

REPORT OF SURVEY

ATTENTION

This survey report constitutes only a statement of our opinion based on the conditions we found and is not a warranty of the condition of the vessel. It is issued subject to the conditions that we and the individual surveyor are under no circumstances to be held responsible for any error, omission, default, negligence, misrepresentation, or misstatement in this report. Particulars were obtained from sources available at time of survey. They are believed to be reasonably correct but are not guaranteed.

Name "ROSEBUD" Former Names ---

Official No new vessel Home Port ---

Owner Mr. Craig C. Smith Address P.O. Box 2625, Newport Beach, CA 92663

Type 37' Lord Nelson diesel screw cruiser Accommodations 4 + persons berthing

HULL: Designer --- Hull No. OEY370340985 (hull plate)

Built By Ocean Eagle Yacht Building Company At Taipei, Taiwan, R.O.C. Year 1985

Dimensions: L.O.A. 37' W.L.L. 36.6" Beam 13.2" Draft 42" Tonnage: Gross 17 Net 14 design

Speed of Boat not determined Cruising Range not determined

Construction plumb stem, round bilge, knuckle stern Fastenings ---

Planking moulded fiberglass

Frames longitudinal stringers, bulkheads and built-ins

Decking moulded fiberglass with teak planking overlay

MACHINERY:

Engine Cummins with Velvet drive reduction marine gear Model 4BT3.9M No. 4-239-44129468

Year 1985 Type diesel, 4 cylinder, turbocharged, fresh water cooled Horsepower 100 at 2500 RPM des.

Auxiliaries, Pumps, etc. 60 amp alternator belt driven off engine; automatic Rule 1750 GPH bilge pump with PAR float switch; Ryn-Kuang 8 gallon fresh water heater with electric and engine hook ups and PAR pressure pump; Henderson manual bilge pump; PAR shower sump discharge pump

Engine room and fuel tank ventilation natural, ducts, side vents and cowls Exhaust wet

Flame Arrester not required Carburetor drip pan not required - diesel

Propeller 4 bladed bronze, Hung-Shen LH 24"x18" on 2" stainless steel alloy shaft

Rudder stainless steel blade and stock on base bearing with bronze skeg

LIGHTING SYSTEM: 12V DC, 110V AC shore power Batteries one 12V DC 200 amp

Wiring non metallic sheathed, Newmar AC and DC distribution panel, monitoring gauges and master vapor proof switch Condition app. sat.

TANKS:

Type of Fuel diesel No. of Tanks 4 Material iron, fiberglass covered Capacity 245 galls.rptd:

Located aft bilge wings Vented to atmosphere Filling Lines to deck

Water Tanks: No. 2 Material stainless steel Location midship bilge wings Capacity 135 galls.rptd.

BALLAST 3000# cast iron Inside encapsulated (reported) Outside ---

SAILS ---

DECK EQUIPMENT:

Winches ---

Anchors, Line & Chain: ---

Spars wood mast and cargo boom Standing Rigging stainless steel cable Condition app. sat.

Fittings stainless steel and bronze Running Rigging --- Condition app. sat.

FIRE EQUIPMENT: Extinguishers ---

CO₂ Fire System --- Covering --- Manual --- Automatic ---

GALLEY: Range stainless steel liner at stove void only Fuel --- Surroundings Protected ---

built-in top and side loading ice chest; stainless steel galley w/faucet and manual pump

COMPASS: Number --- Type --- Size --- Last Adjusted ---

RADIO EQUIPMENT: ---

Call Letters ---

Direction Finder ---

Radar ---

Depth Sounder: ---

TENDERS ---

SURVEYED: Afloat on shipping cradle @ Berth 228, Terminal Island, California

By Request of Mr. Craig Smith, P.O. Box 2625, Newport Beach, California 92663

EST. VALUES: Replacement \$95,000.00 Market \$95,000.00*

*Approximate market price can be enhanced upon completion of fitting and commissioning.

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Bill Steel, Incorporated

REPORT OF SURVEY

- continued -

Vessel "ROSEBUD"

Date 4 November 1985

R E M A R K S

This is a new 37' Lord Nelson "tugboat yacht" diesel screw cruiser of plumb stem, round bilge, knuckle stern design and moulded fiberglass hull construction. Vessel's layout includes: anchor chain locker, fore master stateroom with double berth to portside, clothes hanging storage lockers and cabinetry, enclosed head, shower and lavatory compartment to portside, lavatory and shower stall to starboard side, access staircase up to pilothouse with complete pilot station, 26" spoked bronze steering wheel, Morse engine control, and engine compartment thereunder, followed by steps down to main salon with "U" shaped galley port forward, full seat convertible to double berth, folding top table, fuel and water tanks thereunder, lazarette with rudder and storage compartment.

In addition to that listed above, gear and equipment found onboard includes: raised bulwarks around main deck, anchor chain hawser pipe with flashing guard starboard hull side, bronze hawser fittings and large deck scuppers, stainless steel window frames with 1/2" double laminated panes to superstructure, foredeck washdown, teak planking inserts on cabin tops, two Bomar type hatches, stainless steel cowls, wood handrails and trims, pilothouse 1/2 split doors, two aluminum lazarette access hatches, stainless steel Sampson post aft, aft cabintop access ladder, hinged cargo and navigation light mast and cargo boom, life lines on stanchions, false stack and LPG tank storage locker, deck flood lights, aft deck shower, emergency tiller and access, fiberglass muffler to engine exhaust, Raritan manual head, courtesy lights, bronze handrails, interior fabric covered cushions, Groco sea water strainer and Racor fuel filter, VDO engine monitoring alarms, ice chest drain and sump, etc.

Actual condition of the engine, electrical, electronic, and accessory equipment was not determined. Vessel was in process of fitting and commissioning at time of inspection.

Vessel will be considered a good physical risk upon completion of the recommendations contained herein.

From inspection in accessible areas, the following recommendations are made. Because of commissioning in progress, findings depict immediate safety recommendations only:

1. After launching, check engine to shaft alignment (to within .003") or realign as needed.
2. Check all through the hull fittings for leaks - prove operational or refit as needed.
3. Fill and check fresh water tanks and system free of leaks.
4. Fill and check diesel fuel tanks and system free of leaks and install static bonding wires to deck filler fittings.
5. Refit steering cable sheave to be clear from engine fittings, starboard engine sump area.
6. Install chafe guard between fuel tank and engine exhaust hose, starboard side engine room.
7. Relocate Dahl diesel fuel filter to a more accessible area - remove spring loaded petcock and install plug.
8. Supply and install adequate fire extinguishers - suggest to install an automatic system in engine room and mount.
9. Adjust arm travel and prove windshield wipers sound and operational.
10. Renew damaged AC power gauge at master panel.
11. Prove automatic pump operational and power direct from source.

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Bill Steel, Incorporated

REPORT OF SURVEY
- continued -

Vessel "ROSEBUD" -2-

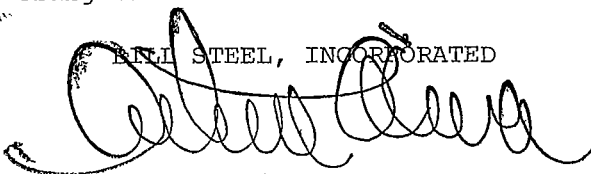
Date 4 November 1985

R E M A R K S
- continued -

12. Suggest to install corrosion control system or individual zinc plates.
13. Water flood test all superstructure openings - seal as needed.
14. Suggest to refit head to comply with U.S. Coast Guard recommendations on sewage holding tanks.
15. Supply adequate (two) anchors and rodes, distress signal flares, life preservers, fog horn and bell, and boat hook.
16. Suggest to install chafing guards and non skid guards to all ladders and steps.
17. Noted no stove, fuel tank to stove, and anchor windlass.
18. Monitor condition of hose sections to vent lines fuel tanks (suspect of not being fuel type service).
19. Supply and install compass - compensate and post deviation.
20. Check engine exhaust line - prove free of leaks.
21. Monitor connecting palm and bolts to rudder blade to stock coupling - for future reference only.

This Report of Survey was done for the exclusive use of Mr. Craig C. Smith.

BILL STEEL, INCORPORATED


Arturo Oliva
Marine Surveyor

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