

CAPITAL MARINE SURVEYS

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CONDITION AND VALUATION SURVEY FOR THE VESSEL:

'HONEY BEA'

1972 GRAND BANKS 32



At survey site: Berkeley Marina; starboard forward view.

DESCRIPTION OF VESSEL

A classic trawler with an enclosed aft cockpit, raised side decks to foredeck, main cabin pilot house and flybridge. A center companionway leads into the main salon which has an L-shaped settee with forward end-table and drawers, then the lower helm with captain's chair. On port is a settee and galley forward. Center steps lead down and forward into the fore cabin or V-berth which has a head compartment on starboard, and a hanging closet with top shelf on port. Chain locker access is forward.

VESSEL SURVEYED: 'HONEY BEA' – 1972 GRAND BANKS 32' / FILE NUMBER: 2222023016

CAPITAL MARINE SURVEYS
Leilani Tupper – ACMS
Susan Tupper –SAMS AMS.

INTRODUCTION

SCOPE OF SURVEY

This survey was conducted at the request of Richard Lee Smith on February 22, 2023. It was done at Berkeley Marina where the vessel was hauled out on stands. Ships papers were on board and sighted.

The survey was performed in accordance with the terms and conditions of a verbal contract between the surveyor and the requesting party. Therefore, it is the intent of this document to set forth in writing the scope and limitations of the service provided. If upon receipt of this document, you as the requesting party disagrees with any of the following conditions, please contact the undersigned surveyor immediately.

Acceptance of this report constitutes an acceptance of the following terms and conditions:

Inspections are made using non-destructive techniques; primarily visual inspection and sounding of areas in an attempt to determine their condition. Unless otherwise specifically stated in this report, services for the per foot price of a standard survey DO NOT include the testing of tanks, machinery, electrical systems/circuits or electronics, the removal of paneling, ceilings, machinery, cargo, gear or other personal effects in order to access otherwise concealed areas. No destructive testing has been done, no borings or ultrasonic testing of material thickness performed. Such services are available at additional cost when authorized by written contract. When applicable, if no mention is made of wood deterioration in the findings of this report, this is not to be construed as a warranty that none exists. No survey can establish that a vessel is completely free of wood deteriorating organisms, especially in the light of the many concealed and inaccessible areas encountered on each and every vessel. Therefore, given the rapid growth rate of such organisms, this surveyor will not accept liability for any such condition discovered later which could not be detected during the course of a normal survey as outlined above and performed under the conditions encountered on the survey date.

This was an 'OUT OF WATER' survey. Engine was not started. AC shore power was available. D.C power was available; electronic equipment was NOT tested.



Vessel's documentation number fixed in aft cockpit hold.

INTRODUCTION

Note: It is recommended and understood that all engines be surveyed by a qualified engine surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc. **This was done by Mashbir Marine Engine Service in June 2022 as sighted in maintenance records receipts.**

The mandatory standards promulgated by the United States Coast Guard, under the authority of title 46 United States Code title 33 and 46, Code of Federal Regulation, and the voluntary standards and recommended practices developed by the ABYC and NFPA have been used as guidelines in the conduct of this survey.

DEFINITION OF TERMS

Excellent	New or like new.
Good	Nearly new, with minor cosmetic or structural discrepancies.
Fair	System, component or item, is functional as is with minor repairs.
Poor	Unusable as is and will require repairs or replacement of system.
*	Use of an asterisk (*) in the report indicates that a finding will be listed in the 'Findings and Recommendations' section pertaining to the item it is next to.
USCG	United States Coast Guard.
USC	United States Code
CFR	Code of Federal Regulation.
ABYC	American Boat and Yacht Council
NFPA	National Fire Protection Association
FRP	Fiberglass Reinforced Plastic
DC	Direct current (1- volt system)
AC	Alternating Current (Shore or generator power).
Powers up	Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
Appears	Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed on the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests.

GENERAL INFORMATION

SURVEY DETAILS

Purpose of Survey: Insurance condition and value.

Date: February 22, 2023.

Location: Berkeley Marina, CA.

Party Requesting Survey: Richard Lee Smith (owner).

Owner's Names & Address; Phone #; email: 1366 El Centro Avenue, Oakland, CA 94602.

510-543-0255

pplusa@earthlink.net

Parties Present at Survey: Mr. Smith, and Susan Tupper.

BASIC VESSEL INFORMATION

Name: 'Honey Bea'.

Hull Identification Number: N/A
(vessel built before 1978).
Manufacturer's number is 32-358.

Hull Type & Material: Displacement;
wood.

L.O.A.: 32' (water line). With swim
platform, tender, and anchor platform,
38'.

Beam: 11'6".

Draft: 3'9".

Displacement: 17,000 lbs.

Official Number: 1055320
(Documentation Number).

Year/Make/Model: 1972 Grand Banks
32.

Builder/Designer: American Marine
Ltd., Singapore / Kenneth Smith.

Hailing Port: Alameda, CA.

Propulsion System & Fuel Type:
Inboard; diesel.

Intended Use: Recreation.

Intended Cruising Area: San Francisco
Bay and tributaries.

Vessel dimensions and weight were obtained from Bucvalupro.com. and soldboats.com



Transom view with tender.



Bow and stem view.

SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

Type & Material: Displacement; carvel planked Mahogany. *Some delignification starting around the port quarter and especially by the bronze fixtures on the transom interior, namely the scupper-drain fitting and exhaust exit backing plate – *these areas have been epoxied and kept under close monitor at each annual haul out.*

Frames & Planking: Wood – most planks as tested in bilges and painted interior are firm; stringers and ribs in overall good condition where accessible and assessed for wood integrity.

Bulkheads: Main stateroom aft and stern hold, forward; main stateroom forward and aft V-cabin; forward V-cabin and chain locker.

Bilges: Fore bilge with 1" water.

Exterior Color & Condition: Red bottom, blue boot stripe, and white top sides. Bottom to be sanded and repainted while hauled out. No soft wood found on wet hull. Random fasteners were pulled from the four quadrants of the wet hull surface and all were found in good condition.

Keel: Wood; firm. 28" deep to worm shoe and 5.5" wide. Some splash-zone repair of worm-shoe, aft of amidships, in good condition.

Stem & Transom: Stem good; transom with some delignification epoxy repair on port side by exhaust outlet.

Port Holes/Port Lights: None.

DECK CONSTRUCTION

Material & Surface: Teak and tar stripping in good condition.

Hatches: Rectangular escape hatch over V-berth; access hatches to stern hold in aft cockpit.

SUPERSTRUCTURE CONSTRUCTION & LAY OUT

Raised cabin housing and pilot house aft of wood and safety glass construction. There is a small fold-down wood mast and boom with single spreader that is deck stepped at the forward end of the cockpit deck on a tabernacle. Seven-step wooden ladder on cockpit deck, port, leads up to the flybridge which has a wooden console with a short Plexiglas dash on top and under-storage below; the helm to starboard, and fore and aft-facing bench seats each side, with under-storage. Stainless steel stanchion rails enclose the rest of the aft sides. A folding Bimini on scissor stanchions covers the flybridge. **Paint needing renewal*; wood in good condition.

PROPULSION MACHINERY

ENGINE ROOM

Location: Below pilot house sole and accessed via rectangular lift-out, hatches.

Natural Ventilation: Adequate.

MAIN ENGINES

Number, Type, & Fuel: 1, inboard, diesel.

Manufacturer & Model: Ford Lehman model 2714E.

Number of Cylinders: 6.

Hours: 350 since rebuild.

Horse Power: 120.

Belts & Pulleys: Good.

Engine Mounts & Beds: 3" W x 8"H wood engine bearer stringers with steel adjustable mounts bolted atop.

Exhaust System: Wet exhaust; single riser to flexible hose to FRP elbow, flexible hose to silencer, then flexible hose runs aft to exit at transom, on port side.

COOLING SYSTEM
Type: Water and coolant heat exchanger. Hoses, water pump, all heat exchangers, and the coolant tank renewed two years ago and in good condition. Replaced in 2014.
Raw Water Strainer: Bronze and glass.
Seacocks: Bronze seacock, starboard of engine.
Hoses & Clamps: Good.

TRANSMISSION SYSTEMS
Drive Type: Direct drive; Model and gear ratio illegible.
Shaft Material and Size: Bronze, 1.5" diameter.
Stuffing Box/Packing Gland: Traditional bronze coupler. Packing gland has boot and clamps in good condition.
Shaft Bearings: Good.
Struts: None.

PROPELLERS – Three-bladed bronze, 24" diameter, LHD. Good condition – renewed in 2020.

STEERING SYSTEM

Type: Wheel to cable and pulleys to quadrant.

Number of Stations: Two - pilot house and flybridge, starboard. Cables renewed for both helms two years ago.

Lines & Fittings: Good.

Rudder Packing Gland: Appears in good condition.

Upper Rudder Bearing Support: Steel support bracket; bronze bearing and bronze rudder post in good condition. 1.75" in diameter.

Rudder: 20"x27" bronze.



Rudder and prop.



Lower helm station starboard of galley.



Upper rudder steering quadrant and cables.



Upper helm station.

TANKAGE AND PIPING

FUEL TANKS

Fuel Type: Diesel.

Tank Material: Painted steel with sight gauges installed 3 years ago.

Location & Accessibility: Below main salon, aft of engines; accessible.

Secured Installation: Yes.

Capacity: 240 gallons. (New tanks with new inspection plates)

Number of Tanks: Two stacked on each other, each side aft of engine. (Two tanks enabled fitting through the sole hatches.)

Grounded: No.

Manufacturer's Label: N/A.

FUEL PIPES AND HOSES

Fill Location: Port and starboard side decks.

Hose Connections & Clamps: Fair. 3 shut off valves at each tank.

Fuel Filter: Primary Racor Parker, aft; Hastings FF 963 x 2 on engine.

Labeled: Yes.

Fuel Lines & Fittings: Copper lines to flexible hose at the tanks.

Approved Type Fuel Hose: Yes.

FRESH WATER SYSTEM

Number of Storage Tanks: One.

Accessibility: Good.

Hoses and Clamps: Good.

Capacity: 110 gallons (per tank).

Location: Below aft cockpit, forward.

Fill Location: Aft deck, center.

WATER PUMPS - 12V 'Shurflo' freshwater pump, starboard of engine, aft. Shurflo salt water wash down pump port of engine.

FRESH HOT WATER SYSTEM – 110V, 'American Marine Ltd, 8 gallons, in engine bay, aft starboard. Good condition.



Starboard and port fuel tanks: sight gauges, shut off valves, inspection plate; water heater and battery switch.

SANITATION SYSTEMS

BLACK WATER

Number & Location of Heads: One, starboard V-cabin; Vacuflush.

Type of Head: MSD III; 40-gallon plastic holding tank on starboard engine bay with Sea Land macerator and on/off Blue Sea switch.

Hoses & Clamps: Good.

Pump-out Location: Side deck, starboard.

GREY WATER

Holding Tank Material & Location: None – overboard discharge.

Basin Hoses & Clamps: Fair.

Overboard Discharge Hoses: Fair.

Bilge Discharge Hoses: Fair.

THRU-HULLS

BELOW THE WATER LINE THRU HULLS

THRU-HULL FUNCTION	TYPE	CONDITION
1) Engine water intake, starboard of engine.	Bronze ball valve with screened exterior.	*Some corrosion.
2) Head intake, forward cabin bilge, starboard.	Bronze ball valve.	New.
3) Head discharge, under head sink.	Bronze ball valve with 2" thru-hull exterior.	Good. Thru-hull new.
4) Transducer.	Starboard, engine bay.	New.
5) Wash down pump	Bronze ball valve with screened exterior port engine bay.	Good.



Head discharge valve.



Engine intake valve and strainer and starboard battery box.

ELECTRICAL SYSTEM

D.C SYSTEM

Batteries: Two, Deka Marine AC 4D, 12V, in engine bay. One each side of engine.

Condition: New – dated 2/12/21. Terminals clean.

Stowage Method: In FRP boxes with covers and wedged securely.

Fastenings/Ventilation: Adequate.

MAIN BATTERY SWITCHES	PANEL	ROUTING
Type: Safety Main at lower helm console and Blue Sea for macerator in engine bay.	Fuse or Breaker: 10 breaker switches at panel on lower helm console.	Support & Bundling: Good.

CHARGING SYSTEM

BATTERY CHARGER – Lewco Electric Co., 30A, aft of port engine.



DC and AC main panel at lower helm console;



port battery in FRP vented box with cover removed.

A.C. SYSTEM

GENERATOR / INVERTER – None.

SHORE POWER

Shore Power Inlet

Number & Location: One on port housing, just forward of amidships.

Rating: 30A/125V.

Weather Protection: 'Marinco' stainless steel.

Distance to Panel: Approximately 7'.

Cord Condition: Good.	Adapters & Pigtails: None sighted.
Circuit Voltage & Amp Meters: Not required.	Breaker Location: 3 x 20A breaker switches at lower helm console.
Wire Routing: Good.	Outlets & GFCI: In galley and cockpit.

SHIPBOARD AMENITIES

<p>MAIN SALON</p> <p>Joinery & Finish: Wood; white painted with old water stains below windows.</p> <p>Interior Bulkheads: Good.</p> <p>Headliners: White vinyl with wood grab rails and trim.</p> <p>Cabin Sole: Wood parquet.</p> <p>Doorways: Good.</p> <p>Furnishings: Built in settees; upholstery fair.</p> <p>Storage Areas/Cabinetry: Good.</p>	<p>STATEROOMS/BERTHS</p> <p>V-berth is the main stateroom which has two single berths that convert to a double, with escape hatch in overhead.</p> <p>Both main salon settees convert to doubles.</p> <p>Air conditioning: None.</p> <p>Water Intrusion Signs: <i>Old stains below main salon windows*; darkening wood in head and above water heater.*</i></p>
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GALLEY

Stove Type & Model: 'Magic Chef' LPG

Microwave: Goldstar

Stove Fuel Stowage: Under port flybridge settee.

Refrigerator: Built in Norcold 12/120V

Number of Burners: Four with lower oven.

Fuel Pipes & Shut-off: Manual shut-off valve overhead at galley sink.

Sink: Rectangular stainless steel.

ELECTRONICS AND NAVIGATION EQUIPMENT

UNIT	MANUFACTURER	LOCATION
VHF	Standard Horizon Eclipse	Lower and upper helms; extra hand held.
Depth Sounder and speed log	Furuno Echo Sounder LS-6100	Flybridge console.
Compass	Ritchie 5"	Lower and upper helms.
Radar & Chart Plotter	Samsung tablet	Mounts at flybridge.
Antennas	VHF, GPS, and radio	Starboard and port flybridge.
Clock and barometer	Salem Ships Bell	Lower helm overhead.

GROUND TACKLE AND DECK EQUIPMENT

Anchor Type & Size: 35 lbs. Danforth.

Anchor Platform: Wood with single bronze roller.

Bow Pulpit: Four stainless steel stanchions with top rail – sturdy.

Stern Pulpit: Wood bulwarks with bronze stanchions and wood handrail.

Davits: Boom on mast rigged as davit.

Swim Platform: Wood with 4 support stanchions; has the dinghy.

Tender: 10.5' Achilles RIB new in 2019 with a 2016 Mercury outboard; 9.9 hp. (carburetor renewed 12/21/19) and 2019 Mercury 2.5 HP spare outboard.

Rode: Chain 155' and line, 200'.

Windlass: McMurry with foot switches at fore deck.

Stanchions: Bronze with wood handrail atop wood bulwarks; sturdy.

Grab Rails: Sturdy.

Deck Box: Bench seats in flybridge have under-storage.

Swim Ladder: Portable wood; attached to side hull hook.

Canvas/Covers: New or repaired Bimini, full flybridge cover, deck equipment, and hand rail canvas covers.

SAFETY AND FEDERALLY REQUIRED EQUIPMENT

COAST GUARD REQUIRED

Personal Floatation Devices/Life Jackets: 13 type-II Adult and one child under flybridge seats. 6 more adult and 1 child, in the port salon settee.

Fire Extinguishers: Three Badger size I at V-berth; in green.

Sound Devices: Horn and bell.

'No Oil Discharge' Placard: Yes.

Throwable Devices: Jim Buoy life rings x2; Life Sling, and Horseshoe sling; two type IV cushions.

Visual Distress Signals: Not required.

Navigation & Anchor Lights: Yes.

'Trash Disposal' Placard: Yes.

OTHER SAFETY EQUIPMENT

Bilge Water Alarm: High water alarm.

Fixed Fire System: *None.

Smoke Detector & Fire Alarm: *None.

Fume Sniffer Alarm Systems: CO and smoke alarm in forward cabin.

BILGE PUMPS: 12V electric with float switch in fore cabin bilge – operational. Whale Gusher manual in aft bilge. Emergency pump in engine bay bilge with water puppy pump.

FINDINGS AND RECOMMENDATIONS

A. IMMEDIATE SAFETY AND LEGAL REQUIREMENTS

These are required by USCG or USC CFRs and should be addressed before the vessel is next underway

There were no immediate safety issues found.

Refer to "Federal Requirements and Safety Tips for Recreational Boats." USCG requires:

1. One wearable type I, II, or III life preserver for each person, or each berth, aboard.
2. One Throwable type IV life preserver.
3. Approved style, in date, visual distress signals (flares) outside the USCG designated COLREGS (San Francisco Bay out to "Mile Rock").
4. Three size B-1 fire extinguishers, one B-II = two BC-1, and four if length of vessel exceeds forty feet overall.
5. Mounted placards displayed aboard "Dumping of Garbage Prohibited" and Discharge of Oil Prohibited".

****Vessel currently meets all the above requirements.***

*****Most waters in San Francisco Bay and the Delta require that MSD type III heads have to be locked or the discharge valves wire-tied in off position to ensure there is no overboard discharging of untreated black water within 3 miles of the coastline.***

B. MAINTENANCE SAFETY REQUIREMENTS AND ABYC RECOMMENDATIONS

These findings may affect overall safety of the vessel and passengers and should be addressed in the near future.

1. Corrosion found was minimal for a salt-water vessel and Mr. Smith has been cleaning it off fairly well. The bronze hull fittings and thru-hulls valves have some corrosion and should be cleaned off, investigated for extent and then the affected structure treated with an appropriate corrosion inhibitors. The fittings at the transom have the most corrosion.
2. ABYC recommends that a fixed fire system be installed in an enclosed engine room; that all fire extinguishers be serviced annually by a qualified fire technician, and that a smoke or fire alarm is installed in vessels with galleys.
3. Ensure CO and smoke alarm are operational whenever people are aboard.

C. OTHER FINDINGS AND RECOMMENDATIONS

These are mostly related to overall maintenance issues and should be addressed in the near future to maintain vessel value and function.

1. Maintain the ship's log of all maintenance, renewals, upgrades etc.
2. The water stains in main salon, below the window are old. Monitor the wood closely for dry rot – there is some darkening of the wood in the head and above the water heater. Address these before it gets worse.

SUMMARY AND VALUATION

SUMMARY

This vessel was found to be in overall above average condition for her age and is structurally sound. Some older systems have been upgraded and renewed to current ABYC standards. She has been well maintained with most systems in overall good condition. Her log was up to date and shows she has hauled out at Berkeley Marine every year since she was last surveyed in 2018. She had new thru-hulls installed, prop, shaft, and rudder serviced with packing renewed, and is regularly inspected for any wood problems by Hutchinson Marine who are expert wood shipwrights and her engine was serviced last June.

VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel's OVERALL VESSEL RATING OF CONDITION immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of condition, as 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 electrical and electronic 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.

VALUATION

As a result of this investigation, as stated in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this report:

OVERALL VESSEL RATING – 'ABOVE AVERAGE CONDITION'.

FAIR MARKET VALUE – \$91,000.00 *(BUC above average values show a range of 85,000 to 95,000. The above value was chosen because Honey Bea has been very well maintained particularly her wet hull and running gear but she still needs some maintaining of her topsides – this has started with varnishing but the painting is not completed yet. These vessels have appreciated over the last 5 years)*

ESTIMATED REPLACEMENT VALUE - \$1,905,000.00

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. Taking into account the condition rating, an average was reached after researching prices from the following sources: BUC USED BOAT PRICE GUIDE, SOLDBOATS.COM, AND USEDBOATS.COM. 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 or a similar one if the company is no longer in business.

In accordance with the request for a marine survey of the VESSEL 'Honey Bea', for evaluating its present condition and estimating fair market value and replacement cost, we herewith submit our conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on February 22, 2023 and found to be in above average condition and suitable for use as a recreational vessel on Delta Waters and San Francisco Bay.

I hereby certify that, to the best of my knowledge and belief, the statements of fact contained in this report are true and correct.

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

Attending Surveyor - *STupper* (SAMS AMS #1197).



EXTRA PICTURES OF PULLED FASTENERS



Silicon bronze screws pulled from port and starboard by the butt joint show minimal corrosion with threads still sharp. The bungs were flush to the planks and wood was in good condition.