



## DOUGLAS JONES

MARINE SURVEYOR

SPECIALIZING IN PLEASURE CRAFT AND FINE YACHTS

POWER AND SAIL

(949) 646-3038

PO BOX 3348

NEWPORT BEACH, CA 92659

<b>VESSEL NAME:</b> LUSTY	<b>CF OR DOC#:</b> 591660	<b>HIN#:</b> CUSTOM
<b>VESSEL MFG. BY:</b> COLUMBIA YACHTS & OWNER	<b>AT:</b> COSTA MESA, CA	
<b>VESSEL LENGTH:</b> 56' <b>YEAR:</b> 1977	<b>VESSEL TYPE:</b> KETCH RIGGED SAILBOAT	
<b>SURVEY REQUESTED BY:</b> PAUL R. ALFREY	<b>DATE/S OF SURVEY:</b> 3 AUGUST 2007	
<b>OWNERS NAME:</b> JANICE L. & SUSAN D. ALFREY	<b>MORTGAGED BY:</b>	
<b>REPLACEMENT COST:</b> \$ 899,000.00	<b>MARKET VALUE:</b> \$ 250,000.00	

### PRIVILEGED AND CONFIDENTIAL CONDITION DESCRIPTION

#### HULL:

THIS 56' VESSEL IS A KETCH RIGGED SAILBOAT WHICH WAS DESIGNED BY WILLIAM TRIPP AND THE HULL AND DECK WERE BUILT BY COLUMBIA YACHTS AND THE OWNER AND COMMISSIONED IN 1977. THE EXTERIOR APPEARS GOOD COSMETICALLY AND THE INTERIOR IS UNDERGOING RENOVATION AND HAS THE FOLLOWING LAYOUT: FORWARD AND MOVING AFT, IS THE CHAIN LOCKER/STORAGE AREA AND IS FOLLOWED BY THE V-BERTH CABIN WITH HANGING LOCKERS AND LAVATORY. TO PORT IS AN ENCLOSED HEAD WITH SHOWER FIXTURE. THE DOWN GALLEY FOLLOWS WITH APPLIANCES TO STARBOARD AND FOOD PREPARATION AND SERVING BAR TO PORT. UP STEPS IS THE SALON, WHICH IS CURRENTLY DEVOID OF CABINETRY. AFT ARE STEPS LEADING DOWN TO THE AFTER CABIN AREAS WITH A GUEST CABIN WITH UPPER AND LOWER BERTHS TO PORT AND IS FOLLOWED BY AN ENCLOSED HEAD WITH STALL SHOWER. TO STARBOARD IS A WORK ROOM AND STORAGE AREA AND DOWN THE PASSAGEWAY IS THE MASTER CABIN WITH LARGE BERTH, HANGING LOCKERS, AND LAVATORY. UP AND OUT FROM THE SALON IS THE LARGE COCKPIT WITH PEDESTAL STEERING AFT AND ALL NECESSARY ENGINE CONTROLS AND INSTRUMENTS. THE COCKPIT IS WEATHER PROTECTED BY A FIBERGLASS HARD TOP AND WINDSCREEN.

#### MACHINERY:

THE VESSEL'S AUXILIARY POWER IS BY A SINGLE 4-53 DETROIT DIESEL ENGINE WHICH IS 4 CYLINDER, FRESH WATER COOLED, AND PRODUCES 125 HORSEPOWER. THE ENGINE IS BELOW THE SALON SOLE AND APPEARS GOOD COSMETICALLY AND WAS COMPLETELY REBUILT IN 2005. THE GENERATOR IS A NEW NORTHERN LIGHTS AND PRODUCES 10 KW OF AC ELECTRICAL POWER. THE EXHAUSTS ARE WET AND THE SURROUNDING AREAS ARE PROTECTED.

#### ELECTRICAL:

THE 12 VDC IS SUPPLIED BY BATTERY SOURCE AND THE 110 VAC IS OBTAINED FROM SHORE POWER CONNECTION AND THE 10 KW GENERATOR. THE WIRING, WHERE ACCESSIBLE, IS CURRENTLY BEING UPGRADED TO COMPLY WITH CURRENT STANDARDS. THE ELECTRICAL SYSTEMS ARE BRANCH OVERLOAD PROTECTED BY FUSES AND CIRCUIT BREAKERS AND THE PANELS ARE WELL LABELED TO IDENTIFY FUNCTIONS.

#### CONCLUSION:

THIS VESSEL, AS EQUIPPED AND MAINTAINED, SHOULD BE CONSIDERED A GOOD PHYSICAL RISK FOR INSURANCE AND COLLATERAL AND ALLOW THE OWNER AND GUESTS ANOTHER 30 YEARS OF SAILING EXPERIENCES.



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**HULL NOMENCLATURE:**

**LOA:** 56'      **BEAM:** 13'      **DRAFT:** 9'      **TONNAGE:** 24 NRT  
**GENERAL CONSTRUCTION:** MOLDED FIBERGLASS HULL WITH Balsa CORE AND DECK JOINED AT THE SHEAR  
**PLANKING:** FIBERGLASS WITH Balsa CORE      **FASTENINGS:** FIBERGLASS TAPE & STAINLESS STEEL  
**FRAMES:** LONGITUDINAL & TRANSVERSE      **THRU-HULLS/VALVES:** STAINLESS STEEL BALL  
**SUPERSTRUCTURE:** MOLDED FIBERGLASS  
**SHAFT SIZE & MATL.:** 2" STAINLESS ALLOY      **RUDDER MATL.:** FIBERGLASS OVER FOAM  
**PROPELLER SIZE:** 28 X 28 LH, 5 BLADE      **STRUT MATL:** BRONZE  
**ZINC ANODE CONDITION:** NEW      **LOCATION/S:** HULL BOTTOM  
**CRUISE SPEED:** 8 KNOTS      **MAX SPEED:** 9.5 KNOTS  
**REMARKS:** THE VESSEL WAS SURVEYED IN DRY DOCK AT 1030 WEST 17<sup>TH</sup> STREET IN COSTA MESA, CA.  
THE HULL BOTTOM HAS BEEN EPOXY COATED.

**MACHINERY & TANKAGE:**

**ENGINE:** 1      **MAKE AND MODEL:** DETROIT 4-53      **FUEL:** DIESEL  
**SERIAL #:** NOT SIGHTED      **YEAR INSTALLED:** 1978  
**HORSEPOWER:** 125      **YEAR BUILT:** 1978      **YEAR REBUILT:** 2005  
**# OF FUEL TANKS:** 2      **FUEL CAPACITY:** 400 GALS.      **TANK MATL:** FIBERGLASS (NEW)  
**FUEL TANK LOCATION:** OUTBOARD ENGINE      **VENTED:** TO ATMOSPHERE  
**TYPE OF FUEL LINES:** TYPE A      **FUEL FILTERS/SEPARATORS:**  
**FILL PIPE LOCATION:** WEATHER DECKS      **SPILLAGE DIRECTION:** OVERBOARD  
**FUEL SHUT OFF LOCATION:**      **DRIP PANS:**  
**CARBURETION:** INJECTED      **FLAME ARRESTORS:** N/A  
**# OF WATER TANKS:** 2 (NEW)      **WATER CAPACITY:** 200 GALLONS  
**WATER TANK MATL.:** FIBERGLASS      **FRESH WATER PUMP:** LEWCO  
**BILGE PUMPS AUTO:** 4; 2-RULE 2000 AND 2-RULE 4000 GPH      **LOCATION/S:** KEEL SUMP  
**BILGE PUMPS MANUAL:**      **LOCATION/S:**  
**ENGINE ROOM VENTING:** FORCED/NATURAL  
**GENERATOR:** NORTHERN LIGHTS M843JW.3      **SERIAL #:** 8432-35520C  
**FUEL:** DIESEL      **KW RATING:** 10  
**REMARKS:** THE ENGINE AND GENERATOR HAVE 0 HOURS OF RUNNING TIME. THE TRANSMISSION IS A  
Z-F HURTH WITH A 3.03:1 RATIO.

**ELECTRICAL SYSTEM:**

**NAVIGATION LIGHTS INLAND:**      **INTERNATIONAL:** YES  
**# OF BATTERIES:** 8-GROUP 31      **BOXED:** YES  
**VOLTAGE:** 12      **AMPERES:**



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**D.C. WIRING:** STRANDED COPPER  
**A.C. WIRING:** 3 WIRE  
**MAIN PANEL LOCATION:** WORK ROOM  
**VOLT METER/S:** DIGITAL  
**OTHER:**

### DECK EQUIPMENT:

**# OF ANCHORS & TYPE:** 2; 120# PLOW AND 75# PLOW  
**CHAIN SIZE & LENGTH:** 3/8" X 600'  
**RODE SIZE & LENGTH:**  
**WINDLASS:** CUSTOM, VERTICAL W/CHAIN COUNTER  
**LIFE RAFT:**  
**SEARCH LIGHT:**  
**HORN:** DUAL TRUMPET, AIR

### SAFETY & NAVIGATION EQUIPMENT:

**# OF FIRE EXTINGUISHERS:** 3                      **TYPE:** FOAM  
**CERT. DATE:**  
**FIXED SYSTEM CERT. DATE:**  
**LIFE PRESERVERS WEARABLE:** 10; TYPE I  
**VHF RADIO:** 2-ICOM & FURUNO  
**SONAR:**  
**GPS/PLOTTER:** FURUNO NAV NET  
**AUTO PILOT:** FURUNO  
**OTHER:** ICOM SSB RADIO

### INTERIOR ACCOMMODATIONS:

**TOTAL BERTHING:** 6+  
**SHOWER/S:** 2-STALL, 1-FIXTURE  
**TYPE STOVE:** STAINLESS, 3 BURNER  
**FUEL:** LPG  
**MICROWAVE:** KENMORE ELITE MICRO/CONV.  
**HOT WATER HEATER:** DIESEL ITR  
**SOLE COVERING:** SOLID MAPLE

**BREAKERS OR FUSES:** BOTH  
**BREAKERS OR FUSES:** BREAKERS  
**CAP. OF MAIN A.C. BREAKER:** AMPERES  
**POLARITY INDICATOR:**

**DINGHY/TENDER:** CUSTOM (NEW)  
**CERT. DATE:**  
**BELL:**  
**SWIM STEP:** FIBERGLASS

**FIXED SYSTEM:** FREON

**THROWABLE:** 2-HORSESHOE  
**FATHOMETER:** FURUNO NAV NET  
**E.P.I.R.B.:**  
**RADAR:** FURUNO NAV NET  
**COMPASS:** RITCHIE AND DANFORTH

**HEAD TYPE/S:** RARITAN CROWN, 12 VDC  
**GALLEY LOCATION:** FWD OF SALON  
**TYPE OVEN:**  
**REFRIGERATION:** TECUMSEH COLD PLATE  
**HEAT/AC:**

**WINDOW COVERINGS:**



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**SPARS/RIGGING/SAILS/DECK HARDWARE:**

ALUMINUM ALLOY MASTS AND SPARS, STAINLESS WIRE STANDING RIGGING, SPINNAKER POLE,  
WINCHES: LEWMAR, #16 ALUMINUM, 2-#44 3 SPEED CHROME BRONZE, BARLOW 2-#32 ALUMINUM

**ADDITIONAL EQUIPMENT:**

DOUBLE STAINLESS STEEL ANCHOR ROLLER, WAGNER HYDRAULIC STEERING, MOTOROLA 130 AMPERE  
ALTERNATOR, 2-ESCAPE AND 6-VENT STAINLESS HATCHES, 3-JABSCO STAINLESS STEEL GRAY/BLACK  
WATER PUMPS, STAINLESS STEEL SWIM LADDER, DIVE COMPRESSOR, DOUBLE COURSE STAINLESS  
WIRE LIFE LINES THROUGH STAINLESS STANCHIONS, CUSTOM MADE STAINLESS STEEL TOERAIL,  
MAYTAG CLOTHES WASHER AND DRYER, WAGNER HYDRAULIC STEERING, STEERING PEDESTAL  
W/CUSTOM ENGINE CONTROLS, CUSTOM BUILT LIGHTING FIXTURES, STAINLESS PORTLIGHTS, DRIPLESS  
SHAFT SEALS

**UPGRADES:**

TO LIST ALL OF THE UPGRADES WOULD TAKE CONSIDERABLE TIME TO PUT INTO WORDS, AND TO READ  
WITHOUT LOSING TRACK. WHAT CAN BE EASILY SAID IS THAT CURRENTLY, THE VESSEL IS IN FAR  
BETTER CONDITION THAN WHEN IT WAS FIRST BUILT. WHEN IT IS COMPLETED IT WILL BE, FAR  
STRONGER (THEREFORE MORE DURABLE), MORE MANEUVERABLE, AND LIKE NEW IN APPEARANCE. AS  
WELL, ITS FINISHED MARKET VALUE MAY VERY WELL BE EQUAL TO A NEW MODERN PRODUCED  
PRODUCTION VESSEL.

TWO UPGRADES THAT ARE WORTH MENTIONING WILL BETTER THE HANDLING CHARACTERISTICS OF  
THE VESSEL AND OFFER MAIN DECK COMFORT. THE HULL WAS MODIFIED TO LENGTHEN THE  
PROPELLER SHAFT AND MOVE THE PROPELLER CLOSER (ORIGINALLY IT WAS 12 FEET FROM THE  
RUDDER) TO THE RUDDER SO THERE WILL BE MORE EFFICIENT THRUST AGAINST THE RUDDER. THE  
SHAFT IS ALSO FULLY ENCLOSED TO PREVENT DAMAGE TO IT.

A CUSTOM BUILT ENCLOSURE, WITH HARDTOP, HAS BEEN INSTALLED ON THE COCKPIT FOR WEATHER  
PROTECTION AND THEREFORE COMFORT. THE ENCLOSURE WILL BE EASILY REMOVABLE SHOULD THE  
VESSEL BE TRANSPORTED BY TRUCK OVER LAND. THERE WILL ALSO BE CUSTOM MADE LIGHTING AND  
OVERHEAD SWITCH PANELS TO CONTROL NAVIGATIONAL LIGHTING.

**RECOMMENDATIONS:**

**NONE AT THIS TIME**

**SURVEYOR'S NOTES:**

- THE RENOVATIONS TO THE VESSEL HAVE BEEN, AND WILL BE, MONITORED BY THE  
UNDERSIGNED SURVEYOR. THE RENOVATION WORK ON THE VESSEL HAS BEEN EXTENSIVE AND  
WELL THOUGHT OUT. WITH 30 YEARS OF EXPERIENCE SAILING THE VESSEL, IN ALL TYPES OF  
SEAS AND WEATHER, THE OWNER HAS SOUGHT TO IMPROVE ON WHAT HE HAS FOUND TO BE  
POSSIBLE FAULTS WHICH WILL SERVE HIM WELL IN THE YEARS TO COME. EVERY EFFORT HAS  
BEEN MADE TO ACHIEVE COMFORTABLE, ENERGY EFFICIENT, AND SAFE CRUISING. WHEN THE  
VESSEL RETURNS TO THE WATER AND IS RE-COMMISSIONED A FINAL SURVEY WILL BE  
PERFORMED TO REEVALUATE THE VESSEL.

**SURVEY MADE WITHOUT PREJUDICE**

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**TERMS AND CONDITIONS**

IT IS THE INTENT AND SPIRIT OF THIS SURVEY TO PROVIDE A TRUE AND UNBIASED REPORT ON THE VESSEL AND ITS EQUIPMENT, ELABORATING ON THE DEFECTS AND THE EQUIPMENT NEEDING TO BE ADDED, REPLACED, OR REPAIRED. LATENT DEFECTS AND DAMAGES NOT TO BE FOUND WITHOUT REMOVING OR OPENING UP CEILING, JOINER WORK, DECK COVERINGS, FITTINGS, OR TANKS, ETC., AND/OR DISASSEMBLING MACHINERY, PLUMBING, CONCEALED WIRING, OR OTHER PARTS OF THE VESSEL OR ITS COMPONENTS, ARE NOT INTENDED TO BE COVERED BY THIS SURVEY. THE UNDERSIGNED SHALL SUFFER NO LIABILITY FOR NOT BEING ABLE TO PROPERLY EVALUATE PARTS, MACHINERY, AND EQUIPMENT OF THE HULL AS STATED ABOVE. THIS SURVEY IS BASED ON MY OPINION, FACTS DISCOVERED AND PRESENTED, AND IS IN NO WAY TO BE DEEMED A GUARANTEE AND/OR WARRANTY EITHER SPECIFIED OR IMPLIED. IT IS UNDERSTOOD THAT THE UNDERSIGNED MARINE SURVEYOR AND/OR OFFICE WILL NOT UNDER ANY CIRCUMSTANCES BE RESPONSIBLE FOR ERRORS IN JUDGMENT, INACCURACY, NEGLIGENCE, OMISSION, MISSTATEMENT, UNFORESEEN OR UNDETECTED DEFECTS OR DAMAGES THAT MAY EXIST. ACCEPTANCE OF THIS REPORT SHALL CONSTITUTE AGREEMENT TO THE FOREGOING. FEES FOR SERVICES RENDERED AND EXPENSES INCURRED ARE DUE AND PAYABLE UPON COMPLETION OF THE PHYSICAL INSPECTION.

NOTE: AREAS LEFT BLANK ARE EITHER NOT APPLICABLE OR THE CONDITION(S) ARE NOT VERIFIED.

  
DOUGLAS S. JONES  
MARINE SURVEYOR; SAMS/SA