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File Number: 27024023

Jun 13, 2024

M/V *Sandavore*

Inspection for Insurance Purposes ▾

Client: Eric Petersen
14489 Gibraltar Road,
Anacortes, WA 98221
619-977-8279
kihonwaza@mac.com



All photos by Zach Simonson-Bond

Certified Marine Surveyor, National Association of Marine Surveyors (NAMS)
Member, American Boat and Yacht Council (ABYC)

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Definition of Terms

ABYC: The American Boat & Yacht Council (ABYC) “Standards & Technical Information Reports for Small Craft”. ABYC Standards were developed in cooperative effort with the National Marine Manufacturers Association (NMMA) to complement the mandatory standards promulgated by the United States Coast Guard (USCG) under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards & Recommendations are considered to be voluntary, but are highly suggested by the Marine Surveyor.

NFPA: The National Fire Protection Association (NFPA) is a global nonprofit organization, established in 1896, devoted to eliminating death, injury, property and economic loss due to fire, electrical, and related hazards.

USCG CFR: United States Coast Guard (USCG) Code of Federal Regulation (CFR). The Code of Federal Regulations is a codification of the general & permanent rules published in the Federal Register by the Executive departments & agencies of the Federal Government.

APPEARS: The word “appears” indicates that an in-depth inspection of a particular system, component, or structure was not possible due to constraints imposed upon the Marine Surveyor (e.g., inadequate power source, inability to disassemble structure or system, limitations of non-destructive testing techniques, etc.).

FUNCTIONAL / OPERATIONAL: Vessel system, component, or structure appears to function / operate as designed. Cosmetic and/or insignificant deficiencies may exist.

ADEQUATE: Vessel system, component, or structure is capable of serving its intended purpose despite the existence of normal wear & tear or minor deficiencies.

NORMAL WEAR & TEAR: Minor cosmetic deficiencies that are the result of normal vessel usage, and exposure to normal weather conditions.

NO EVIDENT DEFECTS: Visual inspection & non-destructive testing techniques indicate that the structure, system, or component is functional, and there is no obvious indication of imminent failure.

POWERS ON: The term “Powers On” is used when an electronic device is found capable of turning on when a power source is available, but the Marine Surveyor has been unable to confirm if the device is functioning properly, or capable of serving its intended purpose. There was some type of limitation present during the Marine Survey Inspection process.

INOPERABLE: A system, structure, or electronic device is incapable of serving its intended purpose.

Excellent : New or like new condition. The system, component, or structure functions as designed with no visible or apparent deficiencies.

Above Average : The system, component, or structure function as designed, and has been adequately maintained throughout its life.

Average : The system, component, or structure functions as designed despite the presence of normal wear & tear, and/or minor / easily correctable deficiencies.

Below Average : The system, component, or structure is currently functional / adequate, but deficiencies exist to the extent that without timely service, the condition will worsen / degrade to a point where the equipment is unusable.

Wasted : The system, component, or structure is unusable / inadequate as it currently exists. Significant repairs or replacement is required to return the equipment to a usable condition.

AC POWER: Alternating Current (AC) is an electric current, which periodically reverses direction, whereas Direct Current (DC) flows only in one direction. Alternating Current onboard boats is produced by shore power electrical sources, generators, insulation transformers, and power inverter appliances, usually 120VAC or 240VAC.

DC POWER: Direct Current (DC) is the unidirectional flow of electrical charge. Direct Current is produced by batteries, usually 12VDC or 24VDC.

GOOD & SERVICEABLE: A USCG definition for fire extinguishers meaning the extinguisher is charged, has a pin lock firmly in place, does not show visible signs of significant corrosion or other damage, and has a discharge nozzle that is clean and free of obstructions.

OVERCURRENT PROTECTION: A device, such as a fuse or circuit breaker, designed to interrupt the circuit when the current flow exceeds a predetermined value.

SACRIFICIAL ANODES: A less noble metal intentionally electrically connected to & in contact with the same body of electrolyte as a more noble metal, for the purpose of protecting the more noble metal from corrosion.

General Information

Acting at the request of, and on behalf of, the Client, the undersigned conducted a survey of the vessel listed below. The purpose of this survey was to ascertain the overall condition, on the day of survey, of the vessel's structure, hull, machinery, systems, and safety gear in order to determine the condition and value of the vessel for insurance purposes.

Attending Survey:

Zach Simonson-Bond, surveyor representing Kingspoke Marine Surveying on behalf of Client.

Inspection Date: May 20, 2024

Inspection Location:  Pacific Marine Center Anacortes, Washington

Owners: Eric Petersen
14489 Gibraltar Road,
Anacortes, Washington 98221

Vessel Name: Sandavore

Hailing Port: Anacortes, Washington

Official Number: 1302569 (US)
318988 (Canada)

Dimensions:	<u>Design Reported*:</u>	<u>USCG Documented</u>
LOA:	42'	Length: 42'
Beam:	12' 3"	Breadth: 12'
Draft:	6' 4"	Depth: 5.3'
Displacement:	35 tons	Gross Tonnage: 17 GRT
		Net Tonnage: 14 NRT

**All dimensions and weights are from published or reported specifications.*

Type: Wooden, converted-troller yacht.

Designed: Ernie Wahl.

Built: 1963 by Wahl Boat Yard Ltd., Prince Rupert, British Columbia, Canada.
2004-2017 conversion and upgrades largely by Jespersion Boatbuilders, Sidney, BC, Canada.

Previous Names: Barbara Jean No. 1 (1963), Fantasy Isle (1997), Barbara Jean II (2001), Sandavore (2011)

Propulsion: 83 SAE HP Gardner diesel.

Service: Pleasure ▾

Scope of Survey

The survey was conducted with the vessel hauled at La Conner Maritime Service, then afloat at its regular berth in La Conner Marina, La Conner, Washington. Percussion sounding and visual inspection were used to survey the deck and superstructure. The topsides and hull underbody were visually inspected and by percussion sounding. A moisture meter was used at the discretion of the surveyor and if conditions allowed.

The vessel was surveyed without removals 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 would also preclude inspection. Loose gear, personal items, appurtenances, and accessories were not inspected or inventoried. Fuel burning appliances were visually inspected but not operated by the undersigned.

The vessel's systems, appliances, electronics, and electrical equipment were tested by powering up and with no calibrations or adjustments made. Inspection is limited to the external condition of wiring, panels, and connections and their appropriateness for service. Not all onboard accessories or systems were examined or tested for proper operation. If a component is not identified in this report, it was not inspected.

The inspection of engine, machinery, and tankage was limited to what could be observed, no disassembly was done, no fluid samples were drawn or analyzed, and the internal condition was not determined. Inaccessible areas under the engine and behind or under tanks were not sighted. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. This is not to be considered a complete mechanical inspection. A qualified marine mechanic, experienced with brand specific machinery, should be employed to fully evaluate engines and generators.

No determination regarding design, inherent stability, or structural integrity were made and no opinion is expressed in this respect.



Construction

Sandavore was built using traditional, work-boat style, wooden boat building techniques. It is largely constructed using woods common to the Pacific Northwest of the United States. More recent work has utilized exotic hardwoods, such as purpleheart, sapele, mahogany, and teak.

Backbone:	Douglas fir
Bulkheads:	Marine plywood
Ceiling Planking:	7/8" Yellow cedar
Clamp:	3-1/4" tall Yellow cedar
Deck:	1-3/4" x 3-3/4" Douglas fir
Deck Beams:	4" x 4-3/8" Douglas fir, on 16"-18" centers.
Fasteners:	Originally boat nails. Newer fasteners are hot-dipped galvanized screws.
Frames:	1-5/8" x 2-1/2" White oak steam-bent, on 11' centers.
Keel bolts:	Galvanized steel.
Planking:	1-7/8" Douglas fir
Shelf:	2-3/4" x 6-1/2" Yellow cedar
Stringer - Upper:	2-1/2" x 5-3/8" Yellow cedar
Stringer - Bilge:	2-1/2" x 11-3/8, two planks total Yellow cedar

General Description

Sandavore gives the appearance of a classic, wooden, converted troller yacht. The vessel was converted for recreational use and an aft cabin added in the fish hold. The stem is slightly raked and turns gently at the forefoot into a long straight keel. The sheer is gently sprung and ties into the double-knuckle stern. The foredeck is raised and steps down adjacent to the forward pilothouse windows. The bulwarks utilize a gently curved sheer-break to transition from the fore bulwarks to aft bulwarks. The superstructure sits on the forward half of the vessel with a flying bridge atop. The aft deck is covered by a fixed hard-top, with a small area uncovered at the stern. *Sandavore* uses a variety of colors: white and gray for the superstructure with maroon accents; varnished rails and accents; a light gray for the topsides; a white boot-top; and red antifouling on the hull underbody.

Ground Tackle

Primary Anchor:	70# Forfjord / Galvanized steel / Above Average / No evident defects
Primary Rode:	1/2" Galvanized steel short-link chain, reported 150' / Excellent / Functional 3/4"Ø braided rode, reported 300' / Excellent / Functional
Windlass:	Custom PTO-driven hydraulic, fishboat style horizontal drum / Excellent / Functional



Interior Description

The interior is laid out from bow to stern as follows: Forwardmost is the fo'c's'le with an upper-bunk offset to port and v-berth beneath. The bow thruster is accessed from below the v-berth. On the aft side of the fo'c's'le exists a companionway ladder that leads up to the pilothouse, and also a door which leads to the engine room. In the engine room the engine is on centerline with two custom wing-tanks to port and starboard. The generator is on the port side while batteries are to starboard. Above the engine compartment is the pilothouse with helm, navigation, and communication equipment centerline-forward. Aft of the helm is the main salon with galley to starboard and booth-dinette to port. Above the pilothouse is the flying bridge, accessed from a ladder on the aft deck. On the aft deck is a rectangular deckhouse built above the old fish hold. The hold has been converted to an aft cabin with fold-out double berth and enclosed head. The lazarette is accessed through a stern deck-hatch.



Navigation and Communication Equipment

Autopilot:	ComNav, model 1001 / Not tested ▾
Barometer:	3" brass / No evident defects ▾
Compass:	Danforth Dash-mount ▾ Top-read ▾ / Average ▾ / Functional ▾
GPS:	Furuno, model GP-32 / Average ▾ / Powers on ▾
Multifunction Display:	Furuno, model NAVnet Vx2 / Average ▾ / Powers on ▾
Radar:	Furuno, model RSB-0070 / Above Average ▾ / Functional ▾

Radio: Standard Horizon, model HX300, SSB ▾ / Above Average ▾ / Powers on ▾
 Standard Horizon, model Matrix, Fixed VHF ▾ / Above Average ▾ / Powers on ▾

Wind: Raymarine WIND / Above Average ▾ / Functional ▾



Auxiliary Machinery and Equipment

Domestic: Dickinson Adriatic Diesel ▾ / Average ▾ / Not tested ▾ *Reported operable.*
 Double-basin stainless steel sink with on-demand water / Functional ▾
 Refrigerated drawer with Danfoss compressor / Above Average ▾ / Functional ▾
 14,8 cu ft Frigidaire chest freezer / Not tested ▾
 120VAC Panasonic microwave / Above Average ▾ / Powers on ▾

Head: 24VDC Jabsco Electric ▾ / Above Average ▾ / Functional ▾

Heater: Espar, model M12kW / Not tested ▾

Hot Water: 20 gallons / Average ▾ / Functional ▾

Shore Boat: 11' 6" custom lapstrake dinghy / Excellent ▾ / No evident defects ▾

Thruster(s): Lewmar, model 555026 / Above Average ▾ / Functional ▾

Tankage

Freshwater: Poly ▾ 425 gallons total, four tanks, aft cabin / Above Average ▾ / No evident defects ▾

Fuel - Diesel: Custom Aluminium ▾ 320 gallons, engine room / Excellent ▾ / No evident defects ▾

Holding Tank: Poly ▾ 15 gallons, aft cabin / Above Average ▾ / No evident defects ▾



Propulsion

- Engine(s): Gardner, model: 6LW, serial: 161906, six cylinder, naturally aspirated, keel cooled / Above Average ▾ / Functional ▾
- Controls: (3) Kobelt Electronic single-lever ▾ shift & throttle, flying bridge, pilothouse, and midships / Above Average ▾ / Functional ▾
- Fuel: Diesel ▾
- Gauges: Tachometer ▾ Oil Pressure ▾ Coolant Temperature ▾ Gear Oil Pressure ▾ DC Voltmeter ▾ Hours ▾
- Hours: 683.3 on gauge
- Horsepower: 83 SAE HP @ 1300 RPM
- Propeller(s): 40"Ø x 32" pitch Bronze ▾ Right-hand ▾ Three-blade ▾ / Average ▾ / One blade was approximately 1/4" out of alignment from the other blades.
- Shaft(s): 2-1/4" Stainless steel ▾ / Average ▾ / Functional ▾
- Steering: Three-station ▾ Hydraulic ▾ / Above Average ▾ / Functional ▾
- Stuffing Box(es): Bronze ▾ Flax-packed ▾ / Average ▾ / Functional ▾



Electrical Systems

Alternating Current (AC) Systems

Circuit Protection:	Blue Sea Systems Breakers / Above Average / Functional
Generator:	6kW Northern Lights, model: M673LD2.3, hours: 116.5 / Not tested
GFCI Outlets:	Sighted
Inverter:	Magnum Energy, model MS2024 / Above Average / Functional <i>No chassis ground.</i>
Main Breaker:	30A / Double-pole / Average / Functional
Monitoring:	Electronic Multimeter
Reverse Polarity Indicator:	Sighted
Shore Power:	120VAC / 30A / Marincio EEL / Above Average / Functional

Direct Current (DC) Systems - 12VDC / 24VDC

Anodes:	(1) Propeller nut anode. (1) Bow thruster anode. (1) Tear drop anode, stem iron. (1) Plate anode, hull mounted.
Battery - Generator:	(2) Discover Battery / 12VDC / Dry Cell Hydro Polymer / Group 31 / Above Average / No evident defects
Batteries - House:	(4) Lifeline / 6VDC / AGM / Golf cart / Above Average / No evident defects <i>Wired in series to create 24VDC house bank.</i>
Batteries - Start:	(2) 24M-1000 / 12VDC / AGM / Group 24 / Average / No evident defects <i>Wired in series to create 24VDC start bank.</i>
Batteries - Thruster:	Full Throttle / 12VDC / AGM / Group 31 / Above Average / No evident defects
Battery Charging:	Magnum Energy, model MS2024 / Above Average / Functional <i>No chassis ground.</i>

Circuit Protection: Blue Sea Systems Breakers ▾ / Above Average ▾ / Functional ▾

Monitoring: Electronic Multimeter ▾
Victron Energy BMV-712 Smart Battery Monitor / Above Average ▾ / Functional ▾

Safety & Regulatory

Alarms: CO / Sighted ▾ / Functional ▾
Smoke / Sighted ▾ / Functional ▾

Bilge: (2) Rule 3700 GPH / Functional ▾

Emergency Tiller: Not Sighted ▾

EPIRB: Ocean Signal / Average ▾ / No evident defects ▾

Lifejackets: Sufficient to meet USCG requirements.

Liferaft: 4 Person DBC / Average ▾ / Expired ▾

Navigation Lights: As required and burning brightly.

Plaques: CO Warning: Not Sighted ▾
Discharge of Garbage: Sighted ▾
Discharge of Oil: Sighted ▾
Waste Management Plan: Not Sighted ▾

Sound Devices: Dual-trumpet ship's horn / Functional ▾

Spotlight: Jabsco / Not tested ▾

Throwable: (2) 24" Lifering ▾ with attached L90 light / Average ▾ / Functional ▾

Visual Distress Signals: 12g pistol and (4) aerial flares / Within expiry ▾

Fire Fighting Equipment

Classification	Location	Charged	Good & Serviceable?
3-A:40-B:C ▾	Midships, below outside helm	Yes ▾	Yes ▾
3-A:10-B:C ▾	Main cabin, aft	Yes ▾	Yes ▾
3-A:10-B:C ▾	Pilothouse	Yes ▾	Yes ▾
3-A:10-B:C ▾	Fo'c's'le	Yes ▾	Yes ▾
3-A:10-B:C ▾	Aft cabin	Yes ▾	Yes ▾

General Conditions

Sandavore presents the appearance of a well-designed and constructed wooden motor vessel that is structurally sound with negligible wear-and-tear which does not affect strength or efficiency. The vessel worked as a commercial troller and was converted into a troller-yacht starting in 2004. The conversion was done on Vancouver Island, B.C., Canada and to a very high standard. Boatbuilding materials, both lumber and systems, are of high quality and installed to modern standards. Maintenance by the owner appears to be in keeping with current best practices. *Sandavore* is kept under covered moorage in La Conner.

External surfaces were inspected. The topsides were observed to be fair-to-the-eye with no hard spots, gouges, or large material abrasions. Paint was evenly applied and well adhered. The hull above the sheerline including decks and superstructure were inspected and are free of wastage, cracking, or damage. Deck hardware is well secured to the weather shell. The varnish and paint are exceptionally applied. No bare spots were sighted, nor any runs. The owner, Mr. Eric Petersen, mentioned he wet-sands between coats of varnish to achieve the exceptionally smooth finish. The decks were tested with the surveyors weight and by percussion sounding with a hammer. The deck showed no deflection under foot and reported sharply under the hammer.

The vessel's bottom was inspected visually and by percussion testing. The hull was fair-to-the-eye and without any hard spots, hollows, gouges, or damage. Planks were tight against the frames and no lifting plank-edges or butts were seen. Plank seams were tight. The antifouling was fully applied with no bare spots noted. The underwater portion of outboard fittings, including rudder and propeller, were inspected. The rudder was without damage and showed no wobble when pressure was applied by the undersigned. The visible portion of the external propeller-shaft was free from pitting or cracking; very little of the shaft is visible between the cutless bearing and the propeller. The propeller's blade-edges were smooth. The antifouling paint was still largely adhered except for at the edges of the blades. One of the three blades was observed to be approximately 1/4" out of alignment with the other two.

Fasteners were drawn for inspection. Due to time limitations, only five fasteners were revealed. Also limiting the inspection was the fact that the plank butts had been refastened by Emerald Marine Carpentry in 2022; USCG NVIC 7-95 states fastener inspection in saltwater service should begin at year 10 for new fasteners, so butt fasteners were not explored. Four fasteners were revealed along the backbone/rabbit, two per side, by the undersigned. These fasteners were galvanized, slot-headed screws. Their removal was attempted with a bit and brace. Of these four, only two could be removed. The other two were so firmly set that the attempt began to strip the slots, meaning they are holding very tightly. One fastener was randomly revealed mid-hull, mid plank, and it was found to be a nail. It was sounded with a 4# sledge hammer and pin punch. Neither the nail or plank showed movement when the nail was struck. The head remained intact and did not crumble or waste in any manner. The sound was sharp when the blow was struck.

Internally where sighted, all surfaces were clean and dry. Housekeeping was very good. Cushions and upholstery throughout the vessel appeared in very good condition without chafe or wear. The vessel smells free from mildew. The interior varnish and paint were in good condition. The vessel is well stocked with spares and extras. The bilge pumps operated as designed. White crystals were seen on the inboard side of the stem, clustered around a through-bolt. These are likely hydroxyl salts, a byproduct of cathodic protection; The stem iron has a tear-drop anode attached. This area should be flooded with vinegar to neutralize the hydroxyl salts, then water used to dilute everything, and the area dried as best as possible.

The engine and auxiliary machinery space was examined. The engine appeared in excellent condition. The engine was polished to a gloss finish. Hoses were supple and without cracks. The Racor fuel-water separators had protective heat shields. Diesel sighted in the Racors was without water or particulate. The raw-water filters were clean. The fuel tanks are custom powder-coated aluminum and appear new. The generator is in as good condition as the engine. Paint was well adhered. No leaks were sighted. Hoses were supple.

Seacocks are bronze. Seacocks tested operated without undue resistance. Seacocks should be exercised regularly and a damage control plug stored immediately adjacent to each seacock. The vessel is not bonded and it is recommended it remain that way.

The vessel's electrical and electronic equipment were inspected. All systems operated as designed. The majority of the electrical wiring and systems have been upgraded to modern standards. Navigation electronics are a mix of eras and all operated when tested. The inverter was missing its chassis ground. Wire nuts were sighted in the engine compartment, starboard side. A wingnut was seen on the start battery bank.

Safety equipment was in good condition. Ample life jackets are aboard and sufficient to meet federal law. Navigation lights operated as designed. Fire extinguishers are aboard and in good, serviceable condition. Visual distress signals were aboard within expiry. Multiple Type IV throwable PFDs were aboard. The vessel is additionally fitted with a liferaft and EPIRB, though the raft is due for inspection. Both CO and smoke detectors exist throughout the vessel.

Findings and Recommendations

The Findings and Recommendations may reference USCG (United States Coast Guard) requirements, Washington State requirements, ABYC (American Boat and Yacht Council) voluntary standards, or NFPA (National Fire Protection Association) voluntary standards. ABYC and NFPA are marine industry consensus standards and are regularly updated by their committees to be relevant to current vessels, available equipment, and safety experience. Therefore, compliance is highly recommended for the safety of the vessel and crew. Undiscovered recommendations and exceptions may exist in non-readily accessible spaces and compartments of the vessel.

This vessel was built before the enactment of many of the USCG, NFPA, and ABYC standards in effect today. *Sandavore* was observed with reference to the current standards, and deficiencies thought to be important to the safety of the vessel and personnel are reported. This survey does not and cannot require complete compliance with all of the current voluntary standards. These findings are subject to discretionary action by the vessel's owner and or operator.

Priority Safety & Regulatory

Priority recommendations are the most important findings made by the undersigned marine surveyor at the time of survey; these impact intended service, safety, and regulatory compliance and should be treated as imperatives.

- 1.) CO warning label is required by Washington State [RCW 88.02.390](#).¹

Recommend Provide and display a CO warning label.

- 2.) No Waste Management Plan (WMP). Vessels 40' and over are required to have a WMP.²

Recommend Create and keep aboard at WMP.

¹ <https://app.leg.wa.gov/rcw/default.aspx?cite=88.02.390>

² <https://boatus.org/clean-boating/recycling/waste-management-plan/>

Suggested Safety

Suggested safety recommendations are informed by industry best practices and guidelines, such as ABYC and the NFPA, but are not required by law. These findings would improve the overall safety or function of a vessel.

- 3.) Charger/inverter lacks a chassis grounding wire. ABYC Standard A-31 states that a DC grounding conductor shall be connected between the chassis and the engine negative terminal or its bus. The size of the conductor shall be the same size as the DC positive conductor or one size smaller.

Recommend Install chassis grounding conductor according to ABYC recommendations.



- 4.) Wire nuts were sighted in various locations throughout the vessel. ABYC Standard E-11 § 14.3.6 states: "Twist on connectors (i.e., wire nuts) shall not be used."

Recommend Replace wire nuts with marine-grade crimp connections. Heat shrink in potentially wet locations.



- 5.) Battery cables secured with wingnuts. ABYC E-10.8.3 states: "Battery cables and other conductors size 6 AWG (13.3 mm²) and larger shall not be connected to the battery with wing nuts."

Recommend Secure battery cables with a nut using a wrench.



Maintenance, & Informational Recommendations

Maintenance & Informational findings are of less importance requiring discretionary action by the vessel's owner and or operator.

- 6.) One propeller blade was approximately 1/4" out of alignment with the other blades.

Recommend If desired, remove the propeller and have a propeller shop realign the blades.



- 7.) White crystals were seen encircling a bolt on the inboard face of the stem. These are likely hydroxyl salts, an unwanted byproduct of protection by sacrificial anodes. A high concentration of hydroxyl ions can break down the lignin in the surrounding wood (delignification).

Recommend White vinegar will help to neutralize the alkaline salts and the reaction should bubble. Dilute the area after with freshwater then dry the area. This will not solve the underlying cause of the hydroxyl creation, but will slow the effects on the surrounding wood.



Condition

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing the vessel to the same or similar age models. Possible vessel condition ratings are as follows:

- EXCELLENT New or like new condition. Usually equipped with significant extras or upgraded equipment. Rare.
- ABOVE AVERAGE The majority of regular maintenance is up-to-date. Minor cosmetic or insignificant deficiencies may exist. Usually equipped with extras.
- AVERAGE May require regular or routine maintenance. May be in need of cosmetic improvements. Dated but useable equipment.
- BELOW AVERAGE Requires significant maintenance to ensure reliability. Structural deficiencies that require boatyard service may exist.
- POOR Inoperable. Requires substantial improvements to restore to a useable condition.

Subject Vessel: 42' Wahl Converted Troller SANDEVORE 1963

Overall Vessel Condition: EXCELLENT

Valuation

The date of this valuation is Jun 11, 2024 . The reported value is the estimated amount, in US dollars a willing, well informed buyer would pay a willing, well informed seller for the vessel in an open market, neither being compelled to buy or sell, given a reasonable time on the market. The following estimated market value takes into consideration the market trends prevalent on the date of the survey. The valuation assumes an as-is where-is condition. Except for the recommendations noted, this valuation assumes that all on board machinery and equipment is in good working order.

This vessel is rare compared to modern production vessels. Its value cannot be accurately drawn from appraisal guides, and there are too few vessels of similar construction to provide a significant body of comparable sales. As a result this valuation is somewhat arbitrary, reflecting the few direct comparable examples found, other vessels of similar vintage and construction, the opinion of other marine professionals, and the undersigned surveyor's experience.

<p>Considerations that increase value:</p> <ul style="list-style-type: none"> ● 2004-2017 complete restoration & conversion ● 2024 plank-butt refastening ● Bowthruster ● Custom lapstrake dinghy 	<p>Considerations that decrease value:</p> <ul style="list-style-type: none"> ● Findings & Recommendations
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Valuation Sources: www.YachtWorld.com / www.SoldBoats.com / www.WoodenBoat.com / www.OffCenterHarbor.com
www.ArtisanBoatworks.com / www.DockStreetBrokers.com




Estimated current market value: \$160,000.00 USD

The following estimated replacement value is based on a new vessel of like model, construction, equipment and finish.

Estimated replacement costs: \$ 6,300,000.00 USD

Note: These values are statements of opinion. No guarantee can be given that these opinions of value will be sustained, or that they will be realized in an actual transaction.

Online Listings

<p>Classic Alaskan Trawler, converted to crabbing and liveboard. - \$125,000 (La Center)</p>  <p>boat type: trawler propulsion type: diesel condition: good length overall (LOA): 41 make / manufacturer: Tacoma Boat Yard year manufactured: 1982</p> <p>All Classic Alaskan Trawlers "Boney" was built in 1982 in the Tacoma Boatyard, Washington. Boat built for Robert for California, Oregon and Washington coast for many years before being extensively well converted, for live aboard by the previous owner who lived aboard for 20 years. We have enjoyed Long Range Cruising from WA to Alaska in our 14 years of ownership.</p>	 <p>TR23-014 AVAILABLE</p> <p>2014 FISH wooden trawler/crabber built in 1975 in Longview WA. Perkins 6354 rated at 140 hp w/ 4" exhaust gas. PTO connected with PTO clutch. Connected to 28 mph. 12v electric pump. Automatic 28 speed salmon gearbox. Jumbo roller blocks. Loading winch and anchor system. Pacific 8.020 low maintenance 160 hour motor. Electronics include Furuno radar, Simrad GPS, VHF, and electronic. Diesel alarm. 20 berths and bunk. Includes 20000 gal crab pump. Inquire for survey asking \$80000 for package.</p> <p>\$180,000</p>	 <p>TR24-005 AVAILABLE</p> <p>2014 FISH 27' wood trawler built by Peter Smith (BO) in 1985. 1000 lbs rated at 140 hp, runs on 2876 PMM 237 gear. Aluminum & frame and 22' 3 speed Cleverly Gearbox. Pacific 8.020 low maintenance 160 hour motor. Electronics include 20 amp, 20 watt. Furuno radar, GPS, Simrad, Simrad autopilot, and 22' 3 speed Cleverly Gearbox. 20 berths, 20 bunks, and 20 bunks. Inquire for survey. Located in Clifton, WA. Asking \$98,000.</p> <p>\$98,000</p>
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Surveyor's Notes, Conclusions, and Signature

As far as may be ascertained from a general examination, with the vessel hauled and afloat, and without drillings to ascertain thickness of structural members, testing for tightness or opening up the machinery, it is the opinion of the undersigned that the hull, machinery, and equipment of this vessel are in satisfactory condition for operation, as well as for intended service, with the exception of the items noted in the Recommendations portion of this report.

This report is submitted in good faith. The statements and information contained in it are not to be construed that other unforeseen or undetected defects or damages do not exist. All findings reflect conditions observed at time of survey. The surveyor reserves the right to amend or extend this report upon receipt of additional relevant information.

The above report is a statement of opinion made, signed and submitted without prejudice.

Respectfully submitted,



Zachary W. Simonson-Bond
 NAMS Certified Marine Surveyor
 Jun 13, 2024
 Clinton, Washington



Vessel Identification



Vessel Information:	Vessel Particulars:
Vessel Name: SANDAVORE Primary Vessel Number: 1302569 (Official Number (U.S.)) Hull Identification Number: N/A Manufacturer Hull Number: 318988 IMO Number: N/A Vessel Flag: UNITED STATES Vessel Call Sign: N/A	Service: Recreational Length: 42.00 ft Breadth: 12.00 ft Depth: 5.30 ft Build Year: N/A Alternate VINs: N/A

Service Information:	Tonnage Information:
Service Status: Active Out Of Service Date: N/A Last Removed From Service By: N/A	Cargo Authority: N/A Tonnage: <ul style="list-style-type: none"> • 17 - Simplified, Gross Ton • 14 - Simplified, Net Ton

Vessel Documents and Certifications				
Document	Agency	Date Issued	Expiration Date	Status
CERTIFICATE OF DOCUMENTATION	USCG	October 6,2023	November 30,2024	Valid



List of vessels registered in Canada that match your search criteria.

Official Number	Vessel Name	Port of Registry	Status
318988	SANDAVORE	VICTORIA	CLOSED



Engine Information

[MANUFACTURERS](#) + [GARDNER](#) + [6LW](#) + [RATINGS](#)

[SEARCH ENGINE DATABASE](#)

Gardner 6LW Ratings



[Gardner](#)
6LW

6 Cylinder, 8.37 L, Naturally Aspirated
Marine Diesel Engine

L Gardner and Sons Ltd, Barton Hall Engine Works, Hardy Street, Patricroft, Eccles,
Phone: 01144-161-789-2201,

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- [DATASHEETS \[3\]](#)
- [MANUALS](#)
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Ratings

Rating	SAE HP	KW	Metric HP	RPM	HP/L	Gears	Props
Continuous	83	62	84	1300	9.9	GLARS	PROPS
Light	93	69	94	1500	11.1	GEARS	PROPS



Fastener Inspection



Port, 1st broad, hood-end.



Galvanized, slot-head screw. Could not remove.



Port, garboard, aft hood-end.



Galvanized, slot-head screw, 1/4" ϕ x 2-1/2".



Port, 5th broad, mid hull, mid plank, below head.



Boat nail. Sounded with 4# hammer and pin punch.



Starboard, 2nd broad, hood-end.



Galvanized, slot-head screw, 1/4"ø x 3".



Starboard, 3rd broad, aft hood-end.



Galvanized, slot-head screw. Could not remove.

Additional Photos



Custom dinghy.



Dinghy builder's plate.