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Henry Martin
 393 Blackstone Road
 Pawtucket, RI 02855

May 15, 2018

Re: 2001 Bruckman Blue Star 29.9 "NO NAME"

Dear Mr. Martin,

This letter reports the results of a survey of the above vessel which was inspected while hauled on the 15 of May, 2018 at Wickford Marina in Wickford, Rhode Island. You requested the inspection to establish its condition and value in order to purchase insurance. Present during the inspection were you, myself, and my associate, Mr. Rob Nutt, MS.

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 visual inspection of accessible portions of the hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing.



Framework and stringers are checked by sounding, only. These areas were not inspected. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational.

It is my normal practice to conduct a survey which includes a sea trial. The sea trial enables me to make a determination concerning the engines, reduction gears, navigation equipment, electrical and electronics equipment. In order to make a proper inspection of these components an "in the water test" must be conducted. Many components must be brought up to operating temperature and run under a load, at RPM for a period of time. Inspection and operation of the engine was limited to a visual inspection.

General

The vessel was built by the *BRUCKMANN YACHTS, MISSISSAUGA, ON, CANADA*, in 2001. The hull number on the transom is ZYU29022A101. Pertinent dimensions of the vessel are: the LOA is 29' 9", the beam is 11' 2", and the draft is approximately 2' 3". The displacement, according to the book, is 10,646 pounds. The official number is 1135884.



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Table of Contents

2001 Bruckman Blue Star 29.9	"GYPSY"	
Introduction		Page one
Vessel stastics.....		Page one
Hull & Deck, Deck hardware, winches, etc.....		Page three
Fly bridge		Page three
Cockpit		Page two
Main salon/cabin		Page two
Dinette, Galley & Head.....		Page four & six
Standing, & running rigging		NA
Sails & Sheets		NA
Other photos.....		Page five
Berths.....		Page five
Item specific list		Page nine
Piping, Tanks, and Plumbing Systems (Non fuel)		Page eight
Coast Guard Safety and Signalling package.		Page five
Navigational Equipment		Page six
Electrical & Electronics		Page eight
AC/DC Isolation, AC/DC ground system		Page eight
AC control panel, DC control panel.....		Page eight
Fuel system.....		Page nine
Fuel lines, Fuel line shut-off valve, Fuel tanks, Propane, etc.		Page nine
Propulsion and Mechanical Systems		Page seven
Carburetor back fire flame arrester.		Page seven
Exhaust system		Page seven
Engine mounts, Engine compartment ventilation.		Page seven
Engine shaft logs		Page eight
Mechanical systems.....		Page eight
Steering gear and controls		Page eight
Rudder shaft logs, rudder tower / tube / quadrant		Page two
Overboard fittings and valves.		Page eight
Ground tackle		Page six
"BUC" book values guideline		Page ten
Conclusion, Recommendations, and Value		Page twelve

Hull and Structures



The hull is a typical polyester laminate reinforced with fiberglass matt and woven roving in a deep V configuration with no keel. The freeboard finish is factory applied blue epoxy paint with boot and cove trim, and is in excellent condition. I was unable to locate any delamination or separating of glass, including the engine bearers. The bottom is freshly painted with green antifouling paint, and is in good condition. The bottom was sounded and no soft spots or repairs noted. The topside (deck is cored and reinforced) is also epoxy white and in flawless condition, no soft spots were noted. All through hulls are nylon or bronze and are in good condition with properly working ball valves. The vessel is equipped with a large Teak swim platform. The

platform is in good condition and is secure. There are bow and anchor pulpits, and they are in good condition and secure. All of the deck hardware is properly backed and secure. The rudder shaft logs are in good secure condition. The internal structure is well attached to the main structure. The hull/deck joint is mechanically secure and there are only a couple of very small dings in the rub rail. The overall mechanical condition of the hull and attachments is Bristol. The hatches and ports are all in very good condition and tight to the weather. The cockpit is secure and blemish free. A very comfortable operating station with plenty of guest seating is built in. The cockpit is blemish free and sturdy.

Operating Stations



The operating station area, including the upholstery, is in lightly used condition. The upholstery appears lightly used. The epoxy finish coat does not have the usual crazing and season cracks. The full enclosure canvas including vinyl hard top also shows light use.

The operating station is well designed and the controls easy to operate. The compass is accurate on the present bearing. The control panels including all gauges were not checked out while operating. The operating station area is larger than most and overall in excellent condition.

The supporting structure components for the hard top and weather enclosure are secure, properly backed and in excellent condition.

Main Salon



The main cabin houses the salon, galley, and dinette. This area is spacious, nicely finished and also in Bristol condition. The jointer work is made up of solid Cherry, plastic, and vinyl, and for the most part, looks professionally maintained.

The upholstered sections show light use, good care, and maintenance. The doors and ports are in good condition and tight to the weather. The entire interior area is in excellent condition and bright. The overhead vinyl liner also appears in excellent condition. The entire deck (sole) is in sturdy, solid condition and is well supported. The deck surface covering is Teak and Holly and is in very good, clean condition. All deck supports were checked from below and all are secure. Lighting is good throughout the vessel. The dinette converts to sleep two adults. The vinyl upholstery also shows only light use. The main salon, overall, is in excellent condition.



Galley



There is a complete inventory of good size galley appliances stove with built in Microwave oven, refrigerator with freezer, which is also in lightly used condition. The counter top in the galley is comprised of Corian which is in good shape. There is a large stainless sink located as shown. The sink and its related faucets and over board drain are in good condition and clean. The sole in the galley and forward is also Teak and Holly and is in excellent condition and secure. No rot was found in any deck timbers or supports. The galley is located a few steps aft of and below the operating station. The galley and dinette (space for four), overall, is in excellent condition.

The companionway hatch into the main salon operates properly and is secure and tight to the weather. Although the vessel has been covered for this winter, no humidity or odor was noted upon initial entry.



Forward Berth (Owners stateroom)

The V-Berth is located beneath the forward deck. This large Queen size berth area will sleep two. This area is clean, nicely upholstered and carpeted. There is adequate lighting and ventilation in these areas. Also, housed in the V-berth area are several lockers and rode storage. This area is furnished with heat/air controls, a built in flat screen television with sound system.

The headliner is clean and well attached. The Teak and Holly sole is also in good shape. All jointer work has been well maintained to a bright finish. All ports and the escape hatch are tight to the weather. No signs of fresh water leaks were noted. Lockers and storage areas abound.

Head and shower



The head is also a multi piece laminate enclosure with built in shower. It is properly secured to the hull and forms an integral part of the hull unit. It houses a vanity with hand basin, manual flush marine toilet and shower. The shower pump out device is in good, clean condition. There is a macerator unit installed. This unit appears in good condition.

Dockside pump out was not checked out. The overall condition of this forward area is very good and is in the same Bristol condition as the other

areas. No septic odor was noted. The entire septic system (below deck) appears in original condition.

Engines and engine spaces



Propulsion is by a pair of fresh water cooled counter rotating eight cylinder Yanmar Turbo charged Diesel engines with Hurth reduction gears. Approximately 250 HP each. The stainless shafts and bronze shaft logs are in good condition. Visual inspection of the engines, oil, filters, coolant, and related connections show that a good maintenance regime is in effect. Approved bilge blowers and hoses are installed. There are two bilge pumps mounted in the bilge. One bilge pump mounted aft near the steering gear is cracked and probably not functional.



The stainless fuel tanks, (there are two), approximately 220 gallons, is in good condition, as can be inspected. There are proper fuel shut-off valves on all feed lines. Shut-offs are in good clean condition. All fuel lines and valves appear original and have been well maintained. There is no trace of oil in the bilge, and the bilge is clean overall.



The exhaust systems including the silencers are also in good condition. All bronze valves and salt water devices in the engine compartment are in good condition and properly bonded.

The engines were not checked while running but do appear in excellent, well maintained condition. The intake and exhaust systems, including the silencer and sea water strainer are in good condition and secure.



Electrical and Electronics

The main electrical panel is a combination 120 volt AC and 12 volt DC board. The 120 volt section is breaker protected and the 12 volt section is breaker and fuse protected. The electrical panel (120 volt AC and 12 volt DC) is in good shape. The 120 volt stove and refrigerator were not checked out while running. There is a 120 volt 30 amp converter-battery charger which appears in good, clean condition. The marine type batteries on board are all new last season. All of the batteries are properly secured and protected. The electronics and navigational equipment was not checked out.

Two 120 volt 30 amp 50 foot shore power cables were aboard and were in very good condition.

There is an complete bonding system installed. The running lights conform to the CFR. The electrical wiring, overall, is in good secure condition and appears original with proper harnessing in place. I did not notice any modifications to the electrical systems. The electric windlass is properly installed and powered.



Piping, Tanks, and Systems

The stainless fuel tanks (as can be inspected) are in good condition, properly secured and grounded, as are the related fills and vents. There are proper fuel shut-off valves on all three fuel feed lines.

The potable water system appears in working condition. Only portions of the fresh water tank can be observed. It appears to be in good shape. The water heater is encased in a stainless steel jacket and is in good physical condition. The plastic thirty gallon holding tank (as can be inspected) is in good condition and secure. The related fills, vents, and feed lines show no signs of leaks and there was no septic odor in any bilge area. There is one Cruise-Air air conditioner installed that appear original and look in good shape. The wiring and plumbing to the units are original and well secured.



The steering is mechanical to hydraulic. All the hardware that could be observed is secure and in good shape. The rudders and related supporting structure, and logs are in good shape.

Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete (Some at home for winter)

Electrical

2. AC/DC Isolation..... Isolation system is installed, GFCI installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards, Alloy Dynaplate mounted on transom
AC ground, as originally equipped (Closed loop system).
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..... In main salon in original condition.

Fuel system

6. Fuel lines.... Flex line, in good condition, properly secured, US Coast Guard approved type rubber line. May be original and is due for a check by the yard.
- 6a. Fuel line shut-off valve..... bronze valves, at tanks
7. Fuel tank..... Stainless, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... NA

Propulsion system

8. Carburetor back fire flame arrester..... NA-Diesel engines
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencers, in serviceable condition, with original supports in place.
- 9a. Exhaust system risers.....All good
10. Engine mounts..... stringers are secure, motor mount severely rusted and should be checked by the yard
11. Engine shaft logs..... secure, properly clamped.

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....two Coast Guard Approved type 12 volt blowers along with appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure
13. Rudder tower....original, good, secure
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original and are in good condition
15. Overboard fittings..... all bronze fittings below the water line, shut-off valves are working and are well maintained. Related hoses US Coast Guard approved type and are double clamped.
Overboard fittings are plastic above the waterline and in good serviceable condition
16. Backup ground tackle..... observed Danforth, with line

*Current Boat Value and Detail Sheet for 2008 Bruckman from "BUC"
Interntional*

BRUCKMANN YACHTS, MISSISSAUGA, ON, CANADA

Model Year 2008 Hull Material Fiberglass

*Model BLUESTAR 29.9 Hull Configuration Semi Vee (Modified Vee)
Length Overall 29' 9" Draft 2' 3"*

Length On Deck 29' 9" Beam 11' 2"

Boat Type Cruiser Weight 10600 lbs.

*Engine Type Inboard Twin 250D Yanmar
Ballast*

The information presented here is believed to be reliable but not guaranteed. For various reasons, including the subjective nature of vessel evaluations and the possibility of incomplete or inaccurate information regarding comparable vessels and sales thereof, we do not make any warranties whatsoever regarding this report, and WE EXPRESSLY DISCLAIM ALL WARRANTIES OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE. BUC does not provide expert witness testimony.

Current Retail Value Range \$206,000-\$226,500

114th edition.

Fair Market Value Adjusted for BUC Condition in the North Atlantic \$206,000-\$226,500

Replacement Value \$717,000

All prices in US Dollars.

All prices in US Dollars.

Other Photos Page



The above photos show: view while vessel was afloat, last season, the fore deck, cockpit, operating station, shaft, propeller, strut, and trim plane, and exhaust to overboard at transom. These photos also indicate a well maintained vessel.

Stray current / CO advise

All vessel owners / operators should be aware of the possibility of hazards caused by “stray current ”and “carbon monoxides”. Have an certified marine electrician check your system for the existence of “stray current” on or around your vessel. Do not use appliances on your vessel unless they are designed for marine use. Ensure that a CO detector is properly dated and installed in your vessel.

Navigation equipment

All navigation equipment is original and it includes, Radar with chart plotter, magnetic compass (accurate on present bearing), depth finder, speed indicator, auto pilot, VHF transceivers.

Fire fighting and safety equipment

Fire extinguishers on board include: Two non auto size 10 dry chemical. Several PFD's were noted. I did not observe a throw ring or night time signalling equipment

.Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel. As the vessel winterized, no power was available and engines set were, and various mechanical and electrical equipment could not be operated, and a sea trial was not conducted.

This vessel is in cosmetic Bristol condition, inside and out.

Recommendations: Ensure that a complete Coast Guard Safety and Signalling Package is back aboard.

Value and Evaluation Method

A search for a value of this vessel for sale on the internet indicated values ranging from \$110,000 to \$130,000. Considering these prices are asking prices and the fact that the vessels in question are in typical condition for their age, I have averaged that price with the "BUC" book value to determine the actual approximate value.

I feel the value of this vessel would be approximately \$125,000.00 in today's market. The replacement cost for a new vessel is approximately \$717,500.00 as this vessel is equipped.

SURVEYORS CERTIFICATION

I certify that to the best of my knowledge and belief: The statements of fact contained in this report are true and correct. The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved. My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event. I have made a personal inspection of the vessel that is the subject of this report.

This report should be considered as an entire document. No single section is meant to be used except as part of the whole.

This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty; either expressed, or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of survey, only.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

Sample found of the internet

*30 ft 2000 Bruckmann Blue Star
29.9*

US\$100,000

Greenport, NY, United States

Brewer Yacht Sales

*The Blue Star 29.9's look and price
would make a Yankee lobsterman
proud..*

