



2010 / Godzilla 25



Coot

Condition and Valuation Survey

Report of Marine Survey

Of The Vessel

Coot

**Conducted by:
William D. Evans, AMS®430
Marine Surveyor**

Prepared exclusively for:

Tom Larkin

September 18, 2010



September 18, 2010

Tom Larkin
7706 NW 143rd St
Bothell, WA 98011

Dear Tom Larkin,

In accordance with your request for a marine survey of the 2010 / Godzilla 25 (HIN WNZ2671FA010) for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my report.

The subject vessel was personally inspected by the undersigned on September 9, 2010 and was found to be a well constructed and appointed vessel. The vessel is apparently well kept and can be considered to be suitable for its suggested intended use of Pacific Northwest and Adjacent Waters.

In the conduct of this survey, all parts of the vessel accessible without removal of bulkheads, decks, etc., were carefully examined. Every effort was made to determine the vessel's condition and fair market value compared to similar vessels.

As a result of my investigation and by virtue of my experience my opinion is:

OVERALL VESSEL CONDITION:	EXCELLENT
FAIR MARKET VALUE:	\$75,000
ESTIMATED REPLACEMENT COST:	\$125,000

Respectfully submitted without prejudice.

A handwritten signature in black ink that reads "William D. Evans".

William D. Evans, AMS®430
Accredited Marine Surveyor

Member Society of Accredited Marine Surveyors, SAMS®
Member American Boat and Yacht Council, ABYC®

NOTICE TO THE SURVEY PURCHASER

This report is issued without prejudice solely for the use of the below signed purchaser. It is based on the professional opinion of the individual marine surveyor. This survey report is issued subject to the condition that neither the surveyor, nor his employing firm are to be held liable for errors of any kind. This includes any omission, negligence, inaccuracy, misrepresentation or misstatement in this report, or in his performance as a marine surveyor. This report is only a statement of opinion, and is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetected damages or other conditions that may exist.

The use of this report for any purpose shall indicate the purchaser's acceptance of the above conditions.



OFFERED:

William D. Evans, AMS@430
Accredited Marine Surveyor

ACCEPTED:

Tom Larkin

WITNESS:

DATE:

INTRODUCTION

Acting at the request of Tom Larkin the surveyor did attend onboard the m/v, Coot, on September 9, 2010 at North Lake Marina, Kenmore, WA. The Ship's Papers were available. A sea trial was not performed. The reason for the survey is to ascertain the physical condition and value of the vessel for insurance purposes. The vessel was surveyed both in and out of the water. The engine was operated. Tom Larkin was present for the survey. Findings and Recommendations were discussed.

No reference or information should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.
2. Electronic compliance with the manufacturer's published specifications.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilge and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date and is the unbiased opinion of the undersigned but it is not to be considered an inventory or a warranty either specified or implied.

THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF THE FEDERAL BOAT SAFETY ACT (CFR), AND THE STANDARDS AND 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.

FINDINGS REFLECT CONDITIONS OBSERVED AT THE TIME OF SURVEY.

The American Boat and Yacht Council "Standards and Recommendations", are defined by reference to - "ABYC". These standards were developed in cooperative effort with the National Marine Manufacturers Association, to complement, the mandatory standards promulgated by the United States Coast Guard under the authority of the Federal Boat Safety Act of 1971. The ABYC Standards and Recommendations are considered to be *voluntary*, but are highly suggested by this surveyor.

GENERAL INFORMATION

TYPE OF SURVEY..... Condition and Valuation
**** VESSEL NAMECoot
YEAR/MAKE/MODEL OF VESSEL 2010 / Godzilla 25
** HULL IDENTIFICATION NUMBERWNZ2671FA010
**** STATE REGISTRATION NUMBER WN 0535 RN
OWNER'S NAMETom Larkin
OWNER'S ADDRESS 7706 NW 143rd St, Bothell, WA 98011
SURVEYED AT North Lake Marina, Kenmore, WA
DATE OF SURVEYSeptember 9, 2010
* BUILDEROwner built
HULL MATERIALPlywood (stitch and glue construction, fiberglass overlay)
HULL TYPESemi-Displacement
* L.O.A. 24' 8"
* BEAM 9' 0"
* DRAFT 2' 9"
* DISPLACEMENT..... 5,800 lbs.
ENGINE Single, Honda, 60 HP outboard motor
ENGINE MODEL: Honda 60 ENGINE HOURS: 104.3 indicated
ENGINE SERIAL NO.....BBFJ8000334
* TANKAGE: Fuel: 15 Gal.
Water: 20 Gal.
Waste-Black Water:..... 10 Gal.
Waste-Grey Water:..... 20 Gal.
FUELGasoline
INTENDED CRUISING AREAPacific Northwest and Adjacent Waters

(Asterisks denote source of information):

- * Per Manufacture's Specification
- ** Per USCG Documentation
- *** Per State Registration
- **** Observed on Hull

General Vessel Description: Gasoline semi-displacement tug cruiser
Layout: The forepeak area contains a portable toilet with self-contained holding tank. Next aft is the helm station with two permanently installed folding seats. Entry doors are located port and starboard. Next aft down steps is the galley area followed by a double berth. The vessel has ample walk-around decks with anchor and rode storage forward and a dunnage locker containing a shore power connection. The motor well is aft with propane installation in an open locker to starboard. A spare portable gasoline tank is in the open locker to port.

EQUIPMENT OBSERVED ONBOARD

Equipment listed powered up and appears operational unless noted otherwise

Electronics/Navigation:

Compass:	Ritchie wet magnetic type
VHF Radio:	Standard Horizon Quest GX1500S
GPS:	Handheld unit
Electronic Chart:	Laptop PC with NOAA charts
Ship's Clock:	Weems and Plath

Cabin/Galley:

Galley Range/Oven:	Princess single burner portable butane range
Heat:	Dickenson Newport P9000/P12000 propane bulkhead mounted cabin heater
Stereo:	Dual AM-FM-CD Select MVD-M66

Systems:

Potable Water System: Jabsco 12 VDC pump, polyethylene holding tank
Head / Sanitation: SeaLand/Dometic portable toilet with 10 gal.
integral holding tank
Batteries: (1) Group 24, (1) 4D; wet cell lead acid type in
polyethylene boxes, secured, covered
Battery Charger: Professional Mariner ProTech 1210C
Electrical Systems:
 AC: 110 VAC-30 ampere shore power service, Blue
Seas panel with reverse polarity indicator, two-
pole main breaker, 3 branch circuits, GFCI
protection
 DC: 12 VDC service, battery switch, voltmeter, Blue
Seas panel with 8 branch circuits
Propane System: 5 gal. vertical steel OPD tank located in open
locker starboard quarter, neoprene gas line with
threaded sleeve connectors, pressure gauge,
remotely controlled solenoid shut-off, Xintex
S1A gas control, gas sniffer in cabin
Fuel System: Moeller 15 gal. polyethylene tanks, bonded
fittings, fuel gauge, neoprene fuel lines, remote
water-separating primary fuel filter

Steering:

Single station hydraulic

Hull and Underwater Gear: Found in good operational condition

Propellers:	Single, aluminum, three-blade
Spare Propeller:	One, aluminum, three-blade
Hull Condition:	Good condition, painted with anti-fouling coating
Zinc:	Good (outboard motor)

Ground Tackle:

Anchor:	Claw type, 7.5 kg.
Chain and Rope:	15 feet ¼” chain, 250’ of ½” line
Mooring Lines:	Four
Fenders:	Rubber tires lashed to topsides
Boat Pole:	One

Safety:

PFD’s:	(2) Type II, (2) inflatable collars
Throwable PFD:	Cushion, Type IV Throwable
Flare Kits:	Sufficient per USCG and within date
Fire Extinguishers:	(1) BC-I (new)
Sound Devices:	Power horn and portable horn
Navigation Lights:	Operational
Oil Placard:	Not applicable
Plastic Trash Placard:	Not applicable
Bilge Pumps:	(2) Rule 1500-12 VDC, one automatic, one manually activated
Engine Room Blower:	Yes, operational
CO Monitor:	Kiddie Night Hawk
Search Light:	Portable

FINDINGS AND RECOMMENDATIONS

DEFICIENCIES NOTED UNDER "**SAFETY**" SHOULD BE ADDRESSED BEFORE THE VESSEL IS NEXT UNDERWAY. THESE FINDINGS RELATE TO THE VESSEL'S SAFE AND PROPER OPERATION CONDITION. FINDINGS MAY ALSO INDICATE A VIOLATION OF USCG REGULATIONS.

DEFICIENCIES NOTED UNDER "**IMMEDIATE ATTENTION**" SHOULD BE CORRECTED IN THE NEAR FUTURE.

"**OTHER DEFICIENCIES, NOTES AND COMMENTS**" IF ANY, IS AN AREA WHERE THE SURVEYOR MAY MAKE ADDITIONAL COMMENT REGARDING THE VESSEL AND ITS SYSTEMS.

A. SAFETY DEFICIENCIES

1. The vessel has a complete USCG Safety Package. Noted.

B. DEFICIENCIES NEEDING IMMEDIATE ATTENTION

2. Found loose battery cables. Tighten connections.
3. Found an uncovered bulkhead terminal connection. Install boot.

C. OTHER DEFICIENCIES, NOTES AND COMMENTS

4. Integrity testing of vessel decks, topsides and superstructures were performed by visual examination and by percussion sounding with a plastic hammer.
5. Underwater hull integrity testing was performed by visual examination and percussion sounding with a 4 oz. ball peen hammer.

PHOTOGRAPHS



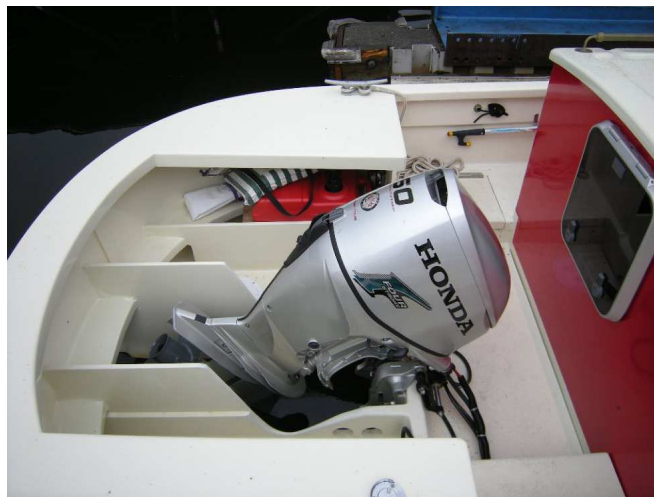
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