL TYPE:*** **[A1]** Gasoline. Strong gasoline fume smell when hatches were first opened.

FUEL TANK MATERIAL: Aluminum.

NUMBER OF FUEL TANKS: Three against forward engine compartment bulkhead.

FUEL TANK CAPACITY: Calculated to be approximately 90 gallons each.

FUEL TANKS SECURED?: Yes.

MANUFACTURING LABEL ON FUEL TANKS?: Not sighted on main tanks due to access restrictions.

FUEL FILL LOCATIONS: Forward on aft deck. Labeled "gas".

METAL FUEL FITTINGS GROUNDED?: Appear to be properly grounded. Meter indicates fuel fill fittings are grounded to fuel tanks.

* ***FUEL FILL PIPE MATERIAL:*** **[B1]** USCG approved type hose. Fuel fill hose dated 1992 and 1993.

FUEL FILL HOSE CLAMPS: Double clamped as required.

* ***FUEL AND VENT LINES:*** **[B2]** Approved hose dated 1993.

FUEL TANK VENT LOCATION: Screened vents located port and starboard topsides.

ANTI-SIPHON VALVE: Yes.

SHUT-OFF VALVE: None sighted.

FUEL FILTERS: None sighted.

* ***AUXILIARY FUEL SYSTEM:*** **[A2]** Aluminum auxiliary fuel tank located in foredeck hold. Measurements calculate to be approximately 88 gallons. System has a manual fuel pump stored in the foredeck hold that can be inserted into the tank through the foredeck fill fitting. Fuel tank is grounded. Foredeck hold is vented. Fuel fill hose is cracked. Fuel fill hose is double clamped. Vent hose is dated 1993.

III. SYSTEMS

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE: 12 volts.

* ***BATTERIES:*** **[B3]** Two group 24 batteries and on group 29 batteries located in the engine compartment. Batteries are secured or covered. House system batteries located in aft engine compartment. Four house system batteries are not covered. House system batteries are secured.

MAIN BATTERY SWITCHES: None sighted. **VOLUNTARY STANDARD RECOMMENDATIONS -- ABYC E-11.7.1.2.1 -- A battery switch shall be installed in the positive conductor(s) from each battery or battery bank with a CCA rating greater than 800 amperes. NFPA 302.9.10.2.1 -- All boats with a battery or battery bank with a cold cranking capacity greater than 800 amperes shall have a master battery switch that meets the requirement of Section 9.8 Ignition Sources.** Recommend the installation of vapor proof master battery switch(es) in order that all DC power can be shut off.

BATTERY ISOLATOR: Yes.

* ***BREAKERS/FUSES:*** **[B4]** Eight breakers located above the helm. Six fuses located at the helm. The house batteries in the engine compartment do not appear to be fused.

ROUTING/SUPPORT: Appears serviceable where sighted. DC power sources sighted on the flybridge and helm.

CHARGING SYSTEM: ProTech 4 battery charger on transom. Battery charger is not fused between the charger and batteries. **CURRENT STANDARD REQUIREMENT -- ABYC E-11.12.1.1.1 Each ungrounded conductor connected to a battery charger, alternator, or other charging source, shall be provided with over-current protection within a distance of 7 inches (175mm) of the point of connection to the DC electrical system or to the battery. Exceptions: conductor is encased entirely in sheath or conduit .....shall not exceed 72 inches.**

ELECTRICAL SYSTEM (A.C. SYSTEM)

SHORE POWER INLET AND CABLE: 50 amp cord located on foredeck, starboard bow locker, hardwired into system.

AC SOURCE SELECTOR SWITCH: Rotary type above the helm.

MAIN BREAKER: 100 amp located in main AC panel above helm.

BRANCH BREAKERS: Nine breakers in main AC panel. Reverse polarity indicator in main AC panel.

ROUTING: Appears serviceable where sighted.

* ***OUTLETS:*** **[C6]** AC outlets are located conveniently throughout the vessel, none tested. AC receptacle on starboard foredeck cabin wall is not weatherproof.

GENERATORS AND INVERTERS

MANUFACTURER: Westerbeke 12.5 BEG

FUEL TYPE: Gasoline.

KILOWATT RATING: 12.5

VOLTAGE RATING: 120/240 volts.

SERIAL NUMBER: Engine CH9128-E303, generator 252553.

NUMBER OF CYLINDERS: Four.

INDICATED HOURS: 2821 hours on unit meter.

LOCATION: Centered in engine compartment.

FUEL SUPPLY: Integral fuel pump. Draws from main tanks.

FUEL FILTER: None sighted.

COOLING SYSTEM: Raw water heat exchange with enclosed cooling system. Seacock and sea strainer appear serviceable.

* ***EXHAUST SYSTEM:*** **[B5]** Fittings are double clamped as required. Exhaust exits through port hull side. No warning label has been posted on the aft cabin wall advising against running generator while swimming. Exhaust exits through port hull side.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANK MATERIAL AND CAPACITY: Two plastic tanks belowdecks forward, port. Measurements calculate to be approximately 75 gallons each.

INSPECTION/CLEANING ACCESS?: Yes, serviceable.

FILL FITTING LOCATION: Port toe walk.

FRESH WATER PUMP: Shurflo 12 volt located between the fresh water tanks. There are wire nuts on the water pump connections. **VOLUNTARY STANDARD RECOMMENDATION -- ABYC E-11.16.3.6 -- Twist-on connectors (wire nuts) shall not be used.** Recommend replacement with butt connectors on both Shurflo 12 volt pumps.

III. SYSTEMS

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER) *(Continued)*

* ***LAKEWATER SYSTEM:*** **[B6]** Shurflo 12 volt pump located port amidships. Small inline filter. Wire nuts were sighted at lakewater pump connections. No shut-off valve (seacock) installed on thruhull standpipe. Washdown faucets sighted in starboard foredeck bow locker and starboard aft deck cabin wall.

FRESH WATER SYSTEM (HOT WATER SYSTEM)

TYPE: Propane direct vent located in lower galley cabinet.

MANUFACTURER: Atwood.

CAPACITY: 6 gallons per label.

PRESSURE RELIEF VALVE: Drains to exterior wall of vessel.

SANITATION

SANITATION (BLACK WATER)

MANUFACTURER: Traveler.

MANUAL OR ELECTRIC TYPE: Manual, not checked for operation.

NUMBER/LOCATION OF HEADS: Two in the aft port area of the cabin.

M.S.D TYPE USCG SYSTEM: Certification Type: MSD USCG Type III. (Holding tanks).

PUMP-OUT FITTING LOCATION: Two on starboard toe walk.

HOLDING TANK MATERIAL AND CAPACITY: Two aluminum tanks located belowdecks, port aft. Labeled 78 gallons each.

SANITATION (GREY WATER)

BASINS AND SHOWERS: The basins and showers drain to local, above-waterline thruhulls.

STEERING SYSTEM

STEERING SYSTEM

* ***TYPE:*** **[C7]** Hydraulic. The floor under the flybridge steering wheel has hydraulic oil stains.

MANUFACTURER: Morse at the flybridge and Teleflex / Sea Star 1.7 Helm HH2571.

NUMBER OF STATIONS: Two, lower helm and flybridge.

GROUND TACKLE

GROUND TACKLE

ANCHORS: Three 22 lb. and one 40 lb. galvanized flukes in bow mounts. Three extra galvanized fluke anchors sighted in the foredeck hold.

SAND STAKES: Several sighted in foredeck hold.

LINE: Minimum of four approximately 100' x 3/4" lines. Various others sighted on board.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT

INSTRUMENTATION: The helm has a tachometer, voltage, oil pressure, and temperature gauge for each engine. Tilt/trim buttons and gauges. Fuel gauge(s). Engine hour meters. Kreuter Marine rudder angle indicator. Ritchie 3" compass.

VHF: Lorad Stringer XT above helm.

DEPTH SOUNDER: Leisure Electronics N201D digital depth gauge.

ELECTRONICS (ENTERTAINMENT)

STEREO SYSTEM: Sighted at the flybridge a West Marine Sound System AM/FM/Cassette. Pioneer DEH-P49001B AM/FM/CD at helm. Speaker selector panel at helm. Aft deck speakers are missing their covers.

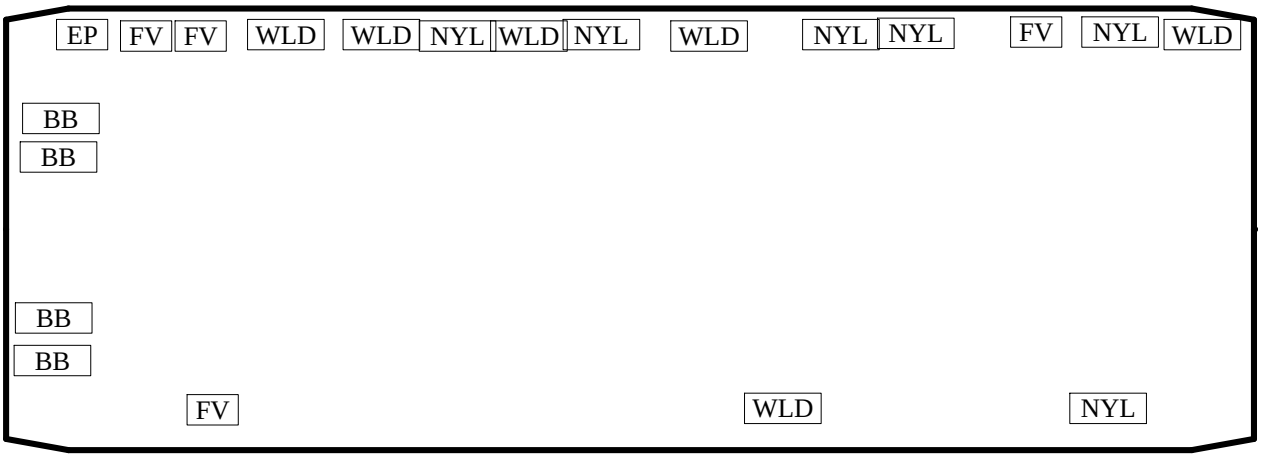
TELEVISION(S): 20" Sanyo in salon entertainment center.

VCR/DVD: Go-Video DVD/VCR player in salon entertainment center.

THRU-HULLS

THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):

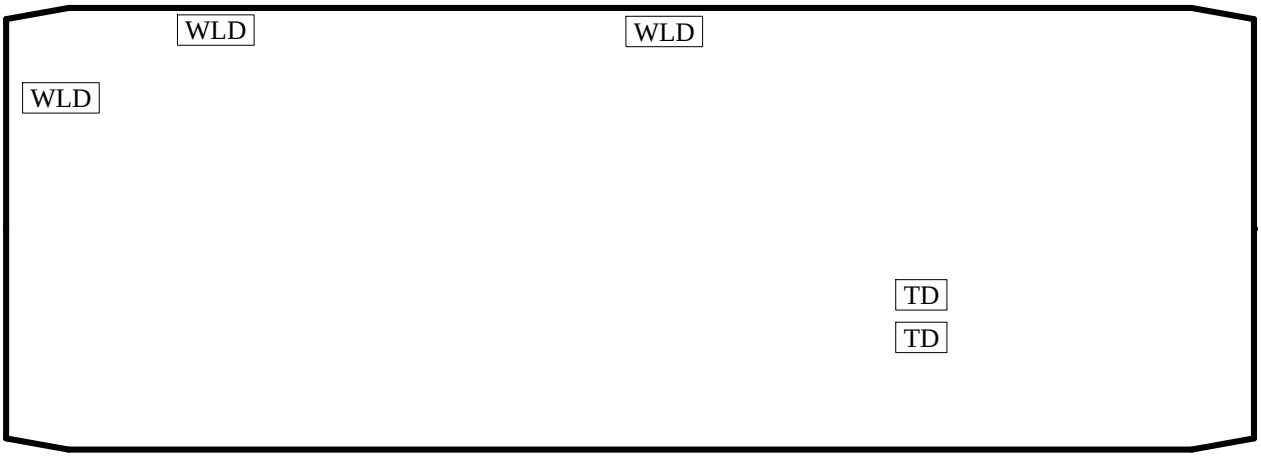


BP Bilge Pumps | EP Exhst Ports | ACD AC Dischg | DF Deck Fill | FV Fuel Vent | VH Vent Hose | ☒ Inoperable

WLD Welded thruhull | NYL Nylon Thruhull | BB Bilge blower

NOTE: All above waterline thruhulls appeared serviceable.

THRU-HULLS BELOW WATER LINE (DIAGRAM):



ENGINE Engine | GEN Generator | TD Transducer | SC Seacock | GV Gate Valve | PG Pkng Gland | ☒ Inoperable

WLD Welded Thruhull | WP Weld patches

THRU-HULLS

THRU-HULLS: *(Continued)*

NOTE: All below waterline thruhulls appeared serviceable.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

NUMBER AND TYPE OF PFD'S: Numerous PFDs sighted in port aft closet and forward belowdecks.

NUMBER OF THROWABLE PFD'S: One sighted on board.

* ***FIRE EXTINGUISHERS:*** **[C8]** Helm - USCG approved type BC size I, gauge OK, dated 2003.
Aft port closet - USCG approved type BC size I, gauge OK, dated 1997.
Galley - USCG approved type BC size I, gauge OK, dated 1999.
Galley cabinet - USCG approved type BC size I, gauge OK, dated 1998.
No fire extinguisher sighted in cuddy area.

VISUAL DISTRESS SIGNALS: Visual distress signals are not required on Utah/Arizona waters, but are ***strongly recommended***.

HORN OR WHISTLE: Horn, not tested.

BELL: Not sighted.

NAVIGATION LIGHTS: Yes, not tested.

* ***POWER EXHAUST BLOWER WARNING:*** **[B7]** Sighted at flybridge and helm. There is no blower warning label posted at the generator remote start panel above the helm.

* ***REGISTRATION/DOCUMENTATION PAPERS:*** **[C9]** Documentation found on board, expired.

INLAND NAVIGATION RULES: Sighted on board.

* ***"NO OIL DISCHARGE" PLAQUE:*** **[C10]** Not sighted.

* ***TRASH DISPOSAL PLACARD:*** **[C11]** Not sighted.

AUXILIARY SAFETY EQUIPMENT

FIXED FIRE EXTINGUISHING SYSTEM: None. Highly recommended in engine compartments on gasoline powered vessels. **VOLUNTARY STANDARD RECOMMENDATIONS -- NFPA 302 12.1.1.2 --- All boats with an enclosed machinery space(s) shall have provision for discharging extinguishing agent directly into the space immediately surrounding the engine without opening the primary access by one of the following means: (1) A fixed system (2) Portable clean agent or CO2 extinguisher used in conjunction with a discharge port into the machinery space. ABYC A-4.5.2 --- Inboard or sterndrive boats with engine compartments shall have either: ABYC 4.5.2.1 -- a fixed fire extinguishing system installed in the machinery space or ABYC 4.5.2.2 -- a provision for discharging a suitably sized clean agent portable fire extinguisher directly into the space immediately surrounding the engine without opening the primary access.**

FUME SNIFFER ALARM SYSTEMS: None sighted, highly recommended on gasoline powered vessels.

CARBON MONOXIDE/SMOKE DETECTORS: Two Hydro Flame detectors sighted on board, smoke detectors, would not test. First Alert carbon monoxide detector sighted in aft guest berth. **Recommend checking all detectors at the beginning of the season for proper operation.**

SEARCH LIGHT: Two hand held spotlights sighted on board.

FIRST AID KIT: Sighted on board.

BILGE WATER ALARM AND SAFETY SWITCHES: None sighted. Bilge alarms are highly recommended on boats with an enclosed accommodation compartments. **CURRENT STANDARD REQUIREMENT -- ABYC H-22.7.3 On boats with an enclosed accommodation compartment, an alarm shall be installed indicating that bilge water is approaching the maximum bilge water level.** Recommend installation of high water bilge alarm system.

BILGE PUMPS

* ***LIST:*** **[A3]** Vessel has three manual switches at helm console. The engine compartment bilge pump is not accessible for inspection. Attwood 1250 bilge pump located in the foredeck hold. Foredeck hold bilge pump is hanging by its wires and there is not float switch. Water sighted in the foredeck hold. Sighted aft belowdecks is a Rule bilge pump, not checked for operation. Small amount of water sighted belowdecks.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S): Both in good condition.

SKEGS: Both are good. Both have new skegs welded on.

TRANSDUCERS: Two sighted on hull bottom, see hull diagram.

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY *(Continued)*

ANODES: Units on outdrives appear serviceable. both trim tab anodes are missing.

CONDITION OF HULL

* ***CONDITION OF HULL:*** **[A4]** Several significant dents and gouges sighted in bow area. Numerous minor scratches, dents, and gouges topsides. Five patches on the bow area of the vessel. A weld down the starboard side on a seam at the foredeck is fractured/split along the weld. Sighted on the stern below the water line is what appears to be a water leak at the bottom of the swim platform support.

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

LOCATION: Port side of upper deck.

SECURE MOUNTING: Yes.

REGULATOR: Yes, not tested.

PRESSURE GAUGE: None.

VENTILATION: Open air installation.

SHUT-OFFS: One at each tank.

LINES AND FITTINGS: Appear serviceable where sighted. Propane system supply line is routed into refrigerator vent on upper deck. This configuration significantly increased the amount of fire damage in the spring of 2002 when a refrigerator caught fire due to a recall defect. Recommend rerouting supply line.

IV. FINDINGS AND RECOMMENDATIONS

Items noted under **"SAFETY DEFICIENCIES"** should be addressed ***immediately***. These items represent an endangerment to personnel and/or the vessel.

Items noted under **"OTHER DEFICIENCIES NEEDING ATTENTION"** should be corrected **as soon as possible**. These items affect the vessel's safe and proper operating condition.

Items noted under **"SURVEYORS NOTES AND OBSERVATIONS"** should be addressed in order to maintain standards and to help the vessel to retain it's value.

Some items may also be in violation of U.S.C.G. regulations, as indicated.

CFR - Code of Federal Regulations. ***Mandatory*** United States Coast Guard requirements.
ABYC - American Boat and Yacht Council. These are ***recommendations.***
NFPA - National Fire Protection Association. These are ***recommendations.***

A. SAFETY DEFICIENCIES:

FINDINGS	*RECOMMENDATIONS*
A.1 (PAGE 4) **Strong gasoline fume smell when hatches were first opened. No apparent fuel leaks sighted.**	*Recommend further investigation and repair as needed.*
A.2 (PAGE 4) **Fuel fill hose is cracked. Vent hose is dated 1993.**	*USCG guidelines for their own boats is to change the hoses every 5 years for critical hoses and 8 years for non critical. Gasoline fuel line would fall under the "critical" hose definition. Recommend replacement of cracked fuel fill hose and replacement of fuel vent hose.*
A.3 (PAGE 8) **Attwood 1250 bilge pump located in the foredeck hold. Foredeck hold bilge pump is hanging by its wires and it is not secured. Water sighted in the foredeck hold.**	*Recommend proper repairs to the foredeck hold bilge pump, securing pump, and check for proper operation.*
A.4 (PAGE 9) **A weld down the starboard side on a seam at the foredeck is fractured/split along the weld. Sighted on the stern below the water line is what appears to be a water leak at the bottom of the swim platform support.**	*Recommend repairs to the hull.*

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.1 (PAGE 4) **Fuel fill hose dated 1992 and 1993.**	*USCG guidelines for their own boats is to change the hoses every 5 years for critical hoses and 8 years for non critical. Gasoline fuel fill hose would fall under the "critical" hose definition. Recommend replacement of fuel fill hoses.*

IV. FINDINGS AND RECOMMENDATIONS

B. OTHER DEFICIENCIES NEEDING ATTENTION:

FINDINGS	*RECOMMENDATIONS*
B.2 (PAGE 4) **Fuel and vent hoses are dated 1993.**	*USCG guidelines for their own boats is to change the hoses every 5 years for critical hoses and 8 years for non critical. Gasoline fuel line would fall under the "critical" hose definition. Recommend replacement of all fuel lines.*
B.3 (PAGE 5) **Four house system batteries are not covered, located in the engine compartment.**	*USCG requires each battery to be securely installed so that metallic objects cannot come in contact with the ungrounded battery terminal. (33 CFR 183.420). Recommend installation of boots over the positive terminals of any batteries not installed in boxes with covers.*
B.4 (PAGE 5) **The house batteries in the engine compartment do not appear to be fused.**	*Each ungrounded supply conductor from a storage battery must have a manually reset, trip-free circuit breaker or fuse, unless the supply conductor is in the main power feed circuit from the battery to an engine cranking motor. The circuit breaker or fuse must be within 72" of the battery measured along the conductor...(33 CFR 183.460). Recommend installation of an appropriately sized fuse at each of the positive battery power supply leads apart from the cranking leads.*
B.5 (PAGE 5) **No warning label has been posted on the aft cabin wall advising against running generator while swimming.**	*Recommend posting a carbon monoxide warning in the aft deck area that prohibits swimming around vessel or lingering on the aft deck when the generator or engines are running.*
B.6 (PAGE 6) **No shut-off valves (seacock) installed on lakewater thruhull standpipes for lakewater or air conditioning unit.**	*All piping, tubing, or hose lines penetrating the hull below the maximum heeled waterline, under all normal conditions of trim and heel, shall be equipped with a seacock to stop the admission of water in the event of failure of pipes, tubing, or hose (ABYC H-27.5.1) Seacocks shall be readily accessible as installed, and so oriented that their handles are easy to operate (ABYC H-27.7.2). Recommend installation of a seacock on the lakewater supply thruhull standpipes.*
B.7 (PAGE 8) **There is no blower warning label posted at the generator remote start panel above the helm.**	*Vessels with enclosed gasoline engines are required to have a warning label at each ignition switch which has at least the following information:* *WARNING - GASOLINE VAPORS CAN EXPLODE. BEFORE STARTING ENGINE OPERATE BLOWER FOR 4 MINUTES AND CHECK ENGINE COMPARTMENT BILGE FOR GASOLINE VAPORS. (33 CFR 183.610).* *Recommend posting warning at generator remote start panel.*

IV. FINDINGS AND RECOMMENDATIONS

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.1 (PAGE 3) **Loose fasteners noted on starboard side of upper deck railings.**	*Recommend resecuring/resealing stanchions.*
C.2 (PAGE 3) **Propane tanks for barbecue are not secured.**	*Propane tanks, valves, safety devices, and regulating equipment shall be secured for sea conditions (ABYC A-1.12). Recommend securing tank.*
C.3 (PAGE 3) **Water intrusion sighted in the forward head, aft guest berth, and under most all windows. Deterioration of walls sighted.**	*Recommend repair to prevent further deterioration.*
C.4 (PAGE 3) **Due to their size, houseboats have many appliances, electronics, and other components that might be subject to recall for safety reasons.**	*It is highly recommended that owners contact the vessel or item manufacturers for more information.*
C.5 (PAGE 4) **Engine hatch shocks appear to be weakening. Engine hatches do not have safety ropes.**	*All hinged hatches shall have a means or method to keep the hatch in an open position (ABYC H-3.4.11). Recommend installation of a safety rope on each hatch so it can be secured open in adverse conditions. Recommend replacing weak shocks.*
C.6 (PAGE 5) **AC receptacle on starboard foredeck cabin wall is not weatherproof.**	*ABYC 11.15.1.1.1 -- Receptacles installed in locations subject to rain, spray, or splash shall be weatherproof when on in use. NOTE: Weatherproofing may be provided by means such as spring-loaded, self-closing, or snap-type receptacle covers. Recommend replacement.*
C.7 (PAGE 6) **The floor under the flybridge steering wheel has hydraulic oil stains.**	*Recommend further investigation and repair as necessary.*
C.8 (PAGE 8) **Fire extinguishers do not have current inspection tags. No fire extinguisher sighted in cuddy area.**	*At least once a year, a full maintenance check should be made by a qualified fire extinguishing service facility in accordance with the maintenance instructions on the name plate of the extinguisher. A tag should be attached showing the date of such maintenance check (ABYC A-4.Ap.5.4.2). Recommend having current-tagged fire extinguishers aboard. It is good marine practice to have a fire extinguisher located in the cuddy area.*
C.9 (PAGE 8) **Documentation paperwork on board vessel is not current.**	*The USCG requires that vessel's documentation be kept on board (46 CFR 67.313) and that vessel's endorsements be renewed (46 CFR 67.317). Recommend having current paperwork on board.*

C. SURVEYOR'S NOTES AND OBSERVATIONS:

FINDINGS	*RECOMMENDATIONS*
C.10 (PAGE 8) **"No Oil Discharge" placard not sighted on board.**	*The USCG requires vessels over 26' to post a placard of at least 5" x 8" in the machinery space stating the following (33 CFR 155.450):* *DISCHARGE OF OIL PROHIBITED* *The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a penalty of $5,000.* *Recommend installing a decal or placard in the engine compartment.*
C.11 (PAGE 8) **Trash disposal placard not sighted on board.**	*The USCG requires vessels 26' or more to post a garbage discharge placard in a prominent location (33 CFR 151.59). Recommend the installation of a decal or placard in the galley area behind a cabinet door.*

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH**, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electronics and gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY,** and by virtue of my experience, my opinion is
OVERALL VESSEL RATING: **Average**

STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale.

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

a. Buyer and seller are typically motivated.

b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.

c. A reasonable time is allowed for exposure in the open market.

d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. 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.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments, the condition of the vessel, and predicated on the assumption that engines, machinery, electronics, and appliances are in working order, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

$94,000.00
Ninety Four Thousand Dollars and Zero cents

2. The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. If the manufacturer is no longer in business, the retail cost of a new vessel of a similar type with similar equipment from another manufacturer is used. **"ESTIMATED REPLACEMENT COST"** of the subject vessel is:

$225,000.00
Two Hundred Twenty Five Thousand Dollars and Zero cents

V. SUMMARY AND VALUATION

SUMMARY:
In accordance with the request for a marine survey of the "Nauti Nuf Time," for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on December 12, 2007 from 1030 to 1250. After the items in Findings Section A and B are addressed, the "Nauti Nuf Time" will be considered to be **Fit for Its Intended Use"** of *Recreational cruising on Lake Powell*.

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

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 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 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.

This report is submitted without prejudice and for the benefit of whom it may concern.

Date: December 20, 2007 _____

Signature Not Verified

Billie Streelman

Digitally signed by Billie Streelman
DN: cn=Billie Streelman, o=Desert Marine Surveys, c=US
Date: 2008.01.02 15:43:05 -07'00'

_____
BILLIE STREELMAN
SAMS Surveyor Associate

Attending Surveyor
TOM STREELMAN
SAMS Surveyor Associate


Foredeck, port and starboard


Aft deck, port and starboard


Upper deck, fore and aft

Flybridge and helm

Salon, fore and aft

Forward berth and cuddy hallway


Cuddies, fore and aft


Aft guest berth and hallway


Forward head

Aft head


Engines, starboard and port

Westerbeke generator

HIN number MWC64639B494 and view of drives