



*FlowDesign, Inc*

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January 6, 2014

Mr. Xxxx Xxxxxxx  
 YYYY YY Street  
 Juneau, AK

**FD 13.2006 – Follow-up inspection of the Powerboat *Tarry Awhile* for compliance with recommendations.**

Acting upon the request of Mr. Xxxx Xxxxxx, prospective purchaser of the vessel, the undersigned marine surveyor revisited the motor yacht ***Tarry Awhile*** - a **1980 thirty-seven (37) foot Fiberform Executive flybridge cruiser** on January 6, 2014, and now confirms that the five “Priority – safety related” recommendations in the Dec 21, 2013 survey of this vessel have been remedied.

**Priority – (safety related)**

1. **FOUND:** Lower helm steering system turns to starboard, but has no effect turning to port. Flybridge helm is operable. **RECOMMEND:** Repair lower helm steering system. **REMEDY:** *Broker advised the lower helm hydraulic helm was disassembled and rebuilt, and one cut in hydraulic line leading to rudder cylinder was discovered and sealed. The undersigned verified system now steers vessel from lower helm.*
2. **FOUND:** Bilge pumps and associated float switches are not fastened down; switches are confirmed to “float away” without turning pump on. **RECOMMEND:** fasten bilge pumps and switches either directly to hull, or to substantial non-floating support plates. **REMEDY:** *Broker glued each loose bilge-pump component to inside of hull with “splash-zone” epoxy. Confirmed by the undersigned.*
3. **FOUND:** 120vAC system evidences unbalanced amperes at hot vs neutral incoming conductors; significant current on ground wire, AND apparent significant stray-current leakage. **RECOMMEND:** have 120vAC system reviewed and “sorted out” by qualified MARINE electrician. **REMEDY:** *purchaser and broker investigated cause, and removed jumper-wire from AC neutral to AC ground (also boat’s DC ground). Such interconnection between AC neutral and ground is not allowed aboard vessel, by ABYC codes. The undersigned verified today by equivalent testing as before, that previous unbalanced*

*amperages, current on ground-wire, and apparent stray-current have DISAPPEARED; all test-readings are within standard criteria.*

4. **FOUND:** Certain required navigation lights do not illuminate (red side-light, forward-facing white light), or are blocked by existing placement (white stern light). **RECOMMEND:** make non-illuminating navigation lights operational; re-position stern-light. **REMEDY:** *bulbs replaced; upper light made to be all-around, providing necessary stern-light visibility above dinghy. Powerboats less than 12 meters (39'4") length are permitted to show a single all-around light in lieu of separate masthead and stern lights. All lights verified visually today to be in-operation.*
  
5. **FOUND:** Fire-extinguishing equipment is not up-to-date with inspection/tagging. **RECOMMEND:** Inspect, service as required, and tag all fire extinguishers now, and yearly. **REMEDY:** *fire extinguishers have been inspected and properly tagged.*

*The report herein is given without prejudice to the questions of rights, interests, and/or liabilities on the part of any and all persons concerned.*

Wayne Gilham, S.A.




- Member – Society of Accredited Marine Surveyors – Surveyor Associate
- Member, American Boat and Yacht Council

Declaration:

The above signed marine surveyor is a member in good standing with the Society of Accredited Marine Surveyors - and as such, professionally and routinely provides advice and opinion regarding serviceability, condition, and fair market values of recreational, commercial, and other small marine craft based on experience, education, and accepted marine industry standards and guidelines.

The mandatory standards as promulgated by the United States Coast Guard (USCG), under the authority of the United States Code (USC); Titles 33 and 46, Code of Federal Regulations (CFR), and the voluntary Standards and Recommended Practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA) have been used as guidance in the conduct of the survey and report herein.