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Mr. Lou Dugas
33 Grand Army Highway
Baltimore, MD 21202

August 31, 2010

Re: 1962 33 Herreshoff "Meadowlark" Sharpie "Lady Hamilton"

Dear Mr. Dugas, " **Not a Pre-Purchase survey, engine and gear not checked while running**"

This letter reports the results of a survey of the above vessel which was inspected while hauled on the 31st of August 2010, at Aucoot Cove Marina, in Matapoisset, Massachusetts. I have surveyed this vessel several times over the years and am familiar with its condition and maintenance regime. This report will be an update of previous reports on this vessel. As you have already purchased this vessel, you requested the inspection to establish its condition and value. I have made only a visual inspections of the engine and gears.

The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.

The survey of this vessel is based solely on a careful visual inspection of all accessible portions of it's hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. Inspection and operation of the engines was limited to a visual inspection.



General

The vessel was built by Thomas Fletcher of Salem, Massachusetts in 1962. The registration number is MS 4247 KE. The engine number is: 21121. Pertinent dimensions of the vessel are: LOA 33', the beam is 8' 2", and the draft is approximately 1'. The displacement is approximately 8,500 pounds.

Hull and Structures

This vessel was designed for inshore yacht service. She was heavily built to withstand years of heavy duty service.

The hull is a wood structure of one and one eighth inch thick Long Leaf Yellow Pine planking. The fasteners are bronze screws and bolts. The frames and main timbers are sawn white oak 15 to 16 inches on center. The coach top and decks are of White Cedar. The same construction technique is applied in all areas. The hull design and



construction technique make for a very seaworthy craft. In order to state for certain that the

hull is seaworthy, for a vessel of this age, all frames and planks must be examined. The interior of this hull permits such an inspection with ease, due to the spaciousness of the area below deck. The planking shows no softness or rot, and the only leak I could detect was coming from the packing at the stuffing box. I did not detect any frames that are showing signs of rot. The exterior of the below the waterline section of the hull was inspected and it is fair and in good condition. From an outside vantage point the planking and hardware are in very good condition. Another element that must be considered to determine the seaworthiness of this vessel is the frame and sole support fastening system. Typically, a few random fasteners are removed during inspection. These fasteners should be checked for corrosion. The fasteners of concern (in the deck makeup), were examined and found to be in good condition. The keel makeup and floor timbers are in good shape, as are the engine beds. (The engine beds appear to be fairly



new). The transom is well secured and in overall very good condition. It appears that the hull has been well maintained. The navigation lights conform to the CFR.



Four good size berths are located in the main cabin. This area is clean, nicely finished and upholstered. There is adequate lighting and ventilation in this area. The sole in this area is properly supported, nicely finished and in overall good condition. The jointer work is pine and mahogany. I was unable to locate any excess moisture on any surface in this area. The overhead is painted and in good condition, with no fresh water stains.



There is a marine sanitation device (head) with 17 gallon plastic holding tank and macerator located forward in this area. The toilet related fittings, including overboard discharges and through hulls, are in good shape. The marine toilet is in good condition. The head is clean and well kept. The entire area is free from rot, and in good condition.



Appropriate hand rails are installed. The wood surfaces, (all surfaces, including inside the control panel housing were checked), are free from any water or moisture. The compass is accurate on the present bearing. The throttle and shifter operates smoothly. The control panel including gauges is in good condition. The bulkheads, deck, and overhead are in excellent condition. The stove and galley systems appear in good condition. The plastic galley sink and hardware are in good condition.



Propulsion is by a 1984 15 HP fresh water cooled Yanmar diesel engine with Hurth reduction gear, coupled to a 1 an one eighth inch monel shaft and three blade bronze propeller. The shaft, bearings and propeller are in good condition.

The engine and gears are in good condition, very clean and appear well maintained. Ventilation to the engine spaces is adequate. The exhaust system is cast and rubber, heavy duty, and in good condition as much of it has been upgraded during the past two years. The system clamps are not all doubled. All through hull fittings including the valves are bronze and in working condition.



The engine controls and cables are smooth operating. The engine compartment bilge is painted, sound and sturdy. The bilge in this area is clean. There are adequate bilge pumps installed and working in this area. There is no oil in the bilge.



The batteries are good condition and properly connected to the approved three way switches and then on to custom fuse panels. The batteries are properly boxed and covered. The wiring and terminals that could be observed are in good condition. The electrical wiring is in good shape and properly harnessed. The automatic battery charger was not checked out. The navigation equipment and electronics, was not checked out.



All fuel and water tanks (monel) are in good condition as can be seen. The fuel lines are approved flex to copper. The fuel fills, vents and shut-offs are in good order.

The masts, booms and all standing rigging are in very good condition.

The aft deck and bow area is in overall good condition. The deck area was checked for excess moisture and no problem found. The deck area does show some scratches and dings, which would be normal in this area of high usage. There are two adequately sized anchors with appropriate rode properly mounted at the bow. The rode

is more than adequate and in good condition. spots were noted

The forward deck feels very solid and no soft

Item Specific List

1. Coast Guard Safety and Signalling package..... Complete

Electrical

2. AC/DC Isolation..... NA no AC installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards.
4. DC control panel..... original, at control station, well maintained. DC wiring is original stranded copper with original harnessing in place.
5. AC control panel..... NA

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at tank
7. Fuel tank..... Aluminum, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... Proper storage, vented, safety devices in place

Propulsion system

8. Carburetor back fire flame arrester.....NA Diesel
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencers, in serviceable condition, with original supports in place.
- 9a. Exhaust system riser....OK.
10. Engine mounts..... secure
11. Engine shaft logs..... secure, properly clamped

Hull and Mechanical systems

- 11A. Engine compartment ventilation..... Coast Guard Approved type 12 volt blowers along with appropriate flexible ductwork to hull outlet.
12. Rudder shaft logs.... NA Pintals and gudgeons in good shape and secure
13. Rudder tower....NA
14. Steering gear and controls.... Tiller in good condition
15. Overboard fittings..... all bronze fittings below the water line, shut-off valves are working and are well maintained, appear original. Related hoses US Coast Guard approved type and are double clamped.
16. Backup ground tackle..... observed



Bilge, keelson, and garboard

Conclusion

This report can not be construed to guarantee or warrant the condition or operational condition of the vessel as the engine, systems, and electronics were not checked out.

Some upgrades during the past three years include: new Mizzen sail, New Sail covers, A new macerator, and a bit of cosmetic jointer work refinishing.

"Lady Hamilton" is in very good condition. Her service route should be limited to protected waters. Her value would be approximately \$12,00.00 to \$15,000. in today's market.

Recommendations: Double clamp all engine cooling hoses which connect to overboard.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam



Pine sole



Pine on white oak frames, (overhead)