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Mr. Dave Ferrucci
 129 Slocum Road
 New London, CT 06225

August 21, 2018

Re: 1995 Catalina Islander 34 "FIRST ONE"

Dear Mr. Ferrucci,

This letter reports the results of a survey of the above vessel which was inspected while hauled and afloat on the 18th of July, 2018 at Milford Boat Yard, Milford Connecticut.

You requested the inspection to establish its condition and value in order to purchase insurance.

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 and in water test.

General

The vessel was built by the CATALINA YACHTS INC, LARGO, FL, in 1995. The hull number on the transom is CTYW0023I495. Pertinent dimensions of the vessel are: the LOA is 33' 9", the beam is 13', and the draft is approximately 3' 4". The displacement, according to the book, is 21,000 pounds. Engine numbers are P 22235 and S 22310. Westerbeke # 19196.



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Hull and Structures

The hull is a fiberglass composite structure reinforced with various fiberglass material, resins, and core materials in a modified deep Vee configuration, with no keel. The freeboard finish is white gel coat 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 painted with black 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 white and in good, sturdy 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 swim platform with attached stainless boarding ladder. The platform and swim ladder are in good condition and are 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 bridge and super structure are properly 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 good. The hatches and ports are all in very good condition and tight to the weather. The cockpit is secure and blemish free. The stainless ladder the bridge is secure. The cockpit is blemish free and sturdy. The cockpit entry door from the swim platform is in good shape.



Bridge and Operating Stations

The fly bridge area, including the upholstery, is in excellent condition. The upholstery appears lightly used. The gel coat does not have the usual crazing and season cracks. The full enclosure canvas including vinyl hard top 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 checked out while operating. The fly bridge area is larger than most and overall in excellent condition. There is a stainless life rail installed, properly backed and in secure 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 is in sturdy, solid condition and is well supported. The deck surface covering is mold resistant nylon carpet 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 full size galley appliances stove with built in Microwave oven, refrigerator with large 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 moulded in 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 hard wood and is in excellent condition and secure. No rot was found in any deck timbers or supports. The galley is located a few steps forward of the main salon and dinette. The dinette (space for four), overall, is in excellent condition.



The glass and aluminum sliding door into the main salon operates properly and is secure and tight to the weather. Although the vessel has been uncovered for this winter, no humidity or odor was noted upon initial entry.



Forward Berth

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.

The headliner is clean and well attached. The carpet 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.

Second forward berth area



A second large berth area is located just aft of the v-berth. These spaces are in excellent condition and are well maintained.

The second stateroom is also located forward of the main salon dinette deck with entries to the head and main passageway. This area is also equipped with an oversized bed. This berth area is clean, nicely upholstered and carpeted. There is adequate lighting and ventilation in these areas. Also, housed in this area are several lockers and other storage. The PVC septic and potable water tanks are secured just under the deck.

Fire fighting and safety equipment

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

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, electric flush marine toilet and shower. It is in good 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 aft area is very good and is in the same condition as the forward areas. No septic odor was noted. The entire septic system (below deck) appears in original condition



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 contemporary and it includes, Radar with chart plotter, magnetic compass (accurate on present bearing), depth finder, speed indicator, auto pilot, bow thruster, and VHF transceiver

Engines and engine spaces



Propulsion is by a pair of fresh water cooled counter rotating four cylinder Yanmar Diesel engines , Model 4LHDTE with Borg Warner Velvet Drive reduction gears. Approximately 170 HP each. The one and one half inch 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. The exhaust systems, including the risers and turbos are secure and in good shape. Approved bilge blowers and hoses are installed. The bilge pump, (properly secured and wired) is in good shape.



The stainless fuel tank, approximately 300 gallons, is secured aft of the engines and can not be inspected completely. Parts that can be seen show no signs of corrosion. There are proper fuel shut-off valves on all feed lines. Shut-offs are in good clean condition. All flexible fuel lines appear to be recent upgrades. 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 Westerbeke five KW AC generator was checked while running and operated properly under various loads and is in good 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 AC/DC refrigerator was 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 recent upgrades . All of the batteries are properly secured, but not protected.

The 120 volt 30 amp 50 foot shore power cable is in 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 tank (as can be inspected) is 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 (hot and cold) is 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. The two Cruise-Air air conditioners 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. The port shaft log needs repacking.

Other photos page one



View of main saloncouch that opens to a double berth



View of cockpit from bridge



View of bow deck, life rail and anchor pulpit

Item Specific List

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

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. Lok fairly new.
- 6a. Fuel line shut-off valve..... bronze valves, at manifold
7. Fuel tank..... Stainless, well secured, sections that can be observed are in good, clean condition, no oxidation noted.
- 7a. Propane, CNG, Alcohol..... Propane secured in dedicated container on bridge, not tested.

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 risers.....All good
10. Engine mounts..... stringers are secure, motor mount (All look good)
11. Engine shaft logs..... water cooled, secure.

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....Coast Guard Approved type 12 volt blower along with appropriate flexible ductwork to hull outlets.
12. Rudder shaft logs.... secure (Port need a bit of packing)
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, appear original. Related hoses US Coast Guard approved type and are double clamped.
Overboard fittings are plastic above the waterline and in serviceable condition
16. Backup ground tackle..... not observed

Current Boat Value and Detail Sheet from "BUC" International

CATALINA YACHTS INC, LARGO, FL (MIC: CTY,CPS)

Model Year 1995 Hull Material Fiberglass

Model ISLANDER 34 Hull Configuration Semi Vee (Modified Vee)

Length Overall 33' 9" Draft 3' 4" Length On Deck Beam 13'

Boat Type Sedan Cruiser | Flybridge Weight 21000 lbs.

Engine Type Inboard Twin 210D Cummins

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 \$62,500-\$68,600 114th edition.

Fair Market Value Adjusted for Bristol Condition in the North Atlantic
\$76,200-\$83,700

Replacement Value \$497,500

All prices in US Dollars.

Other Photos Page 2



The above photo show: the main salon ladder to engine room.

Starboard side, propeller, shaft, rudder & strut. Raw water intake valves and bilge pump.

These photos also indicate a well maintained vessel.

In water test run

The in water test run went well. No unusual situations were noted. The exhaust was clean, the gen set performed under heavy load during the entire run. The engine reached reasonable revs (3500), oil pressure and temperature were within specs. All systems were working properly.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of the vessel.

This vessel is in Bristol condition, inside and out. All necessary safety and navigation equipment is not available.

Recommendations: Ensure that a complete Coast Guard Safety and Signalling Package is back aboard.
Add backup ground tackle. Add protection to batteries to prevent shorting.
Service & Tag engine room Auto Halon System.
Remove any unessential material from engine room.
Repack port rudder shaft log.

Value and Evaluation Method

A search for a value of this vessel for sale on the internet indicated values ranging from \$55,000.00 to \$65,000.00. 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 \$60,000.00 in today's market. The replacement cost for a new vessel is approximately \$506,500.00 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