SCHUSS MARINE SURVEY, LLC

1975 Fisher 30
Pilothouse Ketch

ICE HOT

INDEPENDENT MARINE SURVEY SERVICE
Chicago
(312) 315-7362

REPORT OF MARINE SURVEY

1975 Fisher 30 Pilothouse Ketch
ICE HOT

CONDUCTED BY
Marian L. Hoskins, SAMS-AMS®

INDEPENDENT MARINE SURVEYOR

PREPARED EXCLUSIVELY FOR

[redacted]

April 17, 2018

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I. INTRODUCTION

SCOPE OF SURVEY

Acting on the request of [redacted] this surveyor did attend onboard a 1975 Fisher 30 Pilothouse on April 17, 2018 commencing at 1000 and ending at 1230 where an “out of-water” survey was conducted at Crowley’s Yacht Yard in Chicago. The vessel’s registration was not onboard. The Hull Identification Number, LDDB02051275, was not on the transom but is according to the documentation. A sea trial was not performed during this survey. The reason for the survey was to ascertain the physical condition and value of the vessel. The boat is equipped with AC and DC power and both were tested. No reference or information should be construed to indicate evaluation of the internal condition of the engine or of the propulsion system’s operation capacity.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors, chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. No determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. The condition of the vessel stated here is the unbiased opinion of the undersigned. However, it is not a prediction of future durability, it is not an inventory it does not constitute a warranty either specified or implied.

Note: This survey has been prepared for the exclusive use of [redacted] and the “findings” reflect observable conditions at the time of survey only.
It is recommended that the engine aboard this vessel be surveyed by a qualified Engine Surveyor to determine the condition of the engine, gears, pumps, heat exchangers, coolers, etc.

CONDUCT OF SURVEY:
THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 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 GUIDELINES IN THE CONDUCT OF THIS SURVEY.

I. INTRODUCTION

VESSEL DESCRIPTION

Her double-ended hull looks like it can handle either rough seas or calm waters. Her ample accommodations, low freeboard and pilothouse makes her the perfect Pacific Northwest boat and looks good in any location. She is heavily built in England to Lloyd's specifications and patterned after rugged North Sea Fishing Trawlers. She was designed by Wyatt & Freeman and built by Fairways Marine and then later by Northshore Yachts in the UK. There have been nearly 300 of these stout little British motor sailors built between 1971 and 1987. Fishers are known throughout the world for their structural integrity, stable sea keeping qualities and beautiful classic lines.

DEFINITION OF TERMS

The following terms and words have the following meanings as used in the *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 requirements not to conduct destructive tests).
- FIT FOR INTENDED SERVICE:
  - Service for which it was designed and manufactured by the naval architect and/or builder.
- FIT FOR INTENDED USE:
  - Use which is intended by Survey purchaser (present or prospective owner.)
- ADEQUATE:
  - Sufficient for a 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 system, component or item is functional as is with minor repairs.
- POOR CONDITION:
  - Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.
- USE OF *: Use of * in the body of this report will indicate that a finding will be listed in **Findings and Recommendations"* section pertaining to the item.

II. GENERAL INFORMATION

SURVEY PREPARED FOR.....	[redacted]
NAME OF VESSEL	ICE HOT
TYPE OF SURVEY	Condition and Value
OVERALL VESSEL RATING.....	**ABOVE AVERAGE
ESTIMATED MARKET VALUE.....	$45,000
ESTIMATED REPLACEMENT COST	**$377,500
YEAR/MAKE/MODEL OF VESSEL	1975 Fisher 30 Pilothouse
HULL IDENTIFICATION NUMBER	LDDB02051275
USCG DOCUMENTATION NUMBER/HAILING PORT.....	1222178 / CHICAGO
STATE REGISTRATION NUMBER	IL 3202KP
OWNER'S NAME/ADDRESS.....	[redacted]
SURVEYED AT	DuSable Harbor Chicago, IL
DATE AND TIME OF SURVEY.....	April 17, 2018commencing at 1000 and ending at 1230
HULL MATERIAL/TYPE.....	Fiber reinforced plastic (FRP)/ Round
LOA.....	*30' (ft) 0" (ins)
BEAM	*10' (ft) 6" (ins)
DRAFT.....	*4' (ft) 6" (ins)
DISPLACEMENT.....	*14,000 lbs.
PROPULSION SYSTEM.....	Sail and Volvo Penta inboard engine
FUEL TYPE/CAPACITY	Diesel / *66 gals.
AC SHORE POWER SYSTEM.....	None
DC POWER	12 volt system
FRESH WATER CAPACITY	*60 gals.
HOLDING TANK.....	14-17 gallons
INTENDED USE	Cruising on Lake Michigan

Asterisks denote source of information:

* Per BoatWatch **Per BUC book

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

NOTE: A GE Aquant Protimeter moisture meter was used during this survey. Readings are on a scale from 60 – 999 and register as follows: DRY = 60 - 170; HIGHER MOISTURE THAN NORMAL = 171 - 250; EXCESSIVE MOISTURE LEVELS = 251 - 999.
TYPE: Full displacement double-ended hull with full keel, round hull with easy bilges and keel-hung rudder.
MATERIAL: Apparently two single, one-piece laminated fiberglass units.
EXTERIOR HULL: White painted topsides with gold accent stripe. Dark bottom paint has good coverage, bottom is undamaged. Soundings with a phenolic hammer were unremarkable, moisture meter readings were dry.
***1.** COCKPIT/DECK: Cockpit is white FRP with gel coat and high garboard rails, undamaged. Wood grate installed in cockpit and wood grate seats covered with worn varnish and undamaged.
Forward deck is white gel coat with non-skid, with several areas of hairline cracks. Soundings with phenolic hammer unremarkable. Moisture meter readings registered dry except on center raised longitudinal platform on bow where readings ranged 170-230. Wood handrails and capped garboard rails are covered with worn varnish. Wood side rails and rubbing strakes are bare wood in good condition.
BILGE: The bilge accessed through the pilothouse sole is painted FRP, dry and clean in engine space
STRINGERS: Molded longitudinal stingers in engine space, soundings with a phenolic hammer were unremarkable.

DECK FITTINGS

PORTLIGHTS: Placed throughout vessel to provide excellent ventilation and light. All appear serviceable.
VENTILATION: Main hatch is sliding wood door, hatch on forward deck is metal with glass and hatch on pilothouse is sliding Lexan. All appear serviceable with no signs of water infiltration.
WOOD WORK: All caprails and handrails are covered with worn varnish and solid. Teak garboard rails, aft benches and cockpit sole are bare teak in good condition.
STANCHIONS: Stainless steel stanchions with coated single wire system around perimeter. Bow and stern pulpits are installed. No movement noted at bases or pulpits when mild force applied.
SCUPPERS: Cockpit and deck are scuppered adequately, drain overboard below waterline. Seacock levers move with mild force.
CHOCKS AND CLEATS: Installed throughout deck. All are solid with no movement when mild force applied.
ANCHOR PLATFORM: Stainless steel with two rollers on bow. Solid and appears serviceable.
WINDLASS: Horizontal mounted windlass with all chain rode and manual control.
***2.** LADDER: None sighted

PILOTHOUSE

The pilothouse consists of a 3-panel windshield forward, two fixed windows on each side and one fixed aft. Woodwork is varnished in good condition.
STRUCTURE: FRP with gel coat and sliding sun roof top, undamaged
DOOR: Aft is sliding wood door with window, varnished in good condition.

CABIN APPOINTMENTS

INTERIOR DESCRIPTION

INTERIOR FINISH and BULKHEADS: The joinery and finish of the wood interior is in good condition; there are no signs of water infiltration. Bulkheads are solid where sighted in cabin and inside lockers.
HEADLINER: Vinyl. Good condition. No signs of water infiltration.
HULL LINERS: Removed in cabin exposing fiberglass
ACCOMMODATIONS: For 2 in V-berth
HEAD: Vacuflush head with porcelain sink, single control faucet and drain in sole. Drain seacock lever moves with mild force.
LIGHT FIXTURES: Mounted throughout cabin to provide adequate lighting. All operable.
CABIN SOLE: Wood with fitted carpet. Well fitted where sighted in cabin in good condition

GALLEY
LOCATION: Starboard cabin.
SINK: Single square stainless steel sink with two water spigots drains overboard starboard side. Hot water faucet is disconnected. Seacock lever moves with mild force.
ICE BOX: Top opening, drain installed, clean

PROPULSION SYSTEM

MAIN ENGINE
TYPE: Volvo Penta 3MD, valve covers removed at time of survey
CYLINDERS/SERIAL#: 3 / 5639
HORSEPOWER: 36 according to manufacturer's specs
INDICATED HOURS: 74 on analog meter on pilothouse dash.
THROTTLE CONTROLS: Volvo Penta, smooth and easy in pilothouse
ENGINE MOUNTS AND BED: Engine is resting on mounts fastened to FRP longitudinal stringers. No stress sighted on mounts or stringers. Serviceable.
WATER STRAINER: Groco ARG-750S. Clean.
EXHAUST: Leaves engine from riser through standup muffler and forced out starboard side
***3.** PROPELLER: 18" diameter bronze alloy, 3-blade fixed. No movement when mild force applied, cutlass bearing appears serviceable. There is an anode installed that appears to be zinc.
INTAKE SEACOCK: Lever moves with mild force in engine space.
STUFFING BOX: Rubber boot, double clamped, appears serviceable.

FUEL SYSTEM

FUEL TYPE: Diesel
FUEL TANKS: Metal fuel tank is tabbed into hull below cockpit. Forward side sighted, serviceable where sighted. Sight tube installed and appears clean inside.
LOCATION: Below cockpit
SECURED: In frame
CAPACITY: 66 gals. according to manufacturer's specs
FILL PIPE LOCATION: Starboard aft deck, cap is properly marked
WHERE SIGHTED: Forward side, serviceable where sighted
FILL PIPE GROUNDED: Yes
FILL PIPE MATERIAL: USCG Type A2
SHUT-OFF VALVE: In engine space. Appears serviceable.
OIL FILTER: Installed on engine, label not accessible
FUEL FILTER: Installed on engine with no label and Volvo Penta as primary
FUEL/WATER SEPARATOR: Volvo Penta installed outboard of engine
BLOWER: No blower installed. Engine space is naturally aspirated with two cowls installed on either side of engine space.

ELECTRICAL SYSTEM

ELECTRICAL SYSTEM (D.C. SYSTEM)
VOLTAGE: The 12-volt DC electrical system is supplied by three 12-volt batteries.
BATTERIES: Three batteries secured in trays in engine space. All are maintenance free, Group 27, 92AH. Installed per ABYC recommendations
BATTERY SWITCH: 4-Position Blue Sea Systems in pilothouse, powered up.
PANEL: Blue Sea Systems with breakers in pilothouse
VOLT METER: Installed on panel, reads 12 volts
CHARGING SYSTEM: Guest 16153 below helm. Not tested
ROUTING/SUPPORT: Good where sighted inside cabinets and bilge.
TURBINE CONTROLLER: Nature Power Smart MPPT Wind Turbine Controller in engine space, not tested

ELECTRICAL SYSTEM (A.C. SYSTEM) (not tested)
SHORE POWER INLET: 125 volt, 30 amp inlet located starboard forward. The receptacle is in good condition, no evidence of overheating, arcing or corrosion.
SHORE POWER: 30 amp. Distributed throughout the vessel via a Blue Sea Systems electrical panel in cabin
ROUTING: The routing of wiring, where sighted in the engine space, behind cabinetry and in locker spaces was well routed and supported.

OUTLETS: Installed throughout cabin with GFCI per ABYC recommendations.
VOLT METER: On panel
POLARITY: Indicator on panel, not tested.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (POTABLE WATER)
TANK: Black Nauti bladder tank installed in forepeak, appears serviceable. 60 gallons capacity according to manufacturer's specs.
PUMPS: In forepeak, two Shurflo 3901-0216, 3 gpm pumps with clean filters, powered up. One pump is for head system and the other for potable water.
DECK FILL: On bow, cap is properly marked.

SANITATION

SANITATION (BLACK WATER)
TYPE: Vacuflush, not tested
MANUAL OR ELECTRIC: Electric
PUMPOUTS: Two pumpout inlets are installed on port forward deck, caps are properly marked. Forward inlet is not in use.
TANK: In head mostly behind fastened boards. Appears to be polyethylene material, 14-17 gallon capacity according to label.
TANK MONITOR: 2-light Tankwatch monitor in head compartment, not tested
Y-VALVE: Installed in locker in head

STEERING SYSTEM

STEERING SYSTEM
TYPE: Hydraulic steering with rudder indicator installed. Serviceable where sighted. Access is good. Wheel action is smooth from stop to stop. Emergency tiller port at transom. Emergency tiller in cabin.
NUMBER OF STATIONS: Two: helm in pilothouse and emergency tiller base in cockpit. Emergency tiller not sighted.
RUDDER: No side-to-side movement when mild force applied, FRP, soundings with a phenolic hammer umremarkable, moisture meter readings were dry.

GROUND TACKLE

ANCHORS: 35lb. Plough anchor secured on bow with chain rode.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS AND NAVIGATION EQUIPMENT (powered up unless otherwise noted)
VHF: Icom IC-M45 in pilothouse
AUTOPILOT: Raymarine i70
TACKTICK: Three Micronet mn30 digital displays on dash
GPS: Raymarine C80 on dash
COMPASS: Ritchie on dash

ENTERTAINMENT
STEREO: Sony DSX-M55BT in cabin
SPEAKERS: Two speakers in forepeak and two in cockpit

SAFETY EQUIPMENT

SAFETY EQUIPMENT (UNITED STATES COAST GUARD)
USCG LIFE JACKETS: Several USCG Type II onboard
THROWABLES: Two onboard
VISUAL DISTRESS SIGNALS: All current onboard
NAVIGATIONS LIGHTS: Red and green LED lights installed on cabin house, white on stern, operable
FIRE EXTINGUISHERS: Three onboard, Kidde, 3 lb., Type BC and charged
SOUND DEVICES: Air horn onboard
NO OIL DISPOSAL PLACARD: In engine space
NO TRASH DISPOSAL PLACARD: In engine space

BILGE PUMPS (Powered up)

- One Johnson 2200 GPH in engine space
- In engine space, Flojet 4125-114, 12 volt, 5 gpm water pump. Filter is clean.

BONDING/GROUNDING SYSTEM

A bonding/grounding system is installed. All seacocks, water strainers, stuffing box, rudder post plate are connected to grounding wires. There is a magnesium plate installed on hull starboard aft side, 20% wasted.

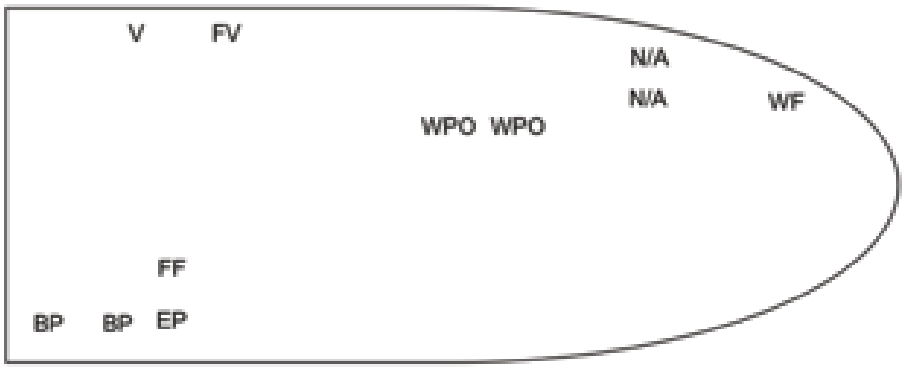
DECK HARDWARE

NOTE: Mast and mizzen were not present at time of survey
MAST STEP: Metal on cabin top, no signs of stress or corrosion. Raymarine transducer and VHF whip antenna in pilothouse for masthead, undamaged.
MAIN BOOM: White painted aluminum, straight, undamaged, stored on deck
MIZZEN MAST STEP: Metal on cockpit deck, no signs of stress or corrosion
MIZZEN BOOM: White painted aluminum, straight, undamaged, stored on deck
COMPRESSION POST: Wood bulkhead in cabin. Appears serviceable with no signs of stress or corrosion.
WINCHES:

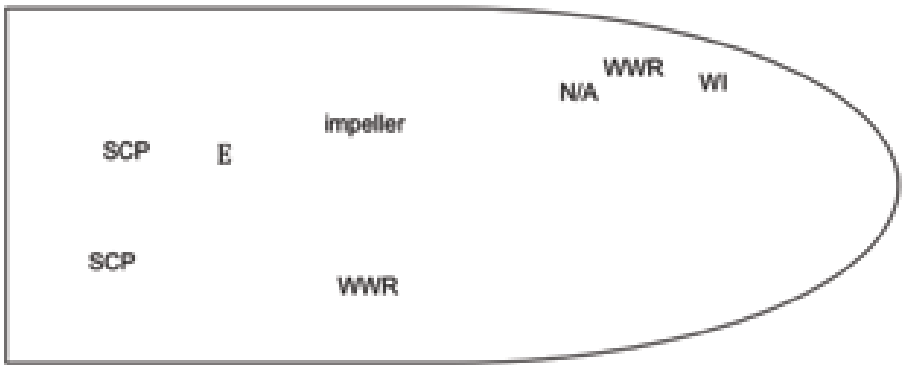
Brand	Model	Location	Condition
Sheetmaster Gibb		Cockpit	Serviceable
Sheetmaster Gibb		Cockpit	Serviceable

THRU-HULLS

THRU-HULLS **ABOVE** WATERLINE:



THRU-HULLS **BELOW** WATERLINE:



ACD	AC discharge	FF	Fuel Fill	SCP	Scupper
ACI	AC intake	FV	Fuel Vent	V	Vent
BP	Bilge Pump	GEN	Generator	WPO	Waste Pump Out
CLD	Chain Locker Drain	HI	Head Intake	WWR	Waste Water
E	Engine Intake	SC	Seacock	WF	Water Fill
EP	Exhaust Port			⊗	Inoperable

Note:
•Wooden plugs of the appropriate size should be readily accessible for emergency use at all seacock and locations.
•Labels for thru-hulls are estimates as there is no information available to confirm each thru-hull's exact function.

IV. FINDINGS AND RECOMMENDATIONS

FINDINGS	RECOMMENDATIONS	DESIRABLE RECOMMENDED ESSENTIAL
1. On deck, moisture meter readings registered dry except on center raised longitudinal platform on bow where readings ranged 170-230.	Monitor and repair as needed	Recommended
2. No boarding ladder sighted onboard	Carry boarding ladder to enable safe re-boarding of vessel	Recommended
3. On propeller, there is an anode installed that appears to be zinc.	Replace anode with magnesium for corrosion protection in fresh water	Recommended

V. SUMMARY AND VALUATION

STATEMENT OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** after the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUC RESEARCH** and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUC USED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

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 factory new – loaded 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 extras.
>
> **"RESTORABLE CONDITION,"** enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is that the vessel is in:

OVERALL VESSEL RATING:

ABOVE AVERAGE CONDITION

V. SUMMARY AND VALUATION

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 ABOVE AVERAGE sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

a. Buyer and seller are typically motivated

b. Both parties are well informed or well advised and 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 cash in U.S. dollars or in terms of financial arrangements comparable thereto; and

e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

This vessel had an extensive refit around 2014 ascertained from this surveyor's past knowledge of the vessel.

Surprisingly, several of these unique models have sold in the US in the past four years. According to soldboats.com, three 1972-1976 Fisher 30 Pilothouse models have sold for a range of $30,000 - $60,000. BUC 2018 claims fair retail value for this model in above average condition is a range of $37,100 - $41,300. Considering this information and adjusting for the condition, location and electronics package, fair market value has been placed at:

$45,000
Forty Five Thousand Dollars

The "**ESTIMATED REPLACEMENT COST"** according to BUC 2018:

$377,500
Three Hundred Seventy Seven Thousand Five Hundred Dollars

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the "ICE HOT" 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 April 17 Subject to correction of deficiencies, the vessel is considered to be "suitable for its intended use."

SURVEYOR'S CERTIFICATION:

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

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

The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

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 that favors the cause of the client, the amount of the value estimate, 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 and for the benefit of whom it may concern.

ATTENDING SURVEYOR:

M. Hoskins

Marian L. Hoskins, SAMS-AMS®
Schuss Marine Survey, LLC

VI. PHOTOGRAPHS

Link to photos:

https://photos.app.goo.gl/VHVRwfMUwfzH6jc63

Link available for 6 months after date of survey.