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Vessel Survey Report

File No. 02042009

ISLAND MAID II

OR-998-ABG

Upon February 4, 2009 at the Channel Marina Portland Oregon this vessels inspection took place. The undersigned surveyor did board and attend the vessel for purposes of ascertaining its condition and value for pending insurance of this vessel. Present was its owner Michael Baccellieri. The owner maintains a Master 100 Ton limited USCG Mariners license and is known to me as an experienced skipper. This was an in-water inspection.

Found was a delightfully converted and restored gentleman's classic trawler. It is moored in a covered slip and secured well in fresh water. The vessel was restored by its owner to its present condition. Island Maid II shows very well inside and out and is well maintained and fully operational. An eye catcher she is. Many upgrades have been made to her. This is a very stout and sea kindly vessel with large scantlings and classical looks and design; commercially and professionally built and restored nicely. It is used as a recreational vessel and appointed well for that function. Island Maid II has traveled many miles in its time and not racking or distortion from line show and she rests well in her waterline. The vessel was clean and in order.

No oily water discharge was found overboard. The vessels bilges were mainly dry and the vessel was not shipping water. Hull seams appear tight. Structure integrity appeared sound and its appearance was well painted and bright and pleasing, very ship shape. All gear and structures of this vessel seen, were well found and fit, stable and in operation.

It is the overall opinion of this surveyor, that this vessel is a good marine risk and fully operational within requirements for this type of vessel. (See Photos)

Due to built-ins and structures found; some areas were not accessible or opened to inspection and or requested so, during this survey. To ascertain the full condition of an area or piece of machinery, it must be opened up totally; taken apart to determine the condition. This report is not a guarantee or warranty of a vessel or its equipment. It is not feasible to examine 100% of a vessel to determine its full condition without great expense therein. This survey report is to better understand this vessels condition and equipment and value only. And used as a guide herein.

Present Value: \$150,000.00.

Replacement Value: \$320,000.00. (if reconstructed today. This was not a production vessel and was built as a custom, one off commercial vessel for the fishing industry.)

SPECIFICATIONS:

Owner:

Michael F. Baccellieri
15017 N.W. Oakmont Loop Beaverton OR. 97006
Boater License: Yes
Master License: Captain, 100 ton Limited #1152256 USCG

Vessel:

Name: **ISLAND MAID II**
Official Number: OR-998-ABG
Document Number: Not USCG Documented
Hull Number: 176-199
Builder: John Anderson Place: Sontula BC
Type: Converted Trawler
Year: 1945
Home Port: Portland OR.
Color: Green and White with natural wood tone trim, red bottom.

LOA: 47' LWL: 41' 6" Beam: 13' 2" Depth: 6' Gross Tonnage: 33 aprox.
Hull Speed: 8 kt.

Last Hull Out: 2008 Warrenton Boat Works OR. For bottom paint and zinc.

HULL:

Design: Converted commercial fishing trawler, to a recreational yacht.
Construction: Wooden . Traditional commercial , carvel planked over frame.
Framing: Yew and Oak. Solid stock sawn and bent. On 12" centers. Nib mortis fit.
Fastenings: Iron and galvanized nail and screw.
Bulkheads: Fir plank and Plywood and framing.
Floor Timbers: Fir and Oak solid sawn on stations.
Stem: Fir solid sawn. Fit into keel joint with knee bolt thru.

HULL Cont:

Keel: Solid one piece Fir aprox 16"X 18" stacked to 36'. Limbered.

Stern: Canoe formed Stacked Fir 6x6 solid beam construction. Bolted and lagged. designed to part a sea.

Decks: Forward FRP (Fiberglass Reinforced Plastic) overlay plywood over 2" cedar.
Aft FRP overlay 5/8" 2 layer 1 1/4" fir ply.

Stringers: Yellow cedar 6x6

Clamps / Longitudinals: Fir . 3x5 triple run. 3x5 Bands.

Ballast: Internal concrete. Weight unknown.

Bilge: Found primarily dry and clean with no oil.

SUPERSTRUCTURE

Design:

Pilothouse. Painted exterior. Large mid cabin with curved forward face and flat sided. Multi molded. Rear and strbd side door entry.

Aft Cabin: Low exposed mid to aft deck in former fish hold. Forward face entry.

Construction:

5" total. Wooden, plank, plywood and frame house. Interior CVG western cedar T&G solid paneling. Cedar and fir framed.

Exterior top: 1 1/2" plywood over solid frame and beam.

Window frames: Solid mahogany exterior. Solid cedar interior.

SPARS

Mast and booms: Fir solid.

Rigging: Galvanized steel, tangs, fittings and wire.

Standing Rig: Wire galv. 3/8"

Running Rig: Dacron lines

Boom Lift: Hydraulic spool winch and manual topping lifts.

MACHINERY

Propulsion Engine: Single Caterpillar 6 cylinder NA Diesel

HP: 85 HP Natural Aspirated. Year: 1950

Model: D-318 Hours: Unknown

RPM: 1600 governed. 1200 cruise.

Reduction Gear: Twin Disc 3:1 reduction.

Hydraulics: Gear driven forward assembly.

Alternators: 12/24 VDC out put at 110amp. Dual output.

Water Pump: Engine driven intake 2"

Exhaust: Dry Stack 3"

Remarks: The engine room and the engine appear to be clean and organized.

AUXILIARY

No Auxiliary Generator.

PROPULSION

Propellers: One 36" 3 blade bronze. Pitch, unknown.

Shaft: 2 1/2" stainless steel one section in pillow greased blocks.

Struts: Wood keel end post. Bronze gland cutlass bearing.

Packing Gland: Set into stern/keel post. Bronze gland with flax packing. Adjustable.

Remarks: One spare propeller aboard. Excess to shaft is provided.

STEERING

Single rudder, center keel line. Stainless steel, Stan Baugh Deflec articulating.

System: Hydraulic passive. Single station helm to wooden wheel.

Remarks: Renewed and or replaced system.

FUEL SYSTEM:

Diesel Oil. Two black iron tanks. Capacity: 400 total. 200gl each.

Age: Replaced new recently. Bolted in wood bunks.

Shut offs: Valved at tank. Vented: overboard. Deck filled.

Filtration: Dual Racor canister filters. 10/30 micron

4 Yarn 15 micron secondary.

Lines: Hose and Copper pipe 3/8" Pump: Engine driven.

Location: engine room sides P&S

Remarks: Totally renewed replaced during restoration.

LPG / CNG System:

The galley stove oven is fueled by LPG.

3 cylinder tanks on deck. One online at a time. All are stowed aft of main cabin on deck at its bulkhead and secured. Canvass cover on order at this time.

Valves located on tanks each. One Regulator at the tank to be used. Hose run from tank that feeds into cabin to galley stove.

Auto Valve Shut off System: Yes; A remote 12vdc switch panel in cabin to solenoid valve at tank.

The portable barbeque is also provided by LPG.

Remarks: Newly install parts and hose to USCG requirement 2009.

Bilge Pumps:

3 - 12VDC submersible. 3500gph. 1 1/8" discharge hose to 1 1/4" seacock. Valved.

Alarms: Yes. Float switch.

Auto Float Switched: Yes. Float switch.

Manual Operation: Yes

Manual Pumps: One hand pump.

Remarks: Totally replaced during restoration by 2005. All locations of bilge pumps are provided with clean Oil Sorb material around them.

Heating HVAC Systems:

Stainless Steel, Diesel Dickinson floor mount aft cabin heater.

Portable AC heaters.

Ambient heat from engine room to pilothouse.

Remarks: Totally replace new at restoration.

Fresh Water System:

Capacity: 190 total 85 each. 2 tanks.

Location: aft cabin. P&S

Demand pump. Whale 12VDC electric. 40gph 1/2"

Supply: Nylon reinforced hose. Manifold valved with shut offs.

Material: Polyethylene

Stations: 3 station sinks. Galley, aft and forward cabins.

Shower: Yes, aft cabin.

Deck wash: Raw water pump

Hot Water Tank: Force 10 AC 20amp 6 gallon tank. S.S. with engine thermocouple.

Remarks: Totally replaced at restoration.

Plumbing:

Double clamped hose. All thru hulls valved. Gate and ball valves Bronze.

Remarks: Replaced and or rebuilt during restoration. All in operation and valves operated freely that could be reached.

Electrical System:**AC:**

30 Amp shore power system. 10/3 line to 14/3, 12/3, 10/3 load. Commercial panels.

Metered: Amp and Volt meters. Dual pole main breakers on main line in. Wired Maine and Commercial HD jacketed 600V. Receptacles: 15amp GFIC protection.

Inverter Interface: Heart 2500W AC

Battery Charger: Guest Pro 2620, 20 amp dual output.

Isolation transformer: No.

Bonding: No.

Remarks: Service replaced new 2004 and 2009..

DC:

Commercial wire 600V HD wire.

Main disconnects 3 position terminals. Main Breaker panel. Metered volt and amp.

Batteries:

Engine starting: 2 – 8D 12volt lead acid HD 1200 CCA parallel.

House: 8, 6 volt series parallel. Lead acid.

Secured: In plastic boxes, secured down.

Remarks: System new and replaced 2004

Ventilation:

Ambient ducting. 6" duct into engine room. Inner ceiling gapped for air throughout the vessel for cabin air.

Deck Equipment:

Deck boom to raise and lower dinghy and equipment.
Wooden Down riggers P&S, to stabilize with Para vane divers.
Anchors: 200# Norwhal 100# Danforth.
Rode: 50' ½" long link chain. 400' nylon rode.
Winch: Hydraulic spool.
Life Lines: Wire cable and metal stanchions.

Tender: 14' Wooden Simmon Seaskiff 20HP Honda gas, 4 stroke outboard in well.
Chocks: S.S. pipe and wood cradle.

Safety:

Fire Extinguishers: 4) Kidde UL Rated 1-A:10-B:C . One 10 pound rechargeable UL Rated 3-A:40-B:C . 6 year warranted.
Location: One in each cabin and engine room.
Fixed Suppression: None
Alarms: Fire Alarm: No Oil Alarm: Yes Water temp: Yes High Water Alarm: Yes
LPG/Vapor Detectors: Yes
Raft: 6 Man Offshore Ocean. 790611GS 1/2006
PFD's: 15 Adult and child mix. Type I Ocean. Orange.
IPIRP: Yes
Flares: Orion Kit gun and flare, whistle, mirror, flares 2009.
Life rings: 2- 30" Orange Throw lines: Yes

Galley:

In main house aft of pilot station.
Stove: Wedgwood 3 burner / oven LPG fixed in counter.
Refrigeration: Single unit under counter AC/DC Tundra Brand recreational unit.

Head and Waste System:

Two toilets aboard. Forward and aft. Manual pumped, Parr toilets. 40 gl plastic holding tank with 12volt Sureflow waste pump/macerator. Deck pump out and overboard discharge port and valve.
Remarks: All hoses appear sound and new and all in operation and clean.

Fishing Gear:

Sport fishing gear only, and in abundance.

Navigation:

Compass: SeaMaster 6" VHF: 2 units. West Marine 500DSC & Uniden
Radar: Furuno 1623 close antenna. Weather: Oregon Scientific 12VDC Spotlight
GPS: Garmin 4812 Plotter: Dell computer with Nobel Tec charting.

Canvas: Windows are appointed with screen covers on snaps. Color green.

Accommodations:

The pilothouse is the main cabin Within is a settee and galley, music stereo, instruments and the steps below forward. Two doors access this cabin from the deck. Aft and starboard side. Vinyl matt flooring on cabin sole.

Going below forward into fo-c-sle are two single berths to strbd, a sink vanity to port.

Form this cabin the main entry door to the engine room is found.

Engine room provides approximately 4ft standing head room and access is well found to all gear there.

Aft of the pilothouse one steps on deck and there is found the aft cabin with its entry door/hatch on its forward end with a ladder steps to within it. One berth P&S sides, aft

and in the center is a settee, convertible berth and table. Stowage surrounds this area.

Forward on port side is the head/water closet and shower. Starboard forward is a stowage area and gear room.

Aft Deck atop the aft cabin in the dinghy in chocks there. Side deck walking is most ample to each side and aft of the low deck cabin. Life railings of wire and stanchions surround the decks.

The back side of the pilothouse / main house, is located the mast and outriggers and hydraulics', LPG tanks, working, standing and running rigging and gear tackle to the boom and outrigger operation.

On the Strbd side of the mast shrouds are steps (ratlines) going aloft and on the top of the pilothouse. I day diesel tank is fitted there for the heater fuel along with its stack. In the center is the main engine exhaust stack house.

Foredeck: The main anchor winch and mooring.

FINDINGS & RECOMMENDATIONS

None applicable at this time, some areas brought to attention and were noted to the owner during this survey inspection, i.e. new fire extinguishers and electrical wire looming in several areas that should be attended, all items thereof have now been attended to adequately at this time.. No further comments.

Definitions:

- (*) Paramount: The resolution of this item is necessary for the safe operation of the vessel and to be attended to before that item or area is to be used or operated and also found sea worthy.
 - (**) Safety: Repairs and or replacement must be made on board to meet; United States Coast Guard, and insurance requirements and for the safe operation of this vessel.
 - (***)Maintenance: Repairs necessary to do, that do not affect the seaworthiness and safety of the vessel. Also to be considered upgrades.
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Closing Comments:

No recommendations are found applicable or areas compromised to this vessels integrity at this time, where is as is.

This vessel was very well found and therefore appears to be a good marine risk and in operation within USCG requirement applicable to this type of craft..

Attending Surveyor

DW Charlot

Deny W. Charlot

Master Shipwright

Accredited and in compliance with: USCG ABYC NFPA ABS Lloyds

PHOTO GALLERY









Aft Cabin



Main cabin Pilothouse



Helm and DC panel



Typical thru hulls and valves





Diesel Fuel system filters

END REPORT