



CAPT. JOHN M^c DONOUGH

Marine Surveyor/Consultant, L.L.C.

USCG 100 Ton Master ♦ A.B.Y.C. & S.A.M.S. Accredited

MARINE APPRAISAL

FILE NUMBER: 12118P

Date: March 16th, 2012

AT THE REQUEST OF : Jenn Proulx
NHPTV Auction
268 Mast Rd
Durham, New Hampshire 03824

VESSEL NAME : SNOW FLEA

HAILING PORT : South Berwick, ME

MANUFACTURER : Pearson Yacht Company
Bristol, RI

YEAR BUILT : 1966

HULL NUMBER : 86

DOCUMENTATION NUMBER : None sighted

REGISTRATION NUMBER : ME 2684 H

VESSEL TYPE : Auxiliary sailing sloop

HULL TYPE : Full keel

MODEL : Pearson Renegade 27

LENGTH OVERALL : 27' 2"

BEAM : 8' 7"

DRAFT : 4' 3"

DISPLACEMENT : 6,500 lbs. (Approximate)

HULL COLOR : White

APPRAISAL LOCATION : Ashore, inside storage, South Berwick, Maine

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HULL AND DECK STRUCTURE

HULL MATERIAL : Alternate layers of fiberglass mat and woven roving with polyester resin

FRAMING MATERIAL : Molded fiberglass engine beds, floor pan

DECKING MATERIAL : Molded fiberglass reinforced plastic with a plywood core

SUPERSTRUCTURE : Molded fiberglass cabin structure

BULKHEADS : Veneer coated plywood sandwiched to hull structure

HULL VENTILATION : Natural ventilation system consisting of one (1) opening overhead hatch, two (2) opening ports

BILGE VENTILATION : Natural flow through

GENERAL CONDITION OF TOPSIDES : Good as observed, damage free, clean and waxed

GENERAL CONDITION OF DECKING : Good as observed, damage free, firm underfoot

GENERAL CONDITION OF BOTTOM : Good as observed, damage free, no osmotic blisters sighted

GENERAL CONDITION OF BILGES: Clean and dry

GENERAL CONDITION OF MACHINERY SPACES : Clean and dry, well maintained appearance

CONDITION OF LIFE RAILS : Stainless steel stanchions, well secure

CONDITION OF HATCHES : Appear weather tight

CONDITION OF PORTLIGHTS : Port appears weather tight

CONDITION OF COCKPIT DRAINS : Well secured

CONDITION OF CLEATS : Well secure

CONDITION OF DECK HARDWARE : Well secured

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MACHINERY

PROPULSION ENGINES

LOCATION : Aft under cockpit sole
TYPE : Inboard diesel
YEAR : 1997
MAKE : Isuzu
MODEL : 3LB1
HORSEPOWER : 23 BHP at 3,000 RPM (manufacturers rating)
SERIAL NUMBER : 409141
ENGINE HOURS : Not sighted
YEAR OF LAST OVERHAUL : None
CONDITION OF ENGINE BEDS : Good as observed
ENGINE COOLING SYSTEM : Closed system with heat exchanger
EXHAUST : Wet through to transom
FUEL LINES : Copper tube and A-I flex line
FUEL FILTERS : Tokyo Roki fuel water separator
FUEL SHUT OFF VALVES : At tank
ELECTROLYSIS PROTECTION : Zinc anodes
LOCATION : None sighted
ENGINE ROOM VENTILATION : Natural flow through
BLOWER AND FLAME ARRESTER : N/A
ENGINE ALARMS : Audible alarm system with gauges
ENGINE CONTROLS : Cable controls in serviceable condition
REDUCTION GEARS : Hurth
MODEL : HBW 100-2.0R
SERIAL NUMBER : 1527615C
RATIO : 2:1
PROPELLER : Three bladed bronze wheel
PROPELLER SHAFT : 7/8" stainless steel

STEERING SYSTEM

TYPE OF STEERING : Tiller steered
RUDDER BLADE : fiberglass blade in good condition
VISIBILITY FROM HELM : Good all around
ACCESS TO SYSTEM : Reasonably good

ELECTRICAL SYSTEMS AND EQUIPMENT

VESSEL WIRING
TYPE : 12 volt ships system only
CONDITION : Well led and secure to current ABYC and NFPA Standards and Recommended Practices
PANEL TYPE & LOCATION : Independently fused switch panel with battery selector switch, starboard side under companionway

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ELECTRICAL SYSTEMS AND EQUIPMENT (continued)

NUMBER & TYPE OF BATTERIES : Two (2) 12 volt deep cycle batteries
LOCATION : Under starboard side settee
BATTERY INSTALLATION : Secured and covered in battery boxes in accordance with
ABYC Standards and Recommended Practices

TANKAGE

FUEL TANKS
NUMBER & TYPE : One (1), diesel
SHAPE, MATERIAL, & BRAND : Rectangular, polypropylene, brand not sighted
CAPACITY : 18 gallons (estimated)
CONDITION : Good as observed where visible (tank not tested)
HOW SECURED : Chocked in place
BONDED : No, not required for non-metallic tank
LINES AND VENTS : AI hose and copper tube
OVERFLOW : At transom
LOCATION : Aft lazarette
ACCESSIBILITY : Good

WATER TANKS
NUMBER & TYPE : One (1), conformative to hull sides, plastic
CAPACITY : Not sighted
LOCATION : Under forward v-berth
CONDITION : Good as observed where visible (not tested)

HOLDING TANKS
NUMBER & TYPE : None sighted

NOTE: Comments can only be made on portions of tanks that were visible to the surveyor at the time of inspection. Since there was no evidence to suggest that a present or prior leaking condition existed, further testing which would be prohibitively time consuming and expensive in nature was not suggested at this time.

SAFETY EQUIPMENT

FIRE EXTINGUISHING EQUIPMENT
BUILT IN SYSTEM : Not equipped
NUMBER OF HAND HELDS : One (1) 2 ½ lb. ABC dry chemical (see Notes)
LOCATION : Port side in cabin spaces
LAST INSPECTION : None sighted (recommended annually)
BILGE PUMPS
NUMBER & TYPE : One (1) 12 volt Rule 800 with float switch and one (1)
manually operated gusher type
CONDITION : Not tested, batteries disconnected at time of inspection
GROUND TACKLE
ANCHOR : One (1) 13 lb. Danforth and one (1) 13 lb. Hooker type
RODE : Approximately 250' of nylon rode

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SAFETY EQUIPMENT (continued)

WINDLASS	: Not equipped
HORN	: Compressed air type
LIFE RAILS	: Stainless steel bow and stern railings, well secured
THROW RING	: One (1) Type IV
PERSONAL FLOATATION DEVICES	: Six (6) Type II
SIGNAL FLARES	: Olin signal flare kit
BELL	: Equipped
FIRST AID KIT	: None sighted

SAILS AND RIGGING

SPAR AND BOOM	: Extruded aluminum
STANDING RIGGING	: 1/4" 1 x 19 stays and 3/16" 1 x 19 shrouds
WINCHES	: Two (2) single speed
ROLLER FURLING	: Equipped
SAILS	: One (1) working jib, one (1) genoa, one (1) main (sails not spread out for a complete inspection - reported to be in serviceable condition)

GENERAL DESCRIPTION AND REMARKS

The previously mentioned vessel was Appraised for Donation Purposes on Friday, March 16th, 2012, while ashore, at the owner's residence, in South Berwick, Maine. This letter is my written report of that Appraisal.

This vessel is further described as a twenty-seven foot Pearson Renegade auxiliary sailing sloop with a full encapsulated lead ballast keel. The vessel was constructed in Bristol, Rhode Island, in 1966, and assigned hull I.D. # 86. The current name embossed on the transom is "Snow Flea". The auxiliary power is supplied by a 1997 Isuzu diesel engine rated at approximately 23 horsepower by the manufacturer.

SCOPE OF APPRAISAL

The purpose of this appraisal was to determine the overall condition, estimate the current market value and marine risk evaluation. The appraisal of this vessel is based solely on a careful visual and non-destructive inspection of all accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks and joiner work. This would be damaging in nature and prohibitively time consuming, hence was not done. Safety recommendations are based upon standards of the American Boat and Yacht Council (ABYC) and National Fire Protection Association (NFPA) or other considerations believed important to the safe operation of the vessel.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done.

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HULL AND DECK STRUCTURES

The hull construction is of molded fiberglass reinforced plastic laminates, comprising of unidirectional fabrics with polyester resin, and strengthened by glass tabbed bulkheads, structural members, engine beds and fittings. The hull to deck joint was observed to be glass tabbed and through bolted with stainless steel fasteners, in good structural condition, where visible. The topsides were found to be in good cosmetic and structural condition, clean and waxed, without sign of hard or abusive use.

My inspection of the hull interior did not reveal any structural deficiencies. All partitions, bulkheads, and fiberglass fastenings were examined where accessible and found to be in serviceable condition.

A visual inspection of the decking did not reveal any obvious deficiencies. Percussion sounding and moisture readings of the laminate were not performed at this time, and are considered beyond the scope of this appraisal. The cabin spaces were clean and dry. There was no evidence of weather penetration through the opening hatches or ports however the vessel was inspected inside storage. The chain plate penetrations appeared to be weather tight and the deck hardware appears weather tight. The cockpit was inspected and found to be in good serviceable condition with a pair of secured cockpit drains.

BOTTOM

The bottom hull shape was typical, without distortion or protrusion. There was no obvious grounding damage sighted. Percussion sounding was not performed at this time. There were no obvious osmotic blisters evident at this time. The through hull fittings were not operated however appear to be in good serviceable condition, with hoses well secure.

STEERING SYSTEM

This vessel is tiller steered. The tiller and rudder were inspected visually and found to be in good condition, without obvious deficiency. There did not appear to be any play in the steering hardware at this time.

ELECTRICAL SYSTEM

All electrical equipment was inspected where accessible and found to be installed to current NFPA and ABYC Standards and Recommended Practices, well secured and observed to be in good condition. The two 12 volt batteries were found to be equipped with battery boxes in accordance with ABYC and NFPA Standards. None of the DC ship's systems were tested at this time however were found to be installed to good marine practice.

FUEL SYSTEM

The fuel system fill and vent lines were found to be in good condition. The distribution and return lines were found to be well led and secure. The fuel tank was visually inspected where accessible and found to be in good serviceable condition without evidence of leaking. At the time of inspection, there was no fuel staining or fuel odor apparent to indicate that a present leaking condition exists.

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SAILS AND RIGGING

The aluminum mast and boom were inspected alongside with no deficiencies noted. The mast is stepped on deck with a compression post carrying the load to the keel. There was no sign of oxidation noted at the mast heel. The standing rigging, and swaged fittings were given a cursory inspection and appear to be in serviceable condition. An inspection of the sails was not performed at this time, however, the sails are reported to be in good serviceable condition.

MACHINERY

The vessel was re-powered during the winter of 1997. The engine installation appeared to be professionally done. All wiring and plumbing was found to be well led and secure. The engine beds and mounts, wiring harness, fuel lines, cooling and exhaust system were found to be in good visual condition, without obvious deficiency. There were no fuel, oil, or coolant leaks observed at the time of inspection. The machinery spaces were clean and dry.

ESTIMATED MARKET VALUE

Due to the above average visual condition of the hull and deck structures and 1998 diesel repower, and based upon comparable listings (Included) the estimated market value of this 1966 Pearson Renegade 27 Auxiliary Sailing Sloop, as sighted, in the opinion of this surveyor, is \$7,500.00 to 8,000.00. This craft is no longer in production. Therefore, comparable replacement value of like, size and type of vessel (with an inboard diesel engine) is used to determine the replacement value. In today's market, the estimated replacement value new would be approximately \$75,000.00.

The estimated market value appearing in this report is based upon the average selling price of a vessel of this size, type, construction, condition, and age, with all equipment and accessories observed aboard. This value has been ascertained through personal knowledge and experience with the present sales market and with the assistance of resources, references, and publications available to this surveyor.

This appraisal was prepared for the sole use of Jenn Proulx , and is subject to the following conditions:

This appraisal report is based upon the observed condition of this vessel, and is not a warranty either expressed or implied thereof. Every care has been taken and my full professional capabilities utilized to inspect this vessel.

This appraisal was made where visible, without making removals and/or borings of structural members and/or removal of fastenings, and are not covered by this appraisal. This appraisal does not constitute an inventory. This report is not a warranty or guaranty either expressed or implied that undetected and/or unforeseen defects or damage do not exist. This vessel is subject to harsh natural elements and therefore the information contained in this report is dated.

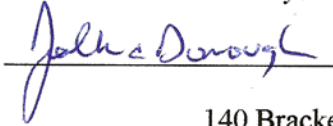
Personal liability shall be limited to the amount of fees collected by the surveyor. The enclosed are my considered opinions, given without prejudice. This surveyor shall not be held liable for any errors in judgment, or inaccuracy, omission, oversights, and/or misstatements contained in this report. The use of this report shall constitute acceptance of these conditions.

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My qualifications for inspecting this vessel result from over 25 years in the marine repair field as a gasoline and diesel engine propulsion systems technician. Additionally, I have sailed thousands of off shore miles including a Trans Atlantic crossing. I have been surveying vessel's professionally for the last 15 years, and am a member in good standing with The American Boat And Yacht Council, The Society Of Accredited Marine Surveyors, and hold a current US Coast Guard 100 Ton Masters License with a Sail and Tow Endorsement. As a member of SAM'S, I continually attend educational seminars. I am on Acadia Insurance Company's Marine MGA, and Boat US's Preferred Surveyors List and additionally perform Marine Claims Investigations for numerous Insurance Companies.





Respectfully submitted,

Captain John McDonough
Accredited Marine Surveyor



140 Brackett Road, Rye, New Hampshire 03870 (603) 430 6024

Comparable listings:

<input type="checkbox"/>		27' Pearson Renegade	1967	7,500	S U S G FG	Muskegon, MI, United States
<input type="checkbox"/>		27' Pearson Renegade	1968	7,250	S U S G FG	Westport Point, MA, United States
<input type="checkbox"/>		27' Pearson Renegade	1969	6,500	S U S G FG	Huntington, NY, United States
<input type="checkbox"/>		27' Pearson Renegade 27	1968	7,000	S U S D FG	Yarmouth, ME, United States



