



Palmetto Yachting  
Yacht Surveyors, Marine Corrosion Control  
Surveyor-William T. Wernimont  
4711 7th St. Ct. E.  
Ellenton, FL 34222  
(813) 729 - 1970

General Data

Date Inspected: 4/13/91

Builder: STOREBRO YACHTS BRUKS AB, POMPANO BEACH FL. Year Built: 1982

Type: BISCAY CRUISER Name: FISH TALE II Hull #: MKZ300051082

Documentation: 684231 Displacement: 12,500 LBS.

LOA: 30'6" LWL: 26'5" Beam: 10'6" Draft: 3'1"

Vessel In/Out of Water: BOTH Survey Location: MAXIMO MARINA

Vessel Usage: PLEASURE

Engine Serial #: Port 30848 Star. 30857 Generator 48192

Horse Power: 158 158

Survey Made for: EARL F. WEBB  
530 N. COLLEGE  
FAYETTEVILLE, AR. 72701

Statement of general condition:

THIS BOAT IS GENERALLY IN VERY GOOD CONDITION. I INSPECTED IT FROM TOP TO BOTTOM AND FROM END TO END AND FOUND NOTHING TO DETRACT FROM IT,S STRUCTURAL SOUNDNESS NOR FROM IT,S SEAWORTHINESS. THIS HULL IS BUILT VERY STRONG. I DID FIND A FEW DISCREPANCIES WHICH ARE LISTED IN THIS REPORT WITH RECOMMENDATIONS TO CORRECT THEM. I OBSERVED THE ENGINES FROM COLD START TO RUNNING TEMPERATURE AND SPEEDS AND FOUND THEM TO FIRE QUICKLY, RUN STRONG AND THE EXHAUST WAS CLEAR AT ALL TIMES.

Value Ratings:

Approximate Current Value \$62,000.00

Approximate Replacement Value \$195,000.00

Systems are viewed when possible for compliance with United States Coast Guard Rules and Regulations, American Boat and Yacht Council standards, National Fire Protection Act 302, and proper yacht building methods for the vessels type and size. Should other standards be required it must be specified prior to survey and inspection.

Service to the Marine Industry Since 1984  
Member American Boat and Yacht Council

Hull and Deck Outside

Hull and Deck Material: HULL IS FIBERGLASS REINFORCED POLYESTER RESIN AND THE DECK IS CORED FIBERGLASS REINFORCED POLYESTER RESIN.

Bottom: Condition: MEDIUM SIZED BLISTERS SPOTTED AROUND THE ENTIRE BOTTOM. THESE ARE OF THE SIZE WHICH WILL NEED ATTENTION AT SOME TIME.

Zinc Cond.: SHAFT ZINCS ARE GONE. Electrolysis Evident: SMALL AMOUNT

Keel: GOOD Rudder: BRONZE Struts: GOOD

Through Hull Fittings: BRONZE Cutlass: GOOD

Hull Outside Condition: GOOD

Paint/Stripes: FAIR Swim Platform: TEAK IN GOOD COND.

Deck

Type Surface: TEAK Non Skid: POLYSULFIDE STRIPS IN THE TEAK

Entry Ways: ONE - SLIDING DOOR Ports: SLIDING WINDOWS ALL AROUND THE CABIN

Hatches: ONE Vents: ENGINE AREA AND THE BACK OF THE CABIN

Rub/Toe Rail: RUBBER RUB RAIL Teak: GOOD

Bow/Stern Rails: SOLID Stanchion: SOLID

Life Lines: COATED CABLE GOOD COND. Fenders: INFLATED TYPE

Dock Lines: FULL SET PLUS EXTRAS, IN GOOD COND.

Ground Tackle

Anchor Type/Size: DANFORTH

Chain/Rope Length: ABOUT 75 FT. OF 5/8" LINE

Steering

Wheel/Tiller: DUAL STATION WHEEL STEERING -- WITH LOCKING DEVICE TO ENGAGE ONE WHEEL AT A TIME.

Type Cable Hydraulic: CABLE

Canvas

Bimini: WHITE VINYL Type Frame: 7/8" ALUMINUM

Power Boat Section

Fly Bridge: YES -- 2 PERSON Hard / Soft Top: BIMINI SOFT TOP

Type Controls: VOLVO PENTA FROM EACH STATION.

Trim Tabs: BOAT LEVELER

Navigational Equipment

Compass: MARINE TOP MOUNTED TYPE AT EACH STATION.

Depth Sounder: SITEX FLASHER

Loran: SITEX 787 C INOPERABLE.

Auto Pilot: ALPHA 3000

Safety Equipment

VHF Radio: UNIDEN

Horn/Bell: HAND HELD HORN -- THERE IS AN ELECTRIC HORN MOUNTED ON THE BOAT HOWEVER IT DID NOT WORK PROPERLY

Comfort Equipment

Refrigerator: 12 VOLT SELF CONTAINED UNIT

Stove: 120 VT. ELECTRIC 2 BURNER

Freezer: IN THE REFRIGERATOR

Microwave: MAGIC CHEF

Air Condition: MARINE AIR -- REVERSE CYCLE TYPE

Electrical

Generator/Make: WESTERBEKE HP/Output: 3.0 KW.

Converter/Make: NEWMAR Output: 15 AMP.

Batteries/# 4 Cond. 2- D-4 WERE LOW AND THE OTHERS ARE IN GOOD COND.

Size: TOTAL OF 3 D-4 AND 1 SERIES 27

Shorepower/120/240 Vt. 120 VT. Amperage: 30 AMP.

Power Cords: ONE Length: 50 FT.

A/C Outlets: NUMEROUS STANDARD TYPE

Dual Battery Switch: IGNITION PROTECTED TYPE

Wiring Cond. A/C: GOOD D/C: GOOD Grounding: GOOD

Running Lights;

Starboard Bow: OK Port Bow: OK Stern: OK

Anchor: OK Steaming: OK

Engine and Accessories

Engine

Stb. Make: VOLVO Serial #: 30857 Cylinders: 6 HP: 158

Prt. Make: VOLVO Serial #: 30848 Cylinders: 6 HP: 158

Fuel: DIESEL Fuel Tank: S/S Capacity: 178 GAL. Gauges: YES

Fuel Lines: APPROVED Shut Offs: YES Filters: FRAM WATER SEPARATORS

Engine Access: GOOD Containing Pan Under Engine: N/A

Type Cooling System: FRESH WATER Seawater Strainer: PLASTIC

Engine Bedding: FIBERGLASS STRINGERS Muffler: N/A

Engine Mounts: RUBBER Belts: GOOD

Through-Hull Fittings: BRONZE Clamps: DOUBLE Hoses: GOOD

Engine Room; Vents: YES Lights: YES

Engine Check;

	RPM	Water Temp.	Oil Pres.	Amps./Volts	Hour Meter	Alarms
St.	<u>3000</u>	<u>180</u>	<u>80</u>	<u>N/A INOPERABLE</u>	<u>496</u>	<u>YES</u>
Pt.	<u>3000</u>	<u>180</u>	<u>80</u>	<u>N/A "</u>	<u>499</u>	<u>YES</u>

Tachometer: VDO DUAL Controls: CABLE

#### Transmission

Forward: OK Reverse: OK Stuffing Box: OK-NEEDS ADJUSTING

Fluids Engines: OK Transmissions: OK

#### Plumbing / Fittings

Head

Type: RARITAN PH II Discharge: TO THE HOLDING TANK AND THAN PUMP OUT OR PUMP OVERBOARD Holding Tank: YES

Shower: YES Sink: S/S Sump Pump: PAR

Freshwater Pump: PAR

Water Tank: PLASTIC Capacity: 53 GAL. Measuring Device: SIGHT

Bilge Pump: 2 ATTWOODS, 3 PAR, 2 RULE ALL WITH FLOAT SWITCHES. THE 2 RULES HAVE ALARM BELLS ALSO Seacocks: BRONZE

Hoses: GOOD Clamps: DOUBLE Fittings: GOOD

Hot Water Heater: Make: MARINE TYPE Capacity: 6 GAL.

Source of Heat: 120 VT. AND FROM THE ENGINE WATER

#### Cabin Accommodations

Bulkheads: THE V-BIRTH WALL AND BOTH CABIN SEPARATING WALLS ARE ALL STRUCTURAL BULKHEADS AND ARE IN GOOD CONDITION.

Cabin Sole: CARPET OVER WOOD Cabin Doors: MAHOGANY

Upholstery: FABRIC IN GOOD COND. Headliner: VINYL

Curtains: FABRIC IN EXCELLENT COND.

#### Safety Equipment

Life Preservers: #/Type: 5 -- TYPE II

Life Ring: YES Flare Kit: OUTDATED

#### Fire Control

Portable Extinguishers: 2 Location: 1 B-1 IN THE COCKPIT AND 1 B-1 IN THE MAIN SALON

Charge Status: GOOD

#### Evaluation observations / Recommendations

\*1 THE PORT DECK FUEL CAP DOES NOT SCREW DOWN TIGHT.  
SURVEY # 041391 4

\*2 THE FLARES ARE OUTDATED. INSTALL A FRESH FLARE KIT AND SAVE THESE FOR SPARES.

\*3 THE FUEL SHUT OFF FOR THE GENERATOR IS INOPERABLE. REPLACE IT.

\*4 THE WATER TEMPERATURE SENDER FOR THE ALARM ON THE PORT ENGINE IS INOPERABLE. REPLACE IT.

\*5 THE LORAN WOULD NOT SETTLE

\*6 THE EXTERNAL HOSE IS OFF OF THE TRIM TABS AND THE OIL HAS BEEN PUMPED OUT. REPLACE THE HOSE AND FILL THE OIL RESERVOIR.

\*7 THERE ARE NUMEROUS MEDIUM SIZE BLISTERS ON THE BOTTOM THAT WILL NEED ATTENTION AT SOME TIME.

THE FOLLOWING ARE SUGGESTIONS TO IMPROVE THE BEAUTY AND OR YOUR ENJOYMENT OF YOUR NEW BOAT.

+1 ONE AFT BILGE PUMP IS INOPERABLE AND THE OTHER NEEDS LUBRICATING AND REPAIR. THIS BOAT HAS SO MANY BILGE PUMPS THAT THIS IS NOT A BIG PROBLEM, BUT YOU SHOULD BE AWARE OF THIS.

+2 THE HAWSE PIPE, <sup>CAP</sup> FOR THE ANCHOR RODE IS NOT CONNECTED AND IT COULD BE LOST OVERBOARD.

+3 THE VOLT METER FOR THE GENERATOR IS NOT OPERATING, THERE IS VOLTAGE OUTPUT, BUT THE METER IS NOT SHOWING IT.

+4 THE STEERING ON THE BRIDGE WORKED HARD. IT SHOULD BE LUBRICATED.

+5 THE AIR CONDITIONING CONDENSATION PAN HAS AN OPENING AT EACH END. THE ONE END SHOULD BE CAPPED.

+6 THE RECEPTACLE IN THE GALLEY HAS THE HOT AND THE COMMON WIRES REVERSED ON IT.

+7 THE ALTERNATOR BELT IS LOOSE ON THE STARBOARD ENGINE.

+8 THE AIR CLEANERS ARE DIRTY ON BOTH ENGINES.

+9 THE RUB RAIL ON THE SWIM PLATFORM HAS A SHARP EDGE.

+10 THE VOLT METER FOR THE ENGINES AT THE HELM DID NOT REGISTER.

General Survey-Conditions/Valuations:

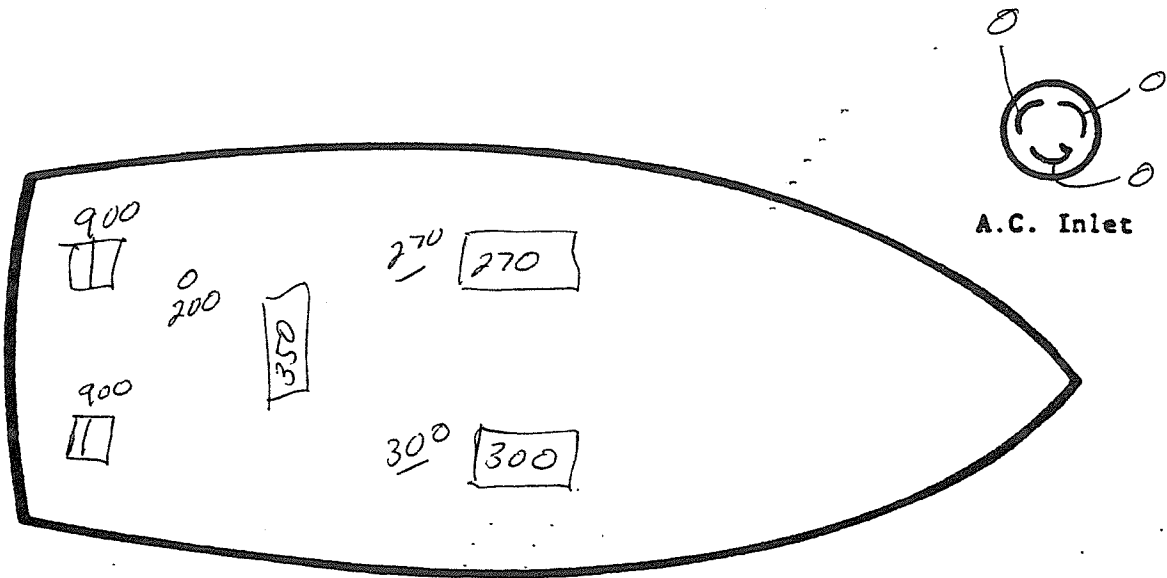
At the request of the aforementioned, the undersigned surveyor conducted a survey for the purpose of obtaining a fair representation of the condition and the approximate evaluation of the vessel. This survey was conducted without making any removal of permanent fixtures nor dismantling any components for internal conditions survey. The undersigned surveyor disclaims responsibility for any concealed deficiencies, latent defects existing at the time of this survey, of presentation made or not mentioned in this report.

Signed without prejudice: \_\_\_\_\_

Date signed: \_\_\_\_\_

Surveyor; William T. Wernimont

CORROSION REPORT



ALL READINGS ARE IN MILLIVOLTS

- |   |                        |   |                     |
|---|------------------------|---|---------------------|
| ○ | = Through hull fitting | ↓ | = transducer        |
| / | = shaft                | ⊞ | = sacrificial anode |
| ▣ | = shaft log            | ⊙ | = A.C. inlet        |
|   | = rudder shaft         | □ | = engine            |
| ▢ | = rudder shaft log     | ⊥ | = strainer          |
| ⌒ | = shaft brush          |   |                     |

RESULTS ALL ITEMS ARE NOT BONDED. THE SHAFT  
ZINCS ARE NOT EFFECTIVE - THE RUDDER ZINCS  
ARE GOOD -

A.C. Stray Current Present NO

D.C. Stray Current Present NO

RECOMMENDATIONS MAINTAIN GOOD ZINCS AT ALL  
TIMES - CONSIDER BONDING - IN THE FUTURE.

## Explanation of corrosion report Electrolysis and cathodic Protection

We know that when we submerge any metal in water (especially saltwater) it will deteriorate.

We also know that different metals set up different electrical currents while under water.

Example;

Bronze will be 200 to 300 millivolts.

Cast iron will be about 600.

Aluminum will be about 700.

Different alloys of these metals will differ the voltages.

The figures on the report are millivolts readings.

We know that if we raise the voltages by 200 Mvts. that the metals will not deteriorate.

Zinc voltage is 1050 to 1150. So we connect Zinc to the other metals and it causes there voltages to raise and they are protected.

Generally on a sailboat the zinc is attached to the shaft and than the other thru-hull metal items are connected to the engine block by a #8 green wire. By doing this all items have identical current readings and the zinc has raised them all to a level which protects everything except the zinc and it has become the sacrificial.

### Lightening protection

Lightening is the greatest cause for loss to boats in the state of Florida.

The ABYC. has drawn up a specific set of recommendations for the best possible protection against lightening damages.

They recommend designing a shield of protection over the boat so that any lightening strike will be taken to ground as soon as possible. This is accomplished be grounding all running rigging such as mast shrouds etc.

The corrosion report shows figures for these items and by these figures we can tell if the item is grounded or not.