



EST. 1984

# MARK T. PERKINS, INC.

MARINE SURVEYOR

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## A MARK T. (REEF) PERKINS SURVEY

July 24, 2009

HB CITY OF KEY WEST/City of Key West

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File No. 07241-S-09

### SURVEY REPORT

GENERAL PARTICULARS: A hand built, box construction, FRP over plywood, double ended, single deck, floating home of conventional design with raked stem stern and plumb topsides.

OFFICIAL NUMBER:	None
HULL IDENTIFICATION NUMBER:	None
TITLE NUMBER:	Not viewed
L.O.A.:	44'
BEAM:	22'
DRAFT:	1'
GROSS/NET TONNAGE:	Unknown
BUILT:	Unknown (1960's)
BUILDER:	Unknown
POWER:	None
HOME PORT:	Key West, FL
DOCKAGE:	Commercial
PRESENT STATUS:	Afloat
PRESENT AT TIME OF SURVEY:	Mark T. Perkins, Mark Tait
WATERS TO BE NAVIGATED:	Not applicable
INTENDED SERVICE:	Live aboard
ACTUAL USAGE:	Commercial/municipal office
FOR THE ACCOUNT OF:	City of Key West

NOTE: All capacities and dimensions are approximate. No investigation into ownership or title has been made.

#### HULL CONSTRUCTION AND CONDITION

Hand built FRP over plywood. Mechanical and adhesive fastenings. Various dimension 2" wooden framing and deck beams. Plywood gussets and longitudinal bulkheads divide the vessel into five separate semi-watertight chambers. Two access hatches provide limited access to bilge spaces. The grey water system reportedly had a minor leak that allowed water to accumulate in some of the bilge spaces. This water is to be removed to provide better conditions for inspection as necessary. The hull has maintained its shape with both the bottom and the main deck/floor appearing level. The roof is painted FRP over plywood and is accessed by at ladder at the stern.

#### DECK ARRANGEMENT AND CONDITION

Hand laid painted FRP over plywood on wooden sub-structure exterior decks. Interior flooring is conventional vinyl type. There is a porch area on each end. The super structure is wooden frame with composited interior walls (some deterioration) and vinyl exterior siding in good condition. There is some deterioration of the forward port side porch top. Aluminum frame opening windows.

#### INTERIOR ARRANGEMENT AND CONDITION

Entry at either end. Conventional windows and doors. Forward entry into office space/living space. Aft to compartmented dining area with enclosed head to stbd. Head fitted with conventional household type fixtures, toilet, sink, bath tub. Aft to office space/bedrooms

#### MACHINERY

A visual inspection only was made.

PUMPS: 1-portable bilge

BATTERIES: None.

WIRING: Conventional Romex household to Square D type commercial 100 amp service and breaker type circuit protection. Shore service fitted with main breaker protection.

TANKS: 1-250 gallon waste/grey water with dual access and pump out fitting as required. Tank located amidships below main deck. The tank sits on a steel frame that shows some deterioration.

HULL PENETRATIONS: None below waterline

STEERING: None

#### VALUATION

It is the undersigned surveyor's opinion that the subject vessel, as equipped, and with the above recommendations attended, has a present day approximate market value of \$ 45,000.00 (FORTY FIVE THOUSAND DOLLARS), and a present day new replacement value in excess of \$ 200,000.00 (TWO HUNDRED THOUSAND DOLLARS).

#### COMMENTS

The CITY HOUSEBOAT has held her shape and has been well maintained with no sign of active termite infestation or unusual structural deterioration. The CITY HOUSEBOAT was found to be in good condition overall for a floating home of this age and service.

We believe that upon obtaining a condition survey, that all normal maintenance items should be immediately serviced. This gives the operator a known beginning reference point for continuing regular and scheduled maintenance. These items include, but are not limited to: changing all fluids, lubricants, coolants, zincs, etc., cleaning/changing all filters, flame arrestors, etc. as necessary, greasing and lubricating, renewing shaft and rudder log packing glands and adjusting all other normal regular maintenance as might be suggested by the manufacturer's of the equipment, gear or appliances aboard the vessel.

Financial and Insurance Survey: Is a condition and valuation survey for marine risk only. It informs the insurance underwriter and financial institution of the type and construction of the vessel, equipment and machinery. Items that comply and do not comply with the majority of accepted National Fire Protection Association (NFPA) 302 Standards, American Boat and Yacht Council (ABYC) Standards, Insurance Underwrite Standards and United States Coast Guard Requirements are listed. Generally, the vessel is not dry docked for bottom inspection, unless requested by the underwriter, yet the interior hull is observed where accessible and remarks are noted. A trial run is not conducted unless requested however, if the owner is aboard it is recommended that engines be started to assure operation. Approximate current market value and replacement values are reported with the assumption that all equipment and machinery are fully operational. This type survey should not be misconstrued as being a full buyer's pre-purchase survey and is not intended to be assumed as such.

The market value appearing in this report is based on an average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories on board fairly depreciated, and is intended for insurance and financial evaluation but is not intended to influence the purchase or non-purchase of the vessel.

This survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied thereof. Latent defects which cannot be determined without the opening up or removal of sheathing, joiner work, deck covering, and/or the assembly or disassembly of machinery, plumbing, engines, wiring, or other parts of this vessel are not intended to be covered by this report. By accepting and paying for this survey the purchaser (of this survey) agrees to the terms stated herein.

#### SUMMARY

Upon completion of the aforementioned "Recommendations" it is the opinion of this surveyor, that the CITY HOUSEBOAT would be considered a good marine and fire insurance risk.

NOTE: While the Officers and Surveyor, MARK T. PERKINS, INC., use their best endeavor to insure the correctness of all reports and certificates and opinions expressed, let it be known, understood and agreed in accepting this report that no representative or agent of MARK T. PERKINS, INC., is - under any circumstances - to be held responsible or liable for any error in judgment, inaccuracy, oversight or mis-statement in conducting survey and issuing of report covering the above named vessel.

