



1974 30' Seaway Lobster Vessel

"CF 5609 TM"



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The Findings & Recommendations section is only one section of the "CF 5609 TM" survey report. If received independently, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS, AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under "FIRST PRIORITY/SAFETY FINDINGS" should be addressed before the vessel is next underway. These findings could endanger personnel and/or the vessel's safe operating condition. Findings may also violate U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices, or NFPA Codes & Standards.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION" should be corrected shortly to maintain and adhere to specific codes, regulations, standards, or recommended practices (and safety in some cases) and to help the vessel retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS, NOTES, AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with marine maintenance practices and, in some cases, as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY FINDINGS
- B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

FINDING A-1 BATTERIES

The positive battery terminals did not have protective insulation covers installed.

RECOMMENDATION

Install protective terminal insulation covers to prevent accidental shorting or sparking, as necessary.



FINDING A-2 VISUAL DISTRESS SIGNALS (33 CFR 175.101)

There were no Visual Distress Signals observed onboard.

RECOMMENDATION

Provide current dated Visual Distress Signals to comply with USCG Regulations.

FINDING A-3 CARBON MONOXIDE DETECTORS (ABYC A-24)

Carbon Monoxide Detectors were not observed onboard the vessel.

RECOMMENDATION

(ABYC A-24.7) A carbon monoxide detection system shall be installed on all boats with enclosed accommodation compartment(s). Carbon monoxide is a toxic, odorless, colorless, tasteless gas produced by the burning of carbon-based fuels. Carbon monoxide in high concentrations can be fatal in a matter of minutes. Unless the symptoms are severe, carbon monoxide poisoning is often misdiagnosed as seasickness; however, lower concentrations must not be ignored because the effects of exposure to carbon monoxide are cumulative and can be just as lethal.

FINDING A-4 SMOKE DETECTORS (NFPA 302)

Smoke Detectors were not observed onboard the vessel.

RECOMMENDATION

Smoke Detectors are very important safety equipment. Install Smoke Detectors in all accommodation spaces, as necessary. NFPA 302 CHAPTER 12 SECTION 12.3. All vessels 26' or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm that is listed to UL 217 Standard for Single and Multiple Station Smoke Alarms for recreational vehicles and is to be installed and maintained according to the device manufacturer's instructions.

FINDING A-5 ELECTRIC BILGE PUMPING SYSTEMS

The bilge pump was adrift, not plumbed, and non-functional.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.



Photo 2

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION**FINDING B-1 EVIDENCE OF INSECTS**

Evidence of Termites at the Sampson post.

RECOMMENDATION

Employee a pest control specialist to further evaluate the condition and eradicate the infestation as necessary.



Photo 3



Photo 4



Photo 5

FINDING B-2 MAIN ENGINE COOLANT LEVEL

The port engine Coolant Recovery Expansion tank's level was empty and the header tank was low approximately 1"

RECOMMENDATION

Service the cooling systems, as necessary.



Photo 6

FINDING B-3 PERCUSSION SOUNDING

Anomalous percussion hammer sounds were observed inboard of the port engine raw water intake thru-hull and inboard of the depth transducer.

RECOMMENDATION

The sounding inboard of the port engine raw water intake appears to be the plywood having water in it. - Monitor and repair if delamination occurs.

The sounding inboard of the depth transducer indicates some softening and delamination of the core. - Repair according to good marine practices.



Photo 7



Photo 8



Photo 9

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

FINDING C-1 STEREO SYSTEM

The volume control malfunctioned when testing the stereo.

RECOMMENDATION

Investigate further/trace, and service, repair or replace as necessary.



Photo 10

FINDING C-2 PROPELLER SHAFT PACKING GLANDS

Both of the propeller shaft's packing glands leaked excessively.

RECOMMENDATION

Properly adjust or repack the glands as needed to restore an appropriate drip rate.



Photo 11



Photo 12

FINDING C-3 HIN (HULL IDENTIFICATION NUMBER) COMPLIANCE (33 CFR 181)

The vessel's HIN (Hull Identification Number) was not displayed on the starboard upper transom corner, nor was it found at a hidden area of the vessel.

RECOMMENDATION

All boats manufactured or imported on or after November 1, 1972 must bear a HIN. The primary HIN must be permanently affixed (so that it can be seen from outside the boat) to the starboard side of the transom within two inches of the top of the transom, gunwale or hull/deck joint, whichever is lowest. Properly display HINs as required for compliance.