

## Condition & Value Survey Report

File # 25107

Acting at the request of Carlo Ferreira, 6985 South Pecos Road, Las Vegas, NV 89120, attending surveyor proceeded to a private residence at 1201 Holiday Drive, Somonauk, IL 60552, under the date of January 23, 2025, and there did survey the 19' antique runabout while resting on her trailer. The purpose of the survey was to ascertain the condition and value of said vessel for insurance application. The vessel will be used for pleasure purposes.

### GENERAL INFORMATION

<b>BUILDER:</b>	Ancarrow Marine	<b>ADDRESS:</b>	Richmond, VA
<b>MODEL:</b>	Patrician	<b>TYPE VESSEL:</b>	Runabout / Antique
<b>HULL SN #:</b>	19S83	<b>HULL ID #:</b>	ILZA0439I323 – state assigned 12-digit HIN
<b>STATE REG. #:</b>	IL 8501 LE	<b>USCG DOC. #:</b>	N/A
<b>VESSEL NAME:</b>	Patty Wagon	<b>HAILING PORT:</b>	N/A
<b>VESSEL OWNER:</b>	Mike King	<b>ADDRESS:</b>	Somonauk, IL
<b>LAST DRYDOCK:</b>	Current	<b>HULL TYPE:</b>	Semi-Vee
<b>HULL MATERIAL:</b>	Mahogany Plywood	<b>DECK MATERIAL:</b>	Mahogany Plank
<b>FRAMES:</b>	White Oak, Sitka Spruce & Other Wood	<b>LENGTH:</b>	19'
<b>BEAM:</b>	6' 8"	<b>DRAFT:</b>	24" – estimate
<b>WEIGHT:</b>	No Published Data Found	<b>DESIGNER:</b>	Newton Ancarrow

## PROPULSION MACHINERY

<b>MANUFACTURER:</b>	Graymarine	<b>MODEL:</b>	AMC 327 Fireball
<b>ENGINE FAMILY:</b>	AMC	<b>SERIAL #:</b>	H13162
<b>TYPE:</b>	Inline-Six	<b>DISPLACEMENT:</b>	327 CID
<b>METERED HOURS:</b>	6 – since reported 2024 rebuild	<b>HP:</b>	225
<b>FUEL:</b>	Gas	<b>FUEL DELIVERY:</b>	Twin Carburetors
<b>CRUISE SPEED:</b>	35 MPH – estimated	<b>TOP SPEED:</b>	50 MPH – estimated
<b>FLAME ARRESTOR:</b>	USCG Approved	<b>CONDITION:</b>	Properly Secured/Clean
<b>VENTILATION:</b>	Forced & Natural	<b>DUCTS:</b>	Properly Routed
<b>ENGINE OIL:</b>	Relatively Clean	<b>OIL LEVEL:</b>	Proper
<b>HOSES:</b>	Rubber	<b>CONDITION:</b>	Used / Serviceable
<b>COOLING:</b>	Raw Water Circulation	<b>COOLANT LEVEL:</b>	N/A
<b>EXHAUST:</b>	Wet / Stainless Pipe	<b>CONNECTIONS:</b>	Single-Clamped
<b>ENGINE MOUNTS:</b>	Adjustable / Metal w/Rubber	<b>CONDITION:</b>	Properly Secured
<b>ENGINE ROOM:</b>	Good Access	<b>BILGE:</b>	Clean / Dry
<b>STEERING:</b>	Mechanical	<b>STATIONS:</b>	1

<b>GEAR REDUCTION:</b>	Velvet Drive	<b>MODEL:</b>	AS1-71C
<b>SERIAL #:</b>	53963	<b>RATIO:</b>	1.0:1
<b>OIL:</b>	Serviceable	<b>LEVEL:</b>	Proper

### **UNDERWATER MACHINERY**

<b>PROPELLER:</b>	ACME	<b>BLADES:</b>	3
<b>MATERIAL:</b>	Nibral – appears to be	<b>SIZE:</b>	ID Markings Not Visible
<b>CONDITION:</b>	Good / Serviceable	<b>MANUF. DATE:</b>	ID Markings Not Observed
<b>PROPSHAFT:</b>	Stainless Alloy	<b>SIZE:</b>	1”
<b>ANODES:</b>	No	<b>LOCATION:</b>	N/A
<b>STRUTS:</b>	Single / Bronze	<b>STRUT BUSHING:</b>	Small Amount Normal Wear
<b>RUDDERS:</b>	Single / Bronze	<b>CONDITION:</b>	Good / Serviceable

### **DEWATERING SYSTEMS**

<b>BILGE PUMPS:</b>	2	<b>TYPE:</b>	12v Auto
<b>GPH:</b>	800 + 1500	<b>LOCATION:</b>	Amidship & Engine Compartment Bilges
<b>SHOWER PUMP:</b>	N/A	<b>TYPE:</b>	N/A
<b>GPH</b>	N/A	<b>SHOWER SUMP:</b>	N/A

### **THROUGH-HULL FITTINGS**

<b>SEACOCKS:</b>	No Engine Seacock	<b>TYPE:</b>	Ball
<b>CONDITION:</b>	Function As Intended	<b>LOCALE:</b>	Engine Compt. Bilge
<b>BONDED:</b>	No	<b>ENG. STRAINER:</b>	No
<b>TYPE:</b>	N/A	<b>CONDITION:</b>	N/A

### **GROUND TACKLE**

<b>ANCHORS:</b>	None	<b>MODEL:</b>	N/A
<b>TYPE:</b>	N/A	<b>RODE:</b>	N/A

### **TANKAGE**

<b>FUEL TANKS:</b>	1	<b>FUEL:</b>	Gas
<b>MATERIAL:</b>	Plated Monel Steel	<b>CAPACITY:</b>	20g – estimated
<b>LOCATION:</b>	Stern / Centerline	<b>VISIBLE LEAKS:</b>	None Detected
<b>FILL LINE:</b>	Bronze Pipe	<b>FEED LINE:</b>	Braided S.S. w/Rubber
<b>VENT LINE:</b>	Rubber	<b>CONDITION:</b>	Replacement Lines – Good/Serviceable
<b>FLAME ARRESTOR</b>	Not Visible or Not Present	<b>LOCATION:</b>	N/A
<b>FILL FITTING:</b>	Plated Steel	<b>FILL LOCALE:</b>	Aft Deck
<b>BONDED:</b>	Integral		

<b>WATER TANKS:</b>	N/A	<b>MATERIAL:</b>	N/A
<b>CAPACITY:</b>	N/A	<b>LOCATION:</b>	N/A
<b>H2O HEATER:</b>	N/A	<b>MODEL:</b>	N/A

<b>HOLDING TANKS:</b>	N/A	<b>MATERIAL:</b>	N/A
<b>CAPACITY:</b>	N/A	<b>LOCATION:</b>	N/A
<b>HEAD:</b>	N/A	<b>MODEL:</b>	N/A

### **FIRE EXTINGUISHING SYSTEMS**

<b>TYPE:</b>	None	<b>QUANTITY:</b>	N/A
<b>SIZE:</b>	N/A	<b>LOCALE:</b>	N/A
<b>EXPIRATION:</b>	N/A	<b>CONDITION:</b>	N/A
<b>FIXED SYSTEM:</b>	N/A	<b>MODEL:</b>	N/A
<b>TYPE:</b>	N/A	<b>SERIAL #:</b>	N/A

### **SAFETY EQUIPEMENT**

<b>PFDs:</b>	None	<b>SIZE &amp; TYPE:</b>	N/A
<b>THROWABLE PFDs:</b>	N/A	<b>TYPE:</b>	N/A
<b>AUDIBLE SIGNALS:</b>	None or Not Observed	<b>TYPE:</b>	N/A
<b>VISUAL SIGNALS:</b>	N/A	<b>EXPIRATION:</b>	N/A
<b>CO DETECTORS:</b>	N/A	<b>MODEL:</b>	N/A
<b>GAS FUME SNIFFER:</b>	N/A	<b>MODEL:</b>	N/A
<b>NAVIGATION LIGHTS:</b>	Yes	<b>USCG APPROVED:</b>	Yes
<b>SEARCHLIGHT:</b>	Yes	<b>MODEL:</b>	12v
<b>COMPASS:</b>	N/A	<b>MODEL:</b>	N/A

### **ELECTRICAL SYSTEMS**

#### **D.C. Systems**

<b>BATTERIES:</b>	1	<b>TYPE:</b>	AGM
<b>STORAGE:</b>	Custom Tray	<b>PROP. SECURED:</b>	Yes
<b>SWITCHES:</b>	No	<b>LOCALE:</b>	N/A
<b>VENTILATION:</b>	Natural	<b>TYPE WIRES:</b>	Stranded Copper
<b>PROP. SECURED:</b>	Yes	<b>CONNECTORS:</b>	Mechanical
<b>CIRCUIT PROTECTION:</b>	Fuses	<b>BATTERY CHARGER:</b>	Schumacher
<b>MODEL:</b>	SE-1-12S	<b>SERIAL #:</b>	Not Visible
<b>MARINE APPROVED:</b>	No / No Markings To Verify If Marine Approvd.	<b>DATE CODE:</b>	Not Visible

#### **A.C. Systems**

<b>TYPE WIRES:</b>	N/A / Has 110vac Extension Cord To Battery	<b>SECURED:</b>	N/A
<b>SHORE POWER:</b>	N/A	<b>LINES:</b>	N/A

### **ADDITIONAL EQUIPEMENT & ACCESSORIES**

<b>DECK GEAR:</b>	Bow & stern lifting eyes
<b>ENGINE:</b>	Airguide speedometer Stuart Warner: Tachometer, volt, oil pressure, fuel and cooling temperature gauges
<b>TRAILER:</b>	2002 Karavan Trailers 2915 Lbs. GVWR, single-axle trailer, VIN: Not Legible

### **NARRATIVE**



***"Patty Wagon"***

ABYC (American Boat and Yacht Council – Standards and Recommended Practices for Small Craft), 33CFR (Code of Federal Regulations, #33 & 46) and NFPA 302 (National Fire Protection Association, Publication 302) may be referenced in this report. The purpose of the reference is to indicate the source of published recommendations and requirements, which can be used to support recommendations in the survey. Many of these regulations and or recommendations were not in place when the subject vessel was constructed.

The surveyed vessel is a 19' antique wooden runabout powered by a single gas inboard engine. The vessel presented exceptionally well to our overall visual inspections. Any exceptions are noted below.

The vessel owner reported the vessel underwent a "keel-up" restoration in early 2024. The restoration also included a reported engine overhaul.

We began our survey by sounding the undersides and transom with a phenolic hammer, testing for moisture using a Tramex Skipper 5 moisture meter, and by performing visual inspections. No signs of collision or grounding damage were observed. The bottom paint presented very well. Percussive testing did not reveal any indicators for soft planking and or loose fasteners. Moisture meter readings (Wood Scale) gained from the undersides registered in the Level 1 – 3 ranges.



*Starboard & Port Undersides*



*Level 1 \* 3 Readings Gained From Underwater Surfaces*

Survey of the underwater running gear showed the propeller, rudder and strut to present in a good and serviceable condition. The cutlass bearing displayed minor amounts of even wear.





***Running Gear***

Our next inspections were of the topside and deck surfaces. The mahogany planking had a high-gloss finish. Percussive testing did not reveal any indicators for loose planking and or fasteners. Moisture readings gained from the noted surfaces registered in the Level 1 range.



***Starboard And Port Topsides***



***L-1 Readings Gained From Deck & Topsides***





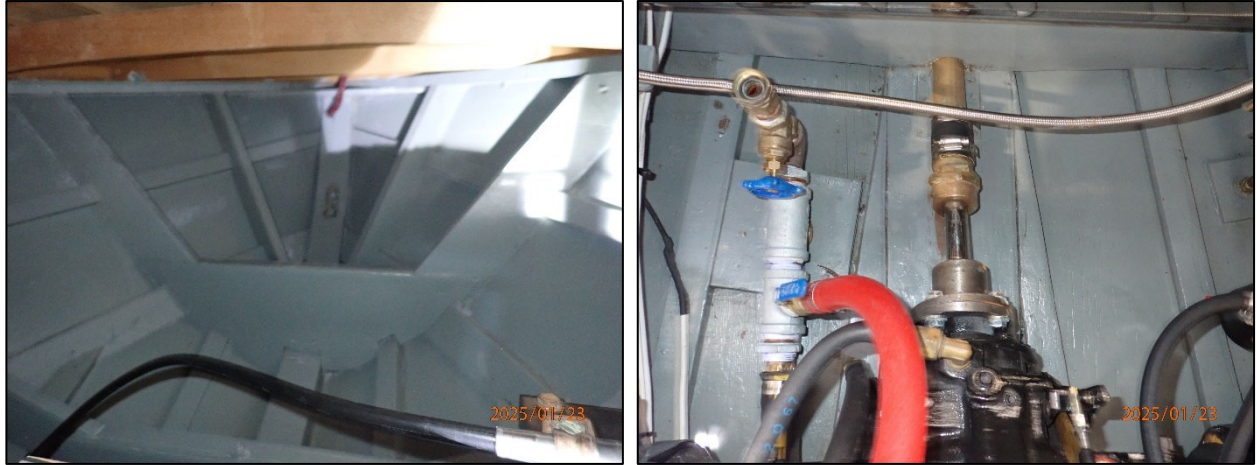
*Fore And Aft Decks*

Our next inspections were of the cockpits. All seat cushions presented in a like-new condition.



*Cockpits*

The attending surveyor opened every hatch, access panel and other that could be accessed without the use of tools, finding all accessible primary and secondary hull frames to be free of any visible damage or measurable deterioration. Moisture readings gained from the accessible frames registered in the Level 1 range.



***Fore And Aft Bilges***

Visual inspections of the accessible parts of the fuel tank showed the surfaces to be free of anomalies. The fuel hoses presented in a like-new condition. No signs of fuel leaks were noted. We did not observe a screened fuel vent fitting in the deck or hull. However, we did observe a vent hose, however, due to space limitations we couldn't confirm if a USCG Approved fitting was attached.

The battery was properly secured. However, its positive post was exposed or non-insulated.



***Battery***

The onboard battery charger was not labeled as being approved for marine application.



*Battery Charger*

Our next inspections were of the engine compartment and engine. The engine compartment was exceptionally clean.

Visual inspections showed the engine to be free of any measurable corrosion. All engine mounts were properly secured. Both flame arrestors were clean, plus they were properly secured. The belts and hoses presented in a good and serviceable condition.

The continuously energized positive terminal on the starter solenoid was exposed.



*Engine Compartment & Machinery*

Overall, we found the surveyed classic wooden vessel to present exceptionally well (above average) and to be equipped for her intended service of day cruising.



## **RECOMMENDATIONS:**

1. Have a qualified technician verify if the battery charger is approved for marine application. If not, the charger should be removed (33CFR 183.410 regulation & ABYC E-11 recommendations)
2. Each battery must be installed so that metallic objects cannot come in contact with the ungrounded battery terminal (33CFR 183.420). Install a non-conductive boot or cap over the positive battery terminal.
3. Each ungrounded terminal or stud that is continuously energized must have a non-conductive cover installed so as to prevent accidental short-circuiting at the terminal or stud (33CFR 183.445 & ABYC E-11.5.2.7.5). Install a non-conductive cover over the noted continuously energized 12v+ terminal on the starter solenoid.
4. Each fuel tank must have a vent system that prevents pressure in the tank from exceeding 80% of the pressure marked on the tank label under 33CFR 183.514 (b) (5). Each vent must have a flame arrestor (33CFR 183.520). Verify if the vent hose is connected to an approved and properly installed flame arrestor. Repair/upgrade as or if found necessary.
5. Ensure the vessel is equipped with a proper USCG Safety Package (horn, PFDs, and throwable PFD).

## VALUE

**CURRENT FAIR MARKET VALUE OF VESSEL & TRAILER: \$75,000.00 - \$85,000.00**

ESTIMATED REPLACEMENT COST OF VESSEL: \$400,000.00

### COMPARISON CALCULATIONS:

#### **METHOD A: 2023 BUCVALU PROFESSIONAL PRICE GUIDE**

AVERAGE VALUE: No Values Listed

#### **METHOD B: 2023 PRICE DIGESTS MARINE BLUE BOOK**

AVERAGE VALUE: No Values Listed

#### **METHOD C: 2023 JD POWER ONLINE APPRAISAL GUIDE**

AVERAGE VALUE: \$ No Values Listed

#### **METHOD D: BROKERS & PRIVATE SELLER ASKING PRICE LISTINGS**

YEAR SIZE BUILDER MODEL ENG ASK PRICE TRL

It's been reported there are only 2 Ancarrow Patrician's in service at this time. Therefore, comparable listings are not available.

The attending surveyor researched many listings for similar sized antique wooden boats between 18' and 20' and most asking prices were between \$40,000.00 and \$140,000.00.

#### **METHOD E: SOLDBOATS.COM (1/1/13 – 7/24/23)**

YEAR SIZE BUILDER MODEL ASK \$ SELL \$ ENG SOLD TRL

No Sales Reported During Last 10 Years. Please Note: Antique Vessel Sales Are Not Typically Reported To Soldboats.com.

The estimated current market value of the vessel was established through a review of published listings for similar boats and reported selling prices published in one or more national listing services. Once these figures were established, the condition and equipment of the surveyed vessel were considered, and a final figure was established.

This vessel was surveyed visually and tested with non-destructive type equipment to determine its condition. Survey was conducted without removal of any parts, including panels, coverings, fittings, partitions, instruments and miscellaneous materials in the bilges and lockers, or any other fixed or semi-fixed items. Locked and inaccessible compartments would also prevent inspection.

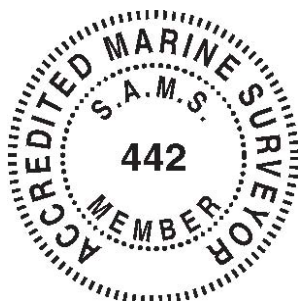
Further, no determination of stability characteristics, seaworthiness or inherent structural integrity has been made and no opinion is expressed with respect thereto.

Acceptance and use of this report acknowledge the client's understanding that Certified Marine Surveyors, LLC does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep Certified Marine Surveyors, LLC and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the surveyor might suffer or incur (either directly or indirectly) in the course of the services under these conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor aforesaid then, same where loss, damage, delay or expense has resulted from the Surveyor's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated at the basis of ten times the Surveyor's charges.

This survey report is presented and was conducted without prejudice to the rights of any party, policy of insurance or provisions of law concerned. Certified Marine Surveyors hereby certifies that they have no present or contemplated future interests in the subject of the survey or any other interests which might prevent a fair and unbiased finding. This report is the best expression of the surveyor's findings and opinions and the surveyor reserves the right to amend or extend this report upon receipt of additional information. This report is not to be considered an inventory or a warranty either specified or implied.



Certified Marine Surveyors, LLC

*Rick Lenschow*

Rick W. Lenschow, SAMS-AMS  
Attending Marine Surveyor

Dated: January 24, 2025

Enclosures: Digital Photos