

Maine Design Company, LLC
Capt. Tom Lokocz Adams, SAMS® AMS®
Marine Design, Engineering and Surveys Since 1999

PO Box 385 Camden, ME 04843
207.370.1088 | tom@mainedesigncompany.com | www.mainedesigncompany.com

Condition & Value Survey

September 12, 2018

Juniper

Prepared For: Wes Balda



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Section 1 Introduction

1.1 Definitions

The following appraisal terms are used to describe the vessel or vessel components in this report:

- **Good Condition:** Indicates the system, component or item appears new or like new.
- **Serviceable Condition:** Indicates the system, component or item appears functional as is.
- **Poor Condition:** Requires repair or replacement of system, component or item to be considered fully usable.

1.2 Vessel Description

The subject of this survey is a Friendship Sloop built in 1962 [Figure 10.1].

1.3 Scope of Survey

This survey was performed to assess the condition of the vessel, estimated market value and insurance risk. The vessel was inspected out of the water, inside, while sitting on a trailer at Belmont Boatworks in Belmont, Maine. Percussion testing was performed using a light plastic hammer in applicable locations on the hull and deck. No working systems were present and therefore no systems were tested. No sea trial took place.

No inaccessible areas were inspected nor were any destructive tests performed. Non-invasive tests such as moisture meter readings, ultrasonic testing and thermal imaging were not performed for this survey. This is an objective survey based on the vessel as equipped at the time of inspection. It is not an inventory, nor a warranty expressed or implied.

Section 2 General Information

Surveyed For: Wes Balda
319 Files Hill Road
Thorndike, ME 04986
wbalda@gmail.com | (802) 503-7134

Vessel Name: *Juniper*

Port: Belfast, Maine

Builder: N.D. Clapp [Figure 10.24]

Designer: Charles Morse

Model: Friendship Sloop

Year Built: 1962

Hull ID Number: NA; built prior to HIN requirement on hull

Documentation Number: NA

Length on Deck (LOD): 20' (reported by owner)

Beam: ±8' 4" (estimated)

Draft: ±3.5' (estimated)

Propulsion: Sail, engine removed

Survey Location: Belmont Boatworks | Belmont, ME

Inspection Date: September 5, 2018

People Present: None

Section 3 Hull & Deck Structure

| | |
|---|--|
| Hull Material: | Carvel wood planking fastened to oak frames w/galvanized screws |
| Decking Material: | Laid & caulked; wood deck fastened to deck framing w/galvanized nails, loose bungs noted |
| Deck House Material: | Wood |
| Bulkheads: | Wood |
| Cabin Ventilation: | Natural |
| Bilge Ventilation: | Natural |
| Condition of Topsides: | Cosmetically poor; structurally serviceable |
| Condition of Deck: | Deck leaks, moist below deck |
| Condition of Skylights & Portholes: | Serviceable condition |
| Condition of Houses: | Cosmetically poor; structurally serviceable |
| Condition of Bottom: | Poor condition; poor fasteners, areas of rot in keel (see section 8.1) |
| Condition of Bilges: | Dirty |
| Condition of Machinery Space(s): | Engine removed; dirty |
| Condition of Access/Ventilation Openings: | Serviceable condition |
| Condition of Drains & Scuppers: | No seacocks on cockpit drains (see section 8.2) |
| Condition of Deck Hardware: | Serviceable condition |

Section 4 Mechanical Systems

4.1 Propulsion Engine(s)

| | |
|----------------------|----------------------------------|
| Main Engine(s) Make: | NA; removed |
| Fuel Type: | Gasoline |
| Propeller Shaft(s): | Present, (still in place) |
| Propeller(s): | 2-blade bronze alloy |
| Shaft Seal(s): | Stuffing box |
| Cutlass Bearing(s): | No cutlass, outside stuffing box |

4.2 Through Hulls

| | |
|---------------|---|
| All Seacocks: | Closed, not used, engine removed, no seacocks on cockpit drains (see section 8.2) |
|---------------|---|

4.3 Steering

| | |
|---------------------|--|
| Type of Steering: | Wheel w/steering box (see section 8.2) |
| Stations: | One |
| Visibility: | Good |
| Rudder: | Serviceable condition |
| Rudder Hardware: | Serviceable condition |
| Auxiliary Steering: | Not present |

4.4 Tankage

| | |
|--------------|--|
| Fuel: | Tanks still in place (see section 8.2) |
| Fresh Water: | NA |
| Black Water: | NA; no MSD |

Note: Comments regarding tanks can only be made about the portions of the tank(s) that are visible to the surveyor at the time of the inspection. If there is no evidence to suggest that a current or prior leaking condition exists, further testing of the integrity of the tank will be deemed not necessary. However, monitoring of all tanks is recommended and important to help prevent accidental discharges into the vessel and/or the environment.

4.5 Bilge Pumping

| | |
|-----------------|---------------------------|
| Electric Pumps: | One present, no 12V power |
| Manual Pumps: | Present |

4.6 Electrical

4.6.1 AC

Shore Power Receptacle: No 120V power

4.6.2 DC

Voltage: No 12V power system or batteries observed

4.7 Electronics/Navigation

Electronics: None present

Section 5 Sails & Rigging

Spars: Serviceable wood mast & spars; jaws on boom & gaff serviceable but crudely constructed
Standing Rigging: Poor, needs service or replacement (see section 8.3)
Chain Plates: Serviceable
Running Rigging: Serviceable
Sails: Serviceable

Section 6 Deck Outfit

6.1 Safety

Built in Fire Suppressant: NA
Hand Held Extinguishers: Not present; USCG requirement, "enclosed living space" (see section 8.4)
Smoke Alarm(s): NA (no overnight accommodations)
CO Alarm(s): NA (no engine or galley stove)
Bilge Alarm(s): Not present; recommended by surveyor (see section 8.4)
Throwable Device: Not present; USCG requirement (see section 8.4)
Personal Flotation: Present
Flares: Present, out of date; USCG requirement (see section 8.4)
Life Lines & Hand Rails: NA
Horn: Not present; USCG requirement (see section 8.4)
Navigation Lights: Present, operation not verified

6.2 Ground Tackle

Anchor #1: Present

Section 7 Comments & Recommendations

Safety recommendations are based on recommended standards of the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). USCG safety requirements, experience and other considerations believed to be important for the safe operation of the vessel.

Key to recommendations codes:

- 1 Items below marked with a “1” are urgent and must be performed prior to getting underway to ensure safe operation of the vessel.
- 2 Items below marked with a “2” are mandatory and, unless otherwise noted, must be performed within 30 days and prior to leaving protected waters.
- 3 Items marked with a “3” are recommendations or observations only, are not urgent and will not prevent safe operation of the vessel in the immediate future. Level “3” recommendations are intended to be informative in nature and are not to be considered mandatory, either by vessel’s owner or insurance underwriters.

7.1 Hull and Deck Structure

The hull is fair to the eye with no deformities noted on the hull exterior. A plank butt on the port side garboard is set in a bit from the surrounding planks, percussion testing of this area brought good reports from the hammer [Figure 10.22]. The hull and topside planking also brought good reports from percussion testing, some of the hull planking has dried out in areas [Figure 10.17].

Ceiling planking on the interior of the vessel obstructed inspection of many frames [Figure 10.8]. Most frames ends are serviceable, some are deteriorated, while others are in the beginning stages of deterioration [Figure 10.13].

Deficiencies and observations noted on hull & deck structure:

- Three galvanized screws were attempted to be removed below waterline. The heads of two fasteners were corroded and could not be removed. One fastener was removed and found to be in poor condition [Figure 10.21], refastening of bottom planks is necessary
- The cosmetics are poor on deck and topsides, deferred maintenance evident [Figure 10.17]&[Figure 10.7]
- The caulked deck leaks, very moist below deck & fastener bungs are loose
- There is a rotten spot on the port side of the keel just forward of the rudderpost [Figure 10.16] repairs will be necessary soon, an older small repair was noted in this area
- Rotten spot on top of keel aft, just forward of engine beds [Figure 10.14], will need repairs/replacement in the near future.
- The drain plug in the garboard is not installed
- Broken frames in aft tuck of bilge, may have been broken a long time [Figure 10.10]
- Some sections of the rails are coming apart

7.1.1 Recommendations, Hull and Deck Structure

- 1 Install drain plug prior to launch
- 1 Putty/caulk bottom plank & topsides seams where required
- 2 Refasten bottom planking
- 2 Repair rot spots in keel
- 2 Make deck watertight to avoid fresh water intrusion
- 2 Repair broken frames aft at tuck of bilge
- 2 Repair loose/broken sections of rails
- 3 Prep/putty/paint wood surfaces to reduce weathering & to avoid water intrusion

7.2 Mechanical Systems

The engine has been removed. The rest of the engine components/accessories should be removed including the propeller shaft, hoses, blower etc. The gas tanks should be removed as a safety consideration [Figure 10.11]. The shaft log should be plugged after the shaft removal. All unused seacocks should be properly plugged, or the seacocks should be removed, and the planking properly plugged [Figure 10.15].

There are no operational 12-volt systems on board. There is no water or MSD systems on board.

A bolt is loose on the steering gear [Figure 10.12].

The cockpit drains are lead pipe with no seacocks. The drains should be re-worked using proper hoses and seacocks.

If the vessel is commissioned it is recommended that a solar panel, battery, and 12-volt bilge pump be installed to take care of the bilge water accumulation from deck leaks and bottom planking leaks.

The vessel sits nicely on the trailer [Figure 10.3], some surface corrosion was noted. The tires appear serviceable. The wheel bearings were not checked. Trailer VIN # 1T9S191NOTN013013
Serial # TY/094

7.2.1 Recommendations, Mechanical Systems

- 1 Remove old gas tanks & old engine accessories
- 1 Remove propeller shaft & plug hole in shaft log
- 1 Properly plug seacocks or remove seacocks and plug plank holes
- 1 Install solar panel, appropriately sized battery & 12-volt bilge pump prior to launch
- 1 Re-work cockpit drains with proper hoses and install seacocks
- 1 Tighten/replace loose bolt in steering gear
- 3 Have mechanic inspect trailer

7.3 Sails & Rigging

The mast is serviceable, no rot was noted. The jaws on the boom and gaff are constructed crudely but functional. The standing rigging is worn [Figure 10.18] and generally poorly constructed using cable clamps in areas [Figure 10.20] and needs replacement prior to commissioning. Wood laminations in the bowsprit are separating [Figure 10.19].

7.3.1 Recommendations, Sails & Rigging

- 1 Replace shrouds & stays on standing rigging
- 1 Repair wood delamination in bowsprit
- 3 Re-work gaff and boom jaws for a better appearance

7.4 Deck & Interior Outfit

There are no interior accommodations or amenities.

Some USCG required safety equipment was not onboard during the survey and should be added to the safety inventory.

7.4.1 Recommendations, Deck & Interior Outfit

- 1 Add flares or other USCG approved day/night signaling device to safety inventory
- 1 Add USCG required sound signaling device to safety inventory
- 1 Install USCG required fire extinguisher to safety inventory
- 1 Add USCG approved throwable buoyant device to safety inventory
- 1 Have all USCG required safety equipment onboard & up to date prior to operation
- 3 Install bilge high water alarm

Section 8 Estimated Value

The estimated market value of this vessel is based on the experience of the surveyor as well as on current listings, and sales of comparable vessels (from www.soldboats.com) in similar condition, style, construction and with similar equipment. These values are subjective and a matter of opinion, they cannot be guaranteed.

The estimated market value for *Juniper*, with the trailer, is approximately: \$2,500.00

Section 9 Conclusions

Juniper is a handsome Friendship Sloop designed by the notable Charles Morse. It is apparent that maintenance for *Juniper* has been deferred over recent years. The paint coatings are in poor condition and should be renewed. The deck needs caulking & perhaps refastening to eliminate fresh water intrusion to the deck and hull framing which will eventually lead to wood deterioration. There are areas of rot and broken frames that will need repairs in the future. The plank fasteners below the waterline are in poor condition requiring refastening. The gas tanks and other associated engine components should be removed. USCG required safety gear and other recommended safety gear should be installed or added to the safety inventory. The standing rig need replacement.

Juniper, as seen, is in poor condition and the opinion of this surveyor is suitable use in protected waters in fair weather conditions. *Juniper* is not considered a good insurance risk in its current condition. However, items marked with a "1" must be addressed prior to getting underway. Items marked with a "2", unless otherwise noted, must be performed within 30 days and prior to leaving protected waters. In addition, all safety equipment should be kept up to date and inspected on a regular basis.

Vessels by their nature are subjected to harsh elements and their condition can change rapidly. This survey is intended to be taken in its entirety, not in part and should be considered invalid if any pages are missing or appear altered. The surveyor for this report declares his impartiality and has used his best judgment and experience in all findings, opinions and recommendations. This surveyor shall not be held liable for errors, omissions, oversights or misstatements contained in this report. The use and acceptance of this report constitutes acceptance of these conditions. I have personally inspected the subject vessel of this report and my fees for this report are independent of any findings or valuation. This survey is to be used only by its intended recipient. Use by any other party will render the survey null and void and is strictly prohibited.

Tom Lokocz Adams; SAMS, AMS  September 12, 2018

Section 10 Pictures



Figure 10.1 View of port bow



Figure 10.2 View of starboard bow



Figure 10.3 View of transom



Figure 10.4 Starboard profile



Figure 10.5 Deck view looking forward



Figure 10.6 Cockpit & helm



Figure 10.7 Deck view looking aft



Figure 10.8 Looking forward in cabin



Figure 10.9 Looking aft in cabin, note old gas tank



Figure 10.10 Looking aft above shaft log, note broken frames



Figure 10.11 Old gas tank & engine components



Figure 10.12 Loose bolt on steering gearbox



Figure 10.13 Poor frame end inboard of engine beds



Figure 10.14 Rot pocket in top of keel



Figure 10.15 Unused seacock



Figure 10.16 Rot pocket in keel



Figure 10.17 Dry planking on transom hood-ends



Figure 10.18 Shroud in poor condition



Figure 10.19 Bowsprit laminate compromised



Figure 10.20 Cable clamps on bowsprit rigging



Figure 10.21 Galvanized fastener in poor condition



Figure 10.22 Set in garboard plank at butt



Figure 10.23 Trailer identification tag



Figure 10.24 Builders plaque