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Mr.

March 19, 2019

Re: 1969 Concorde 47' MY Fly Bridge

Dear Mr.

This letter reports the results of a survey of the above vessel which was inspected while afloat on the 18th of March, 2019, at Brewers Coweset Marina in Warwick, Rhode Island. You requested the inspection to establish its condition and value.

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. These areas were not inspected. Stringers, when access is available, are checked by sounding, only.

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 engines was limited to a visual inspection.



General

The vessel was built by Owens Yacht Division of Baltimore, Maryland in 1969. An official number is permanently attached: it is 5242. Pertinent dimensions of the vessel are: the LOA is 46' 8", and the beam is 16', and the draft is approximately 4'. The displacement, according to the book is 40,000 pounds.



Refit purchase

As you have just purchased this vessel with the intention of a refit of the necessary hardware, we will note items that should be considered for exchange through out this report and during the recommendations.

Hull and Structures

The hull is a typical polyester laminate reinforced with fiberglass matt and woven roving in a modified-V (with deep skeg) configuration. The bottom was not sounded.

The finish is the original white gelcoat with teak and stainless trim. The freeboard finish is in overall good condition, with quite a few superficial mars and scratches. The hull - deck attachment is secure and reinforced by the stainless steel rub rail. I was unable to locate any delamination or separating of glass, including the engine bearers and stringers. The bulk-

heads (plywood with a Formica veneer) are properly tabbed and rigid. Minor non-structural surface rot was noted at several locations.

The topsides and deck house are fiberglass over plywood and are in overall good structural condition. All through hulls are bronze and are in need of service (free up and lube) so that their related valves are working properly. There are adequate large cleats provided for docking. The cleats are secure and properly backed. There is a good quality stainless steel bow pulpit properly installed, in good condition, backed, and secure. Two stainless and Teak ladders to the bridge are in good condition and secure. The Teak swim platform and rear entry ladder is well secured.

Lower Operating Station and Aft Deck

The operating station is well designed and the controls are easy to operate. The engine controls are the dual lever type and provide smooth operation through all ranges of the forward and reverse gears and full and idle throttle. A complete set of gauges and instruments are in original condition. There is a stainless steel rail and complete weather enclosure installed. The pilot house enclosure is structurally secure but in need of cosmetic maintenance. The vinyl upholstery is in good condition. The nylon carpet is in serviceable condition. All ports and glass are in good condition. A mahogany wet bar (photo on next page) in very good condition, is located on the aft deck.



Bridge Operating Station and Deck

The operating station at the bridge is fully functional and in original condition, for the most part. The engine controls are the dual lever type and provide smooth operation through all ranges of operation.

A complete set of gauges and instruments are in original condition. There is a stainless steel rail and complete weather enclosure (off for winter). The bridge pilot house enclosure is structurally secure but in need of cosmetic maintenance. The deck feels solid and secure. Life rails are well secured. Ladder attachments are in good shape as is the hatch cover to the lower station.



The vinyl upholstery is in good condition. The nylon carpet (off for now) is in serviceable condition. The stainless and Teak ladder to the main deck is secure and in good shape.





Main Cabin

The main cabin houses the salon-dinette and galley. This area is spacious, and in good structural condition. The upholstered sections and furniture are in refit stage. You indicate the carpet is to be replaced. The joiner work (Formica over plywood and some solid mahogany) shows reasonable maintenance. Lighting is good throughout the vessel. The main salon couch converts to sleep two. The white vinyl headliner is in good condition, and well secured. The plywood deck is well supported and is carpeted. The ports and sliders are finished with curtains and blinds. Ventilation to this area is adequate. There are built in hinged engine room access hatches that also function as access stairs to this compartment. The main cabin, overall, is in good structural condition. All ports and sliders are tight to the weather.



Galley

The electric stove and refrigerator are in good condition. The interior trim is Formica over mahogany with a well maintained finish. There is a fairly new microwave oven installed. The large double

stainless steel sink, including faucets and overboard fittings is in good shape. A full size AC/DC refrigerator is a recent upgrade. The three burner electric range with oven also appears to be a recent upgrade. The Formica counter top and lockers in the galley are in good shape. The Parquet sole over plywood deck is in good condition, well supported, and brightly finished.

Above photo note the neat access to the main salon spaces. The deck, bulkheads and trim are in good serviceable condition in this salon area.



Heads



There are two heads aboard, one forward and one aft, both equipped with hand basins and walk in showers.

Both areas are equipped with standard electric marine toilets with macerators and hand wash basins. The toilets, hand basin, and their related fittings, including overboard discharges and through hulls, are in serviceable condition. There is a septic odor in the forward bilge indicating a leak from the head plumbing. You should check the overboard fitting for proper operation as the shutoff valves are very stiff and the hoses and related connections may be original equipment. These areas are clean and well kept. Both heads are functional.



There are separate plastic holding tanks equipped with y-gates for each head.

No soft spots or wood rot were noted in any wood surface. The plywood decks are Parquet trimmed and well supported. The entire plumbing system was checked for leaks and odors. You should check all head plumbing and replace any original flexible hoses that appear original.



Owners stateroom, aft

A double size bed is located beneath the after deck. This area is in good structural condition needing only minor cosmetic maintenance.

There is adequate lighting and ventilation in this area. The plywood deck in this area is properly supported. Some of this area is painted and all surfaces are in need of cleaning. No wood rot was detected. The jointer work is solid mahogany. I was unable to locate any excess

moisture on any surface in this forward area. The escape hatch along with several ports are in good shape and tight to the weather. There is adequate locker space in this compartment.



Forward berth areas

There are three separate berth cabins. The owners stateroom, located aft and crew quarters spaces located forward along with the standard forward, large v-berth. The forward berths are located beneath the forward deck. These area will sleep six. There is adequate lighting and ventilation in this area. Also, housed in the forward berth area are several PFD's, several lockers and rode storage. The forward berth compartments are structurally sound, but in need of cosmetics and clean up. The bright work needs attention and the carpet should be replaced. The overhead liner is secure as is the plywood deck. There is adequate lighting and ventilation in this forward berth area. Much of the forward area is sheathed, and the



portions of the hull and frame work that I could observe are in good condition. The bilge in this area is also in need of cleaning.

Ports and

hatches are secure and tight to the weather. Cushions and upholstery are in good condition. Overall, these spaces can be put in shape with very little effort.



Engine and engine spaces



Propulsion is by a pair of 1995 Caterpillar 330 HP diesel fresh water cooled six cylinder engines with reduction gears. The previous owner provided documentation that the two main engines were replaced in 1995. The engines and gears were not operated as they were winterized. Ventilation to the engine spaces (natural and via a bilge blower) is adequate. The exhaust system is cast and monel and approved rubber and in need of service and a check by the yard. The engine compartment is sound and sturdy. The bilge in this area is in need of cleaning. There are appropriate bilge pumps installed. There is oil in the bilge and the engine room is in need of cleaning and maintenance. The large D-Cell batteries are not properly boxed and protected. The fuel shut-offs are in good order. The fuel fillers are properly installed. The twin air/heat units also need service.



The fresh water cooled Onan 15 KW AC generator exhausts through approved rubber hose to a steel silencer to overboard at the side amidships. The generator is also in need of service and a check by the yard. The steel silencer hose fitting is also leaking. The raw water intake (proper sea water strainer and gate valve) which supplies the Onan is in need of service. Some of the clamps on this system are rusted and should be replaced. There are two bilge pumps mounted aft of the engine compartment. The fuel tanks are properly secured port and starboard of the engines. The fuel tanks are of

moulded fiberglass and could not be completely inspected. Their related fills, vents, and feed lines should be serviced. There are proper fuel shut-offs on all feed lines. The CO2 system is mounted just forward of the port engine should be dated and tagged. The engine spaces including the bilges are in structural good condition. The water tanks as can be observed are in good shape.

Item Specific List

1. Coast Guard Safety and Signalling package..... Not complete

Electrical

2. AC/DC Isolation..... No isolation installed, No GFCI installed
3. AC/DC ground system..... DC ground in accordance with A.B.Y.C standards, Ground plate missing AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, well maintained.
DC wiring is original stranded copper in need of maintenance.
5. AC control panel..... Next to lower operating station (appear in original condition).

Fuel system

6. Fuel lines.... Flex line, in need of service, not properly secured, US Coast Guard approved type rubber line.
- 6a. Fuel line shut-off valve..... bronze valves, at separators
7. Fuel tanks..... fiberglass, well secured, look good
- 7a. Propane, CNG, Alcohol..... None

Propulsion system

8. Carburetor back fire flame arrester..... NA diesel.
9. Exhaust system.....US Coast Guard Approved type rubber, appropriate silencers, in need of repairs and service.
- 9a. Exhaust system risers.....Not checked
10. Engine mounts..... secure
11. Engine shaft logs..... secure, in need of service

Hull and Mechanical systems

- 11A. Engine compartment ventilation.....two Coast Guard Approved type 12 volt blowers along with appropriate flexible ductwork.
12. Rudder shaft logs.... secure
13. Rudder tower.... secure (photos on Page 9)
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original and are in working condition
15. Overboard fittings..... all bronze fittings below the water line, shut-off valves are stiff, and in need of service. Related hoses US Coast Guard approved type and are not double clamped. Some need service. Handles missing. Overboard fittings above the waterline and in serviceable condition.
16. Backup ground tackle is on board.

"BUC" book Boat Detail Sheet

*OWENS YACHT DIVISION, BALTIMORE, MD (MIC: XNS)
DIV OF BRUNSWICK CORP*

Model Year 1969 Hull Material Fiberglass

Model CONCORDE Hull Configuration Semi Vee (Modified Vee)

Length Overall 46' 8" Draft 4' 1"

Length On Deck Beam 16'

Boat Type Motor Yacht | Flybridge Weight 40000 lbs.

Engine Type Inboard Twin 250D General Motors

096 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 \$32,300-\$35,800 116th edition.

*Fair Market Value Adjusted for Fair Condition in the
North Atlantic **\$27,400-\$30,500***

Replacement Value \$470,500

Electrical and Electronics



The electrical panels (main and breaker) are in good shape. There are two 2 position battery disconnect switches beneath the aft deck near the properly installed fuel shut-off valves.

The marine type batteries on board are not properly secured. They are covered, but the covers are not secure. All of the battery terminals are in need of cleaning.

Two 120 volt 50 amp shore power cables are in good shape. There is a complete bonding system installed that needs service. There is no GFI system on the AC line and no isolation transformer is installed.

The running lights conform to the CFR.



Electronics include two VHF Transceivers, and Depth finder, GPS, off for winter. The electronics was not checked out.



The rudder components and shaft logs were checked from the inside, only, and are secure. (photo above)

Safety Equipment

Adequate PFD's were on board. A VHF transceiver and proper ground tackle including backup ground tackle is included. See remarks below for needed safety equipment.

Conclusion

This survey can not be construed to guarantee or warrant the condition or operational condition of this vessel as a sea trial was not conducted. You say you just purchased this vessel and that a cosmetic refit is already underway. Once you have completed the project, call me and I will assign a new value.

This vessel is in overall good structural condition but in poor cosmetic condition.

It's value would be approximately \$27,400.00 - \$30,500.00 in today's market.

Recommendations:

Inspect and tag the engine room auto CO2 system. Secure portable fire extinguishers. Ensure that a complete Coast Guard safety and Signalling package is aboard. Service all raw water intake valves and hoses. Remove unused wiring from engine room. Harness wiring as needed. Install GFI and AC/DC isolation device. Have yard check all fuel lines and filters and all exhaust systems. Secure and protect batteries. Air/Hear system needs service. Determine port engine oil leak and repair. Remove all extraneous material from engine room. Clean bilges prior to getting underway. Service bonding system terminals. Determine septic odor source and repair.

Cordially,



J. Cross, Certified Marine Surveyor

JC/pam

