

*George Sperry
Marine Surveys*

REPORT OF MARINE SURVEY
OF THE VESSEL

Dowager



1931 *Mathews* 38 ft. Double Cabin Cruiser

June 16, 2017

PREPARED EXCLUSIVELY FOR:

Katherine Roehlke
PO Box 286
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I. INTRODUCTION

This survey was conducted on June 16, 2017 at the Cayuga Lake Boating Center, formerly known as Cayuga Wooden Boatworks, Ithaca, NY, the attending surveyor being the only person present. The subject vessel was out of the water at the time of survey. The vessel was surveyed without removal of any parts, including fittings fastened boards or covers, fixed partitions or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Dowager has been out of the water for an extended period of time. No sea trial was conducted. The reason for the survey was to ascertain the physical condition and value of the vessel.

NOTES:

- I recommend that all engines be surveyed by a qualified marine engine surveyor.
- I recommend a sea trial.

Dowager had an extensive restoration between 1999 and 2002 by Cayuga Wooden Boatworks. At that time, Dowager was re-powered, re-fastened, re-wired, and much of the wood in the hull replaced. Photos were found onboard in the forward cabin documenting this process. I had the opportunity to be in the shop on more than one occasion during the restoration process and was impressed by the quality of the restoration. The restoration was funded by her owner at the time, George Howell. More information about the restoration can be found at <http://www.cayugawoodenboatworks.com/dowager.html> .

IMPORTANT:

Findings in this report reflect conditions observed only at time of survey.

II. DEFINITION OF TERMS

THE FOLLOWING TERMS HAVE THE FOLLOWING MEANINGS AS USED IN THIS REPORT OF SURVEY:

-APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels or required not to conduct destructive test).

-FIT FOR INTENDED SERVICE:

Service for which it was designed by the naval architect and manufactured by the builder.

-FIT FOR INTENDED USE:

Use which is intended by survey purchaser (present or prospective owner).

-ADEQUATE:

Sufficient for specific requirement.

-POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

-EXCELLENT CONDITION:

New or like new.

-GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

-FAIR CONDITION:

Denotes that the system, component or item is functional as with minor repair.

-POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

III. GENERAL INFORMATION

NAME OF VESSEL.....	Dowager
TYPE OF SURVEY.....	Condition and Value
HULL IDENTIFICATION NUMBER.....	11247
YEAR / MAKE / MODEL OF VESSEL.....	1931 38ft. Mathews Double Cabin Cruiser
USCG DOCUMENTATION NUMBER.....	None
STATE REGISTRATION NUMBER.....	NY 2285 BY
OWNER'S NAME.....	Katherine Roehike
PLACE OF SURVEY.....	Ithaca, NY
DATES / TIME OF SURVEY.....	June 16, 2017
OUT OF WATER INSPECTION PERFORMED AT.....	Cayuga Lake Boating Center
BUILDER.....	Mathews Boat Company
DESIGNER.....	Not known
YEAR BUILT.....	1931
HULL MATERIAL.....	Wood
HULL TYPE.....	Round hull displacement
LENGTH OVER ALL.....	*38'
BEAM.....	*11' 0"
DRAFT.....	*31"
DISPLACEMENT.....	*17,000 lb. (approx.)
BRIDGE CLEARANCE.....	Not known
PROPULSION SYSTEM.....	100HP Inboard
MOTOR MANUFACTURER.....	Westerbeke
MOTOR MODEL NUM.....	W100
MOTOR SERIAL NUM.....	U1590 C805
GENERATOR SYSTEM.....	None
FUEL TYPE.....	Gas
FUEL CAPACITY.....	134 gal. (67+67)
AC SHORE POWER SYSTEM.....	30 Amp.
DC POWER.....	12V
FRESH WATER CAPACITY.....	75 gal.
HOLDING TANK CAPACITY.....	40 gal. (20 + 20)
CONDITION.....	ABOVE AVERAGE - BRISTOL
MARKET VALUE.....	\$62,500

IV. SYSTEMS

A: HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION:

TYPE

Round turn of the bilge displacement

MATERIAL

Wood and fasteners:

- Hull sides 1" Philippine Mahogany planks, fastened with Silicon-Bronze screws. Most of this wood was replaced during the '99 -'02 restoration. The wood below the waterline is believed to be Mahogany, but could be 1" Atlantic White Cedar. *C1
- Steam-bent 1½ x 1¼" White Oak ribs spaced 9" on center, except on the bottom in the engine compartment, where they are doubled-up. According to documentation found on board, all frames were replaced during restoration.
- 2 – 2" x 4" Fir longitudinal stringers at turn of the bilge
- Sawn 1 ¼" White Oak floor frames
- Stem – White Oak - sawn
- Keel – White Oak (laminated)
- Skeg – White Oak (laminated)
- Finish – White paint + varnished brightwork *C2

PORT LIGHTS

2

BULKHEADS

Plywood – Appear sound

BILGE

Some debris *C3

RODE LOCKER (DRAINAGE)

Bilge

TRANSOM

Double-planked Mahogany

HULL TO DECK JOINT:

TYPE

Clamp/Shelf – White Oak

FASTENERS

Silicon Bronze

REINFORCEMENT

Rub rail – White Oak

DECK CONSTRUCTION:

MATERIAL

Canvas over tongue & groove Fir

+ Roof canvas-covered – All canvas appears serviceable

STANCHIONS - BOW RAIL

None

GRAB RAILS

Yes

VENTILATION

1 Hatch + Venting windows with Copper screens

SCUPPERS

Aft + Center cockpit

WINDLASS

None

HATCHES

1

CHOCKS

Yes

CLEATS

Brass + sampson post forward

ANCHOR PLATFORM

Bracket

ANCHOR LOCKER

Rode-only

BRIDGE/COCKPITS:	Center with side curtains - Serviceable
WINDSHIELD	Yes - Venting
WIPERS	Yes
BIMINI	Hard top
SEATING	Port & starboard
BOARDING LADDER	Yes with fittings port & starboard
SOLE COVERING	Linoleum *C4

B. CABIN INTERIOR

Dowager was completely-restored between 1999 and 2002. There are two distinct cabins with a covered cockpit in between. There are canvas and side curtains stored below for the purpose of closing the cockpit in, if desired. Each of the two cockpits has its own head, with the galley in the aft cabin. A hot water heater has been added and Brass hot water faucet in both heads, in keeping with the existing hardware. It appears that all upgrades were made during the restoration in an attempt to be period-perfect.

JOINERY AND FINISH:	Mahogany
WATER INTRUSION SIGNS:	None seen
STORAGE AREAS:	Ample
HEADLINERS:	None
DOORS:	Mahogany with Copper screens
FABRIC AND CUSHIONS:	Cloth
FLOOR AND WINDOW COVERING:	Linoleum
ACCOMMODATIONS:	6: 2 forward, 4 aft
HEADS:	2
SHOWERS:	Forward
FAUCET FIXTURES:	Brass
LIGHT FIXTURES:	DC
AFT CABIN FURNISHINGS:	Twin settees converting to bunks for 4, head with sink, galley, drawers, hanging locker
FORWARD CABIN FURNISHINGS:	Double berth, built-in dresser, hanging lockers, settee, head with shower and sink
CABIN SOLE:	Linoleum
GALLEY:	
REFRIGERATION	AC – Sea Frost with ice box
STOVE	LPG – Caloric Marine – 3-burner LPG – Remote shutoff
SINK	Porcelain – single
GARBAGE PLACARD	Yes
DINETTE	Portable - cockpit

C. PROPULSION SYSTEM

MAIN ENGINES:

TYPE	Single Inboard (repowered 1988)
FUEL	Diesel
ENGINES MANUFACTURER	<i>Westerbeke</i>
MODEL NUMBER	W100
SERIAL NUMBER	U1590 C805
HORSEPOWER	100
NUMBER OF CYLINDERS	6
INDICATED HOURS	416
THROTTLE CONTROLS	Make unknown
ENGINE MOUNTS AND BEDS	Stringers
DRIP PANS	Yes
VENTILATION	Power Blower + natural
ACCESSIBILITY	Mid Cockpit
LABELS AND NOTICES	Yes
FUEL LINES	USCG-approved
FUEL SHUT OFF VALVES	Yes
LUBE OIL FILTER	Appears new
EXHAUST SYSTEM	Appears serviceable
INSULATION	Sole
BELTS	Appear serviceable
OIL CONDITION/LEVEL	New

COOLING SYSTEM:

TYPE	Fresh – Antifreeze appears serviceable
RAW WATER STRAINERS	Yes
CLAMPS	Appear serviceable
SEA COCKS	Yes

TRANSMISSIONS:

TYPE	Reduction Gear
MAKE	<i>Hurth</i>
MODEL	HBW 360A
SERIAL NUMBERS	08042 223
GEAR RATIO	2.2 : 1
FLUID	Not checked
SAFETY WIRE	Yes

D. ELECTRICAL SYSTEM

ELECTRICAL SYSTEM DC:

BATTERIES	2 - 12Volt size 4D (engine compartment)
SWITCHES	1 – at helm
ACID-PROOF TRAYS	Boxes
SECURED	Yes
PANEL	Forward cabin

12V OUTLETS	Helm
WIRING	Appears serviceable (re-wired 2002)
BATTERY CHARGER:	
MANUFACTURER	<i>Tru-Charge</i>
MODEL	20A – Ignition-protected
LOCATION	Engine compartment
ELECTRICAL SYSTEM AC:	
SHORE POWER INLETS	1
LOCATION	Outside deck house – port (weather-protected)
RATING	30A
CORD	Appears serviceable
GFCI	Yes
POLARITY INDICATOR	Yes
CIRCUIT LOAD MONITOR	None
BREAKERS	Yes
GENERATOR:	<i>None</i>

E. FUEL SYSTEMS

FUEL TYPE:	Diesel
NUMBER OF TANKS:	2 Aluminum - secured
CAPACITY / TANK	67 gal. + 67 gal.
MANUFACTURING LABEL:	Yes
FILL PIPE LOCATION:	Port & Starboard
METALLIC FITTINGS	Yes
FILL PIPE MATERIAL	USCG-approved
VENT LOCATION:	Port + Starboard
SHUT - OFF VALVE:	Yes
ANTI - SIPHON VALVE	Yes
FUEL LINE:	Copper + rubber
FUEL FILTER:	Yes
FUEL TANKS LOCATION:	Engine compartment
BONDING SYSTEM:	None
FUEL TYPE:	LPG
LOCATION:	Cockpit – Port
TYPE OF STORAGE:	2-tank upright, secured, regulator, remote and manual shutoff, vented at bottom to outside

F. FRESH WATER SYSTEM

CAPACITY:	150 gal. (75+75)
MATERIAL:	Stainless steel
LOCATION:	Engine compartment
PUMP:	1- <i>Jabsco</i> – model – 36950-2000
FILTERS:	None seen

HOT WATER: *Atwood* – model EHM 11 (stainless)
 CAPACITY: 10.5 gal.
 HEAT EXCHANGER PLUMBING: Yes

G. SANITATION SYSTEM

NUMBER OF HEADS: 2 manual – Wilcox Crittenden
 TYPE Holding tank - Not overboard discharge capable
 MACERATOR None
 NUMBER & LOCATION OF TANKS 2 plastic 20 gal.
 SEACOCKS AND THRU-HULLS Appear serviceable
 GRAY WATER: Overboard
 SHOWER SUMP *Lovette* - forward

H. STEERING SYSTEM

NUMBER OF STATIONS: 1
 MANUFACTURER: Not known
 TYPE: Cable/Quadrant – Loose *B1

I. GROUND TACKLE

ANCHORS: Primary – *Danforth #25*
 Spare – *none seen*
 RODE CONSTRUCTION: 6'
 LINE - RODE: ½" Nylon, length: 100 ft.
 WINDLASS: None

J. ELECTRONICS / NAVIGATION

TYPE / MODEL	MANUFACT.	SERIAL #	POWER UP	MODEL #
DEPTH SOUNDER	<i>None seen</i>			
VHF RADIO	<i>Horizon</i>			Spectrum
COMPASS	<i>Danforth</i>			Large Binnacle

K. SAFETY / FEDERAL REQUIRED EQUIPMENT

- COAST GUARD REQUIRED	
PERSONAL FLOTATION DEVICES (LIFE JACKETS):	8-Type II
THROWABLE PDF:	4 cushions
FIRE EXTINGUISHERS:	3 #15 with gauges
VISUAL DISTRESS SIGNALS:	None seen *B2
SOUND PRODUCING DEVICE:	Horn
NAVIGATION LIGHTS:	Yes

NO-OIL DISCHARGE PLACARD	Yes
WASTE MANAGEMENT PLAN	Yes
OTHER SAFETY EQUIPMENT	
LIFE RAFT	None seen
EPIRB	None
CARBON MONOXIDE DETECTOR	None seen
FUME DETECTOR	None seen
SMOKE DETECTOR	None seen
BILGE WATER ALARM	None seen
FIXED FIRE EXTINGUISHING SYSTEM	Yes
SEARCH LIGHT	Yes
FIRST AID KIT	Yes
WOODEN PLUGS	None seen

BILGE PUMPS

Model	Location	Condition
Rule 800 with float	Forward	Serviceable
Rule 800 with float	Aft	Serviceable
manual		

L. OUT-OF WATER SURVEY LIST / REPORT

PROPELLER- Size, no of blades, material	22 x 16 3-blade Bronze
SHAFT	1 ½" Stainless
SPARES - Location, size, no. of blades, material	None
CUTLASS BEARINGS/STRUTS	Minor play
TRIM TABS	None
ZINCS	None
Through Hulls	Bronze
RUDDERS	Bronze
- CONDITION OF HULL	
WOOD	Appears sound
CONDITION OF BOTTOM PAINT	Appears serviceable

V. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "SAFETY" should be addressed before vessel is next underway. These findings represent an endangerment to personal and / or vessel's safe and proper operating condition. Finding may also be in violation of U.S.C.G. regulations.

Deficiencies noted under "IMMEDIATE ATTENTION" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

A: SAFETY DEFICIENCIES

None.

B: DEFICIENCIES NEEDING IMMEDIATE ATTENTION

B1 The Steering Cable is loose at the quadrant.

I recommend adjustment.

B2 No Visual Distress Signals were found onboard. 33 CFR 175.110

Not required on local water, but required on most waters.

C: OTHER DEFICIENCIES NOTED

C 1 The starboard garboard has a 5" split.

I recommend monitoring for a future repair.

C2 The varnish is beginning to blister in a few places in the aft quarters.

I recommend new varnish.

C3 There is some debris in the bilge.

I recommend cleaning.

C4 The linoleum is cracking on the aft cockpit sole.

I recommend monitoring for repair or replacement.

VI. SUMMARY AND VALUATION

A. STATEMENT OF OVERALL VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel OVERALL VESSEL RATING OF CONDITION immediately after a complete survey has been performed and the findings organized in a logical manner.

The Antique & Classic Boat Society has judging standards to help determine condition. The surveyor's experience also helped to determine condition and value. The market value is determined by the price similar vessels have sold for over the course of the last three years. Unfortunately, market value for antique cruisers has fallen dramatically since 2010. The Antique Boat Museum in Clayton, NY, recently sold a 1929 54ft. cruiser with newer diesel motors for under \$30,000.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or Bristol fashion - usually better than new - load with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extra.

"RESTORABLE CONDITION", enough of the hull and the engine exists to restore the boat to usable condition.

As a result of my investigation, as stated in the **SYSTEM AND FINDINGS AND RECOMMENDATION**, section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is:

OVERALL VESSEL RATING: **ABOVE-AVERAGE-Nearly-BRISTOL**

B: STATEMENT OF VALUATION

1. The “**FAIR MARKET VALUE**” is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably assuming the price is not affected by undue stimulus.
 - a. Buyer and seller are typically motivated
 - b. Both parties are well informed or well advised, each acting in what they consider their own best interest.
 - c. A reasonable time is allowed for exposure in the open market.
 - d. payment is made in terms of U.S. dollars or in terms of financial arrangement comparable thereto; and
 - e. The value represents a normal consideration for the vessel sold unaffected by special or creative financing or sale concession granted by anyone associated with the sale

Therefore, after consideration of the reliability of the date, the extent of the necessary adjustment and condition of the vessel, it is your surveyor’s opinion that the “**FAIR MARKET VALUE**” of the subject vessel is:

\$62,500.

Sixty-Two Thousand Five Hundred Dollars

2. The “**ESTIMATED REPLACEMENT COST**” indicates the retail cost of a new vessel of the same make/ model with similar equipment offered by the same manufacturer.

“**ESTIMATED REPLACEMENT COST**” of the subject vessel is:

\$600,000

Six Hundred Thousand Dollars

C. SUMMARY

In accordance with the request for a marine survey of the “Dowager” for the purpose of evaluating its present condition and estimating its **“FAIR MARKET VALUE”** and **“REPLACEMENT COST”**, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on June 16, 2017 and was found to be suitable for its intended use.

D. SURVEYOR’S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statement of fact contained in this report are true and correct.

The reported analyses, opinion, and conclusion are limited only by the reported assumptions and limiting conditions and are my personal unbiased professional analyze, opinion and conclusion.

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 or direction in value that favors the cause of the client, the amount of the value estimated, the attainment of a stipulate 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 is submitted without prejudice.

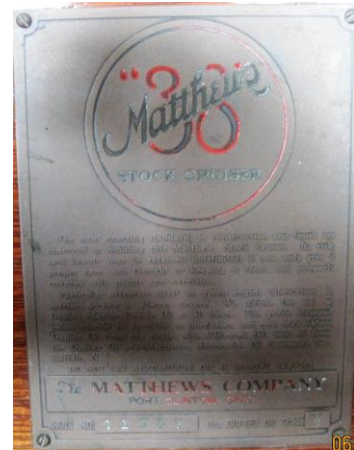
ATTENDING SURVEYOR:

George Sperry AMS

George Sperry AMS®

PICTURES





5 in. split in garboard – starboard



Steering Cable loose at Quadrant

Dowager

Surveyed by: George Sperry Marine Surveys