

Survey Report

1991 Skipperliner 65'

DATE OF SURVEY: January 3, 2005

OWNER: Wesley Ingram
ADDRESS: 2408 Sheridan Road
CITY/STATE/ZIP: St. Lake City, Utah 84108

GENERAL:

YEAR/MAKE: 1991 Skipperliner 65'

NAME OF VESSEL: "ISLAND PARADISE"

TYPE: Power

DESIGN / STYLE: Houseboat

HULL IDENTIFICATION NUMBER: SGU01601D191

DOCUMENTATION NO.: 975190

L.O.A.: 65' 0" (extensions included) 59'0" (deck only)

BEAM: 15' 0"

DRAFT: 3' 6" (estimate)

DISPLACEMENT: 56,000 pounds (estimate)

DESIGNER / BUILDER: Skipperliner / Mid-City Steel Fabrication

LOCATION OF BUILDER: La Crosse, Wisconsin (USA)

HULL COLOR & GRAPHICS: White hull with black accent trim

SURVEY REQUEST BY: Owner

LOCATION OF SURVEY: 127 Marina Drive, La Crosse, Wisconsin

AFLOAT / HAULED: Hauled / on multi-point blocking

SURVEY ATTENDEES: Only this surveyor attended

HULL:

HULL DESIGN: Flat / displacement

HULL MATERIAL: Steel plate

DECKING: Steel plate

NON-SKID / TEXTURED SURFACE: Carpeting (adhered) on weather decks, and also in cabin

TYPE OF FINISH: White paint, with semi-gloss finish

FRAMES / TIMBERS: Longitudinal and transverse steel supports

FASTENINGS: Weld

SUPERSTRUCTURE: Steel

BILGE DETAILS: Good access, with forward and engine compartment bulkheads

CONTROL STATION:

LOCATION & TYPE OF WHEEL: Helm is forward at center with 20" stainless steel wheel SECOND

STATION: The flybridge station has been disabled. STEERING TYPE: Hydraulic - Sea Star I (Teleflex)

DECK FITTINGS:

BOW PULPIT: Integrated steel (weld attachment) measuring approximately 2' 6"

RADAR ARCH: Aft swept fiberglass

BOW RAILING: Dual round steel railings (42")

GRAB RAILS: Various steel and aluminum grab rails

STERN RAILING: The stern rail encloses the platform extension, and measures approximately 48" in height

MOORING CLEATS: (8) 15" steel

PROPULSION / MACHINERY:

LOCATION: Below and aft

NUMBER & TYPE: (2) Marine 6 cylinder (in line) turbo diesel

FUEL TYPE: Diesel

MAKE & MODEL: Mercruiser D219

HORSEPOWER RATING: 170 hp each / 340 hp total

PORT SERIAL: 0696615

STARBOARD SERIAL: 0696617

HOURS PER METER: P: 3354,14 / SB: 3358,65

SYNCHRONIZER: No

TYPE OF DRIVE: Sterndrive (I/O)

MAKE: Mercruiser

TYPE OF COOLING SYSTEM: Closed cooling system, with raw water heat exchanger

TYPE OF EXHAUST SYSTEM: Wet - overboard discharge.

CONTROLS: Dual push-pull.

ENGINE COMPARTMENT VENTILATION: Fresh air scuppers when underway.

ENGINE MOUNT: Mounted to longitudinal support and transom

PROPELLER - BLADES, MATERIAL, SIZE: 3 blade aluminum - 18" diameter / unk. pitch

INSTRUMENTATION: Analog gauges including: Lower: oil press, oil temp, volts, water temp, rpm, fuel

FB: volt, temp, rpm, oil (currently not operational)

ADDITIONAL: Rudder angle, trim gauge

ELECTRICAL SYSTEMS:

AUXILIARY GENERATOR: Yes

MAKE & MODEL: Kohler 16CC063

SERIAL NUMBER: 274820

VOLTAGE / CAPACITY: 16 KW

TYPE OF FUEL: Diesel

HOURS PER METER: 5,027

TYPE OF COOLING: Closed cooling, with raw water heat exchanger

DRIP PAN: Yes

BATTERY CHARGER: Pro Tech 4 (20 amp / fixed)

BONDING SYSTEM: Hull ground

STORAGE BATTERIES - NO. & TYPE: (4) 12 volt wet cell

STORAGE BATTERIES STOWAGE - COVERED/SECURED: Vented plastic boxes, with nylon strap

BATTERY SWITCH: Yes

TYPE OF WIRING: Marine grade multi-strand copper wiring. Crimped connectors.

ROUTING / LOOM: Good - factory routing is well secured, and is away from machinery and bilge water

SHOREPOWER / INLET: (2) Hubbell 30 amp 125 volt fitted with weather caps DISTRIBUTION

SYSTEM: AC service panel at cabin w/breakers GROUND FAULT PROTECTION: None

VIGATION & ELECTRONIC EQUIPMENT:

COMPASS: FB: Ritchie

Lwr: Azimuth 1000 (digital)

RADAR: Furuno w/24" wand (not currently installed)

GPS / CHARTPLOTTER: None

DEPTHFINDER: Furuno LS6000, Impulse QT-206

AUTOPILOT: None

VHF RADIO: Uniden MC790

HORN: Dual trumpet style (electric)

ANTENNAS: (2) VHF, (1) 24" radar (not installed)

SAFETY EQUIPMENT:

PFD INFORMATION: Various Type II (adult and child sizes)

THROW ABLE DEVICE: Type IV ring at foredeck

BILGE PUMP: (3) electric

BELL: 8" chrome plate

VISUAL DISTRESS SIGNAL: Night - ACR/SM-2 buoy beacon. No flare / flag observed

NAVIGATIONAL LIGHTING: Red, green (112.5 degrees) at sides, anchor (360 degrees), stern light

SEARCHLIGHT: No spot light at time of survey

DOCK / BOW LIGHTS: Yes - quartz lights forward and aft

PORTABLE FIRE EXTINGUISHERS: BI - flybridge
BII - flybridge
BI - lower station
BII - galley
BII - mid-hold

AUTOMATIC FIRE EXTINGUISHER: None

INSPECTION CERTIFICATE & DATE: Portable units have pressure gauges

EGRESS HATCH: In addition to the four doorways, all cabin windows can provide emergency egress

CO DETECTOR: None

LIFE RAFT: None

EPIRB: None

FIRST AID KIT: None

OIL DISCHARGE STICKER: Yes

TRASH DISPOSAL STICKER: Yes

GROUND TACKLE:

ANCHOR TYPE & SIZE: In bow compartment.

DOCK / OTHER LINES: None observed

FUEL SYSTEM TANKAGE:

FUEL TANKS - NUMBER & LOCATION: Single tank below cabin

CAPACITY: Unknown - estimate 400 gallons

TYPE OF FUEL: Diesel

TYPE OF MATERIAL & SHAPE: Painted aluminum - rectangular

VENTED: Yes

SHUT-OFF VALVES: In line

OVERFLOW TO OUTBOARD: Yes

CONDITION: Appears good

ACCESSIBILITY: Good

FUEL LINE TYPE & DATE: Copper

FILL LOCATION & MARKING: Fill location is outboard, with marking above the fill inlet

WATER / WASTE SYSTEM:

FRESH WATER: Yes

MATERIAL & LOCATION: Multiple tanks, resin, below cabin

PRESSURED / MANUAL PUMP: Electric pressured fresh water system

HOLDING / WASTE: Yes

MATERIAL & LOCATION: 2 aluminum tanks - 100 gallons each

THRU-HULL FITTINGS: Steel - welded to hull

GALLEY:

LOCATION: Galley is aft at starboard

STOVE TYPE: Roper 4 burner and oven

FUEL: Electric

MICROWAVE: Whirlpool

REFRIGERATOR: Artic Air R22CW5 (commercial type)

FREEZER: Beverage Air (commercial chest type)

SINK: Two station hot and cold pressured fresh water. One station has triple stainless basin, and the other has dual stainless basin. There is also a stainless steel auxiliary tub.

HOT WATER: Rheem 20 gallon electric

HEAD:

NUMBER & LOCATION: Two heads aft

DESCRIPTION: Starboard aft (MENS), SeaLand Potty with manual flush, urinal, hot and cold pressured water with resin basin.

Port aft (WOMENS), Travelers potty with manual flush, shower stall with plastic curtain, hot and cold water with resin basin

SALON / CABIN:

LOCATION: Open main cabin

ACCESS: Four hinged and lockable aluminum and glass doors (forward at starboard and port, aft at port, and stern).

AMENITIES: Open set-up, currently with six formica top tables, and forty two steel and cloth chairs. There is also a pedestal chair forward at the control station.

STEREO SYSTEM: Technics SA-EX1 10 (receiver), Bogen (PA/mixer), Yamaha CDC-655 (cd player)

TELEVISION SYSTEM: None at time of survey

HEAT / AIR CONDITIONING SYSTEM: (3) Cruisair (built in, 16,000 BTU's)

HEADLINER: Headroom is 6' 7". Headliner is white tone tile board.

TRIM: The hardboard trim has vinyl covering

ADDITIONAL: Galley has a 42" counter / bar (formica)

STATEROOM / ACCOMODATIONS:

DESCRIPTION: Vessel does not currently provide sleeping accommodations

DINING FACILITIES:

DESCRIPTION: Seating for 42+ in main cabin, and casual seating on upper level and lower decks

DECK, COCKPIT, BRIDGE DETAILS:

DECK DESCRIPTION: The steel deck is flat, currently having an adhered carpet surface. There is a small foredeck, and there is additional deck space on the aft platform.

UPPER DECK: The upper deck is open, with 42" steel railing.

SWIM PLATFORM: The platform is integrated (welded) to the hull, and adds another 3' 9" to the overall length of the vessel.

RE-BOARDING LADDER: None observed

ADDITIONAL EQUIPMENT:

CABIN SOLE: Plywood with wall to wall carpeting (good condition)

CANVAS COVERS: Bimini cover (older / serviceable)
Upper cover (older / in need of repair)

WIPERS: (1) electric

CABIN WINDOW COVERINGS: White cloth drapes, and there are also pastel valance panels

OTHER EQUIPMENT: Docking fenders, raw water deck wash-down, vinyl bench cushions for the flybridge (very good condition), shorepower cord, intercom

SURVEYOR NARRATIVE:

This vessel, a 1991 Skipperliner, was surveyed on January 3, 2005 at the Skipperliner facilities -127 Marina Drive, in La Crosse, Wisconsin. The vessel was ashore and sitting on a multi-point blocking. The weather at the time included light drizzle, and a temperature of approximately 35 degrees. Only this surveyor attended, but Doug Shupe was present for a short time, and also allowed access to the boat. The transom stamping confirmed the H.I.N. (Hull Identification Number), and the USCG Documentation number was found below the cabin, etched into a flooring support member. A check of the documentation number shows it is current through August 31, 2006 (see attached).

The hull dimensions noted on page one are approximate, based on deck measurements made at the time of this survey. As the bow of the boat extended partially over the water, a plumb-bob measurement was not possible. The noted length measurements are probably accurate within +/-6", but the beam measurements are correct.

The upper hull contours are generally good, showing only typical light docking marks and indentations. The upper hull currently has a good coat of white paint that has a decent gloss, and good coverage of the hull surface. The lower hull is flat, and was found in good appearance, with only one minor deflection noted. There were no deflections at the support blocks. The lower hull has a black tone barrier coat that allows good protection. No outer hull corrosion problems were noted, except possibly a couple of pinhole leaks at the starboard forward section. The hull was sounded with a phenolic hammer, and results were good. The inner hull has fore and aft bulkheads. The forward section had several inches of ice present, and as such, was not observable. The balance of the inner hull had the factory paint covering, but no additional coating of the steel surface. While there was some rust flaking in the lower areas along the centerline, there did not appear to be any significant problems with corrosion / wasting.

The superstructure appears to be in good order, with no sagging or deflections noted. The glass and venting screens were in good condition, with only minor exceptions (see Notes & Recommendations). The lower and upper decks were firm underfoot, with no deflections or soft spots found. The various railings are in need of maintenance, as several were bent, or unattached. Some water stains were noted on the headliner and cabin trim panels. The cabin trim and fittings are serviceable, but show some general wear and tear. Canvas covers on the upper deck are older, and are probably in need of replacement. This vessel has two control stations, but the upper / flybridge station has been disconnected. It appears that the upper station could be re-connected and returned to service without too much work.

The engine compartment is below the aft cabin area, with access down a companionway stepway at the port side. The generator and twin engines appear to be securely mounted on the raised steel hull framing. This vessel is currently set up for winter storage, and as such, no electrical or mechanical testing was performed. It appeared, however, that the machinery was probably in good order, needing only typical maintenance work. While the motors have only 340 total horsepower, this is a displacement type hull, and this power appears to be adequate. Propellers are in good condition, and there was barely any visible corrosion to the sterndrives. The lower casings (skeg area) of the sterndrives show a little damage from scrapes, but are still in serviceable condition. Sacrificial anodes are still good, and the sterndrive bellows are still good, page twelve of seventeen 1991 Skipperliner

Generally, the hull, deck and machinery appear to be sound, but the vessel is in need of maintenance and care. Equipment levels are adequate, and the diesel power is a plus, but the navigation equipment is on the light side. It was reported that the vessel has been ashore for a couple of years. Skipperliner is not a high production manufacturer, and as such, there are no accurate guidebook values (NADA, BUC) for this vessel. A search of various internet sites found several similar vintage and size vessels, with asking prices ranging from \$99,000 to \$395,000. If needed maintenance work were completed, this surveyor would estimate the value of this vessel to be in the \$250,000 range (midway between high and low asking prices). An actual selling price could vary from this figure, due to numerous factors.

NOTES & RECOMMENDATIONS:

- The rubstrip is loose at the starboard aft area. Re-secure as needed.
- There are shorepower inlets at the port side that appear to be abandoned, and currently have nests in these areas. If these are not used anymore, remove the fixtures, and close off the holes.
- Shorepower inlets at the starboard side did not have caps that closed tightly. Inspect and repair or replace as necessary.
- The grabrails on the sides of the superstructure have been pulled and bent, and they do not provide for a secure handhold. Repair, or replace.
- Some thru-hull drains had corrosion, and debris. Clean as necessary.
- The bell is not mounted. Re-mount.
- The wiper blade is not mounted properly. Correct.
- The port side glass, down by the lower station is cracked. Replace.
- Many thru-hull and thru-deck fittings are unmarked. Suggest signage to note the function of the various serviceable fittings.
- Remove ice from forward hold. If there is a bilge pump in this area, suggest replacement.
- Vessel should have a means to re-board. Suggest installing a re-boarding ladder / steps, or have a portable re-boarding ladder readily accessible.
- Prior to launch, have all fire extinguishers inspected and weighed. Vessel should have proper equipment for the intended usage, such as emergency signaling (flare / flag kit) and first aid equipment.
- Make sure the vessel is equipped with proper docking line and ground tackle.
- The upper deck railings are loose, and are missing numerous thru-deck fasteners - tighten / replace. The railing above the companionway has been cut, and does not provide a secure railing - re-weld.
- The side rail by the upper deck steps is unattached. Repair as necessary.
- The outer deck carpeting has heavy mildew, which will be very slippery when wet. Have the carpet professionally cleaned, or replaced.
- The aft deck carpet is gone. Replace.
- A couple cabin access doors scrape on their thresholds. Adjust as necessary so they swing freely.
- Starboard VHF antenna is disconnected at the mounting base. Correct as necessary.

(Notes & Recommendations continued)

- Electrical wiring in the radar arch is exposed, and the connection boxes do not have covers on them. Correct.
- Electrical connections in the radar arch include some connections with "wire nuts". Remove and use proper marine connectors, such as crimped connectors of proper size.
- The AC outlets on the upper deck are not weather resistant, with loose plates, and missing foam. Repair or replace as necessary.
- The forward port docking light mounting bracket is loose, or broken. Repair or replace as necessary.
- There is no searchlight on the boat. Suggest installing one.
- The upper windshield (flybridge) frame is not secure. Tighten fasteners, or secure as necessary.
- Canvas covers should be repaired or replaced.
- The fasteners for the flybridge storage compartments are in need of repair or replacement.
- Main deck gates have loose hardware. Tighten or replace as needed.
- Water stains noted on the main cabin headliner, side panels, and also in the heads. Suggest re-sealing all upper and lower deck fittings.
- One or two chairs had broken or loose parts. Have all seats inspected and repaired as necessary.
- Cabinet hinges in the galley were loose and misaligned. Correct as necessary.
- The partition wall by the galley is not very well secured. Suggest remounting to upper structure to keep it from moving fore and aft.
- Electrical outlets near water locations (head / galley) should be ground fault protected. Suggest installing GFCI (Ground Fault Circuit Interrupter) outlets, or protection at these locations.
- There was an AC receptacle strip, with six outlets in the galley. This can allow over-current problems. It would be suggested to have dedicated receptacles. If a multi-plug strip is needed, suggest upgrading to one with built in over-current protection.
- One of the auxiliary tubs in the galley was unsecured. Secure to prevent it from tipping.
- There are two electrical cords coming out of a junction box that are not marine type wiring. One appears to have solid core wire, and the other is extension cord type wiring. This box is near the main circuit panel, and leads down to the engine compartment. Suggest replacement with proper boat cable wiring (stranded copper / 600 v).

(Notes & Recommendations continued)

- Raw water intake hoses to the heat exchangers are in poor condition, showing numerous cracks. Replace. Check all clamps for proper tightness, and also for corrosion. Service seagates.
- The aft bilge pump is not secured. Suggest mounting the bilge pump to prevent possible failure of the pump.
- The companionway steps to the engine compartment should have a grab rail to assist in going up the stairs.
- Fuel odor was noted in the bilge section. Suggest having the fuel system inspected for leakage, possibly with a low pressure test, and correct any problems that may be present.
- The water heater is not well secured. Suggest re-mounting.
- While the vessel is not used for overnight accommodations, and has a diesel power system, it would still be recommended to consider installing a marine grade CO detector.
- Prior to launch, have all machinery inspected and serviced as needed, including electrical / fuel check, and replacement of various impellers.
- There appears to be an active oil leak on the port engine. Clean the bilge to prevent accident discharge of oil or fuel. Check for oil or fuel leaks and correct as necessary.
- The starboard sterndrive had quite a bit of steering play. Suggest having the yoke inspected, and repair if necessary.
- Should this be a pre-purchase survey, it would be recommended to confirm the inventory to be included with the sale. A sea trial would be recommended, so that all mechanical and electronic functions can be checked out, along with handling of the vessel. If desired, a machinery survey can be performed, to check the generator, propulsion engines, and transmissions.
- Usual and customary inspections, maintenance and repair

SUMMARY:

YR/MK/MDL/HIN - 1991 Skipperliner 65 # SGU01601D191

PRESENT MARKET VALUATION: \$250,000

ESTIMATED REPLACEMENT COST: \$500,000

METHOD OF VALUATION: Opinion of surveyor, with support from comparison vessels in the marketplace.

This survey is prepared for the exclusive use of the client whose name and address appear on page 1. The contents are intended for the purpose of financial and insurance condition and evaluation only, and are not intended to influence the purchase or non-purchase of the vessel. The report is issued subject to the condition that it is understood and agreed that neither this office nor any surveyor or employee thereof is under any circumstances whatsoever to be held responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omission, misrepresentation or misstatement in this report, and that the use of this report shall be construed to be an acceptance of the foregoing conditions. This survey is based on the facts presented and discovered, based on my opinion, with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joiner work, deck coverings, etc., and/ or the disassembly of machinery, plumbing, wiring, or other parts of this vessel, are not intended to be covered by this report. A formal sea trial was not conducted. Machinery and equipment were not inspected while, operating except where specifically noted in this report. This survey was made without prejudice to the rights and liabilities of the involved parties. It is the undersigned's policy to make no representation or warranty as to the truth or accuracy thereof. Any observations by the undersigned are strictly in the nature of opinion and should not be acted upon without verification.

Signed _____ Date January _____ 3
_____, 2006

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