

Alpha Yacht Surveys
MARINE SURVEYOR AND CONSULTANT

1937 Barnes Torpedo Runabout

Barnes Torpedo Runabout



MEMBER OF SOCIETY OF ACCREDITED MARINE SURVEYORS

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Report of Marine Survey

Of The Vessel

Barnes Torpedo Runabout

1937 Barnes Torpedo Runabout

Conducted by
Thomas Powers AMS 1206

Alpha Yacht Surveys

PREPARED FOR:
Carlo Ferreira

May 12, 2023

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Carlo Ferreira, the attending surveyor did attend onboard the *1937 Barnes Torpedo Runabout*, *Barnes Torpedo Runabout* beginning on 05/10/2023 at 2:00 PM where an "out of the water survey" was conducted at , Lakes Region Wooden Boats, 990 Center Street, Wolfboro, NH. . The ship's papers were not on board. The Hull Identification Number (HIN) was not verified from the transom. A sea trial was not performed. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The reason for the survey was to ascertain the physical condition of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Protimeter moisture meter. DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals 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 bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. 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 dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: It is recommended and understood that the engine be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and 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.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

I. INTRODUCTION

VESSEL DESCRIPTION

This classic Barnes Torpedo boat was built in 1937. Mahogany on oak. She had been modified with the boat tail stern removed and the boat tail replaced. She is powered by a 250 horse power closed cooled V8. The original rivets have been mostly removed and replaced by stainless screws. Most of the original hardware has been retained even if the fit and detail is a little off. In my opinion she is worth saving. The stern under the boat tail is dry rotted and some of the cockpit cladding is ill fitted. I noted some crude ribs that were hand laminated with no compression. The hull is not sagging or hogging. Quite a bit of the outside of the hull looks original and restorable by someone with enough time and means. The motor is not original to the boat and the installation is not entirely proper. The interceptor motor has closed loop cooling.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **BSTO1937**

SURVEY PREPARED FOR: **Carlo Ferreira**

NAME OF VESSEL: **Barnes Torpedo Runabout**

TYPE OF SURVEY: **Condition**

OVERALL VESSEL RATING: **Restorable**

YEAR/MAKE/MODEL OF VESSEL: **1937 Barnes Torpedo 28**

HULL IDENTIFICATION NUMBER (HIN): **None found**

STATE REGISTRATION NUMBER: **NH 4328 BE**

OWNER: **Private**

PLACE OF SURVEY: **Lakes Region Wooden Boats, 990 Center Street,
Wolfboro, NH.**

DATE/TIME OF SURVEY: **May 10, 2023**

HULL MATERIAL: **Wood**

HULL TYPE: **Torpedo**

LENGTH OVER ALL (L.O.A.): **28 feet**

BEAM: **6 feet**

PROPULSION SYSTEM: **Gas powered V8**

FUEL TYPE: **Gasoline.**

FUEL CAPACITY: **30 gallons or so**

DC POWER: **Yes, 12 volt.**

INTENDED USE/BUYER: **To be rebuilt and displayed.**

BUYER'S EXPERIENCE: **Experienced**

Boat is fit for intended use

II. GENERAL INFORMATION

DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this *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 USE:

Use which is intended by Survey Purchaser(present or prospective owner).

SERVICEABLE: 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. (MONITOR OFTEN)

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 the "*Findings and Recommendations*" section pertaining to the * item.

Asterisks * in this General Information section refers to the source of such information as follows:

*** Per Manufacturer's Specifications**

****Refer to Summary and Valuation Section**

***** Per USCG Documentation**

****** Per Buc Book**

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

MATERIAL:

Wood, Oak and Mahogany on some laminated ribs

EXTERIOR HULL:

Mahogany finished bright. The deck is calked mahogany planks. The topside's are mahogany and are solid and under 8 % moisture. Refinishing and re calking of the deck is needed

BULKHEADS:

Athwartships reinforcement enhanced by wood bulkheads glued and riveted to the hull. As many of the bulkheads as I could sound were solid and under 10% moisture. There is some evidence of standing water in the bilge but it was not present during the survey.

STRINGERS:

Main hull stiffness provided by wood longitudinal stringers and batten topside's. All the stringers sighted were in serviceable condition.

STEM:

The stem and sacrificial wood are solid

TRANSOM:

The transom is dry rotted under the overhang. The stainless screws were visible in the rotted wood.

BILGE:

The bilges had debris and signs of standing water. Everything I sounded was solid and under 10 % moisture

KEEL EXTERNAL:

The keel was sounded and tested for moisture and it is in useable condition

FRAMES (RIBS):

Steam bent frames made from oak. No soft or rotted frames sighted

CARLINGS:

Well fastened and solid

FASTENERS (WOOD):

A lot of the rivets were removed and were replaced with stainless screws.

BUTT BLOCKS:(WOOD)

Butt blocks well fastened.

GARBOARD (WOOD):

Garboard solid with no signs of rot. The bolt holes were filled with an elastic compound.

III. SYSTEMS

HULL DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

MOISTURE CONTENT:

The most moisture sighted was 10 %

DECK CONSTRUCTION

TYPE:

Solid mahogany over mahogany frames. The calking was cracking and light came thru the planks. No rot sighted

COCKPIT:

The cockpit is in need of a complete refinishing

HULL-TO-DECK JOINT

TYPE:

Wood carling, fitted to the shear clamp and glued into place. Good condition

FASTENERS:

A combination of stainless screws and old rivets. The clear topside's had no fasteners showing thru.

REINFORCEMENT:

Rub rail around hull. The rub rail is in need of a little lining up

PROPULSION

MAIN ENGINES

TYPE:

One gas naturally aspirated V8

MANUFACTURER:

Interceptor

HORSE POWER:

250 hp

ENGINE MOUNTS AND BED:

The mounting and stringers were solid

CONDITION AND DEFICIENCIES:

The motor is not original, The fuel pump is an add on and a closed loop cooling system is scabbed on also. It may have worked at sometime in the past. It is not fuel injected.

IGNITION PROTECTION:

The carburetor was not protected

III. SYSTEMS

PROPULSION

COOLING SYSTEM

TYPE:

Closed reservoir type cooling with raw water cooled exhaust.

TRANSMISSIONS

NOTE:

The unit was not tested

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Gasoline.

MATERIAL:

The tank appear to be steel. It is newer to the boat but should be checked and re installed

ELECTRICAL SYSTEMS

ELECTRICAL SYSTEM (D.C. SYSTEM)

VOLTAGE:

Lead acid battery powered 12 volt system.

BATTERIES:

One group 27

NOTE:

The wiring is in need of complete replacement

STEERING SYSTEM

STEERING SYSTEM

TYPE:

Cable driven pulleys.

NOTE:

The wheel appeared to be original. The system needs a complete overhaul

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY

PROPELLER(S):

The prop is in good condition

SHAFT BEARING (CUTTLESS BEARING):

Cuttless bearings showed no signs of sloppiness or end play.

STRUTS:

The strut is loose.

RUDDER(S) MATERIAL:

Good condition

CONDITION OF HULL (WETTED SURFACE)

BORERS:

None

CONDITION OF BOTTOM PAINT:

Conventional wood boat bottom paint. It needs refinishing

HULL BOTTOM CONDIDION:

Hull bottom is in good condition. I sounded the entire hull wetted surface and very few soft spots or rot.

NOTE:

The hull was sounded and appeared to be in good condition

IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of U.S.C.G. regulations.***

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain its value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

We looked at the boat from the perspective of it being worth repair. She has work of varying quality and some questionable hardware choices. But over all I think it would be a shame if she was not refurbished and it was lost. Most of the hardware like windshield frame and roll up windows have been retained. There are some cool bumper retracting hardware. Tom

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a 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

OVERALL VESSEL RATING:

Restorable

V. SUMMARY AND VALUATION

SUMMARY:

In accordance with the request for a marine survey of the Barnes Torpedo Runabout, 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 **05/10/2023** and was found to be a bit of a treasure

V. SUMMARY AND VALUATION

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.

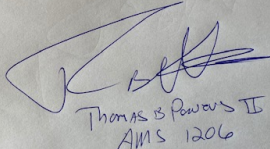
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value 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:



Thomas B Powers II
AMS 1206

Thomas Powers SAMS AMS #1206, ABYC Technician

VI. PHOTOGRAPHS



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VI. PHOTOGRAPHS



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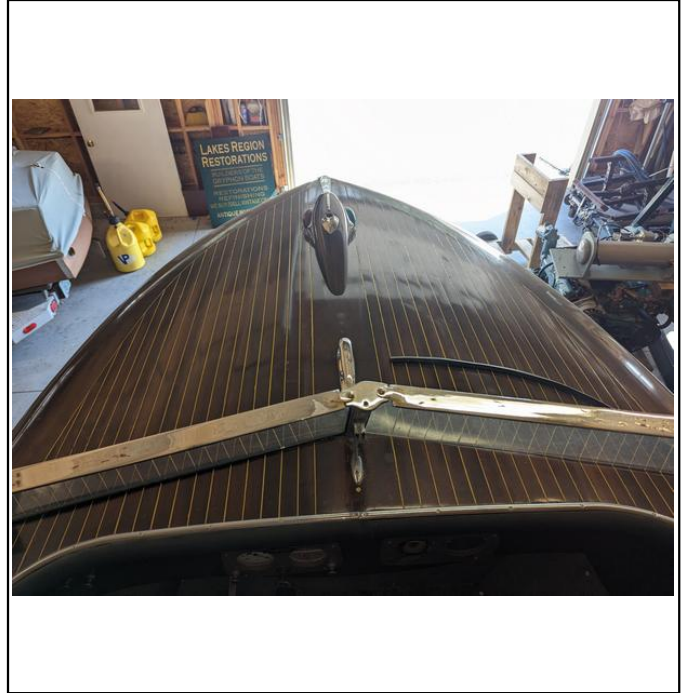


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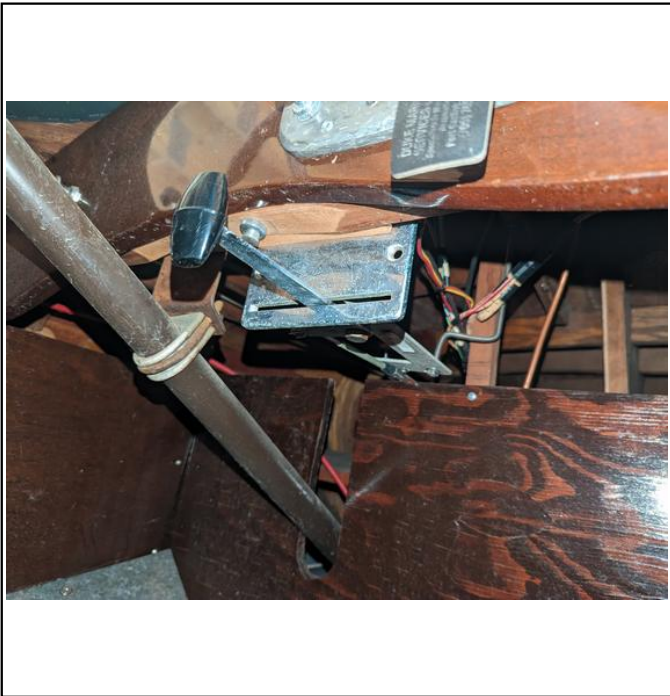
VI. PHOTOGRAPHS



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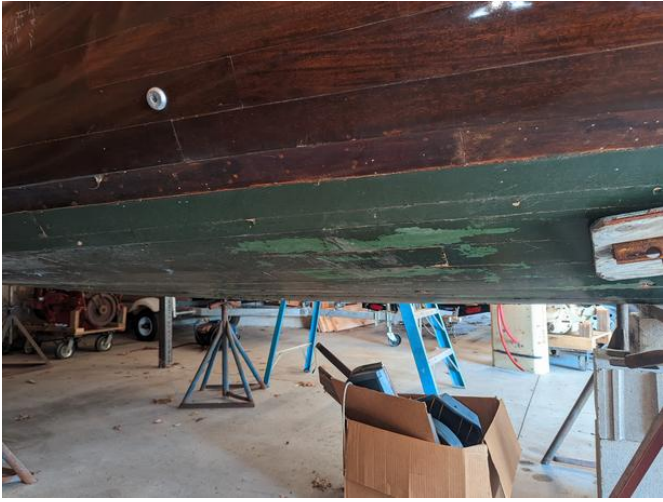


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VI. PHOTOGRAPHS



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VI. PHOTOGRAPHS



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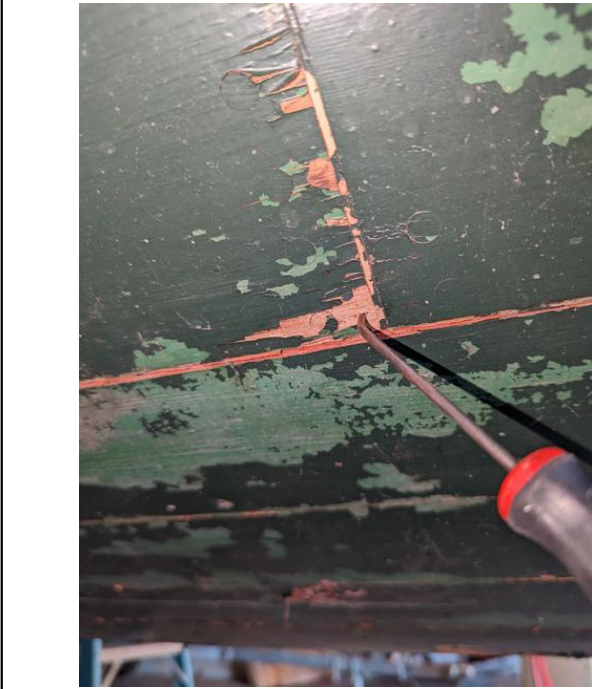


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VI. PHOTOGRAPHS



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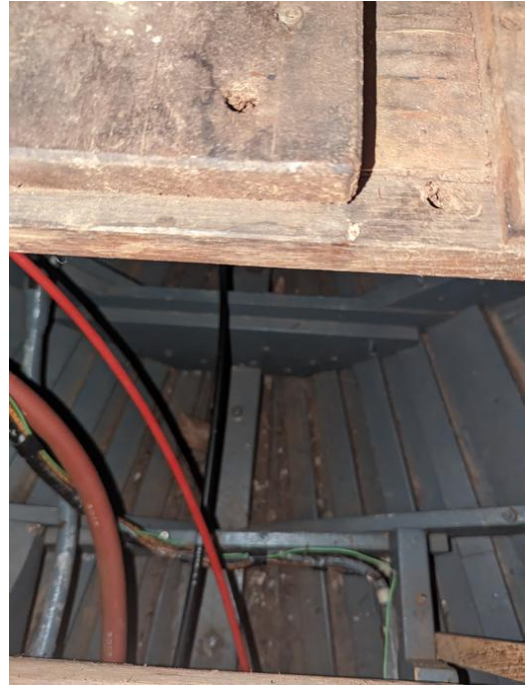


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VI. PHOTOGRAPHS



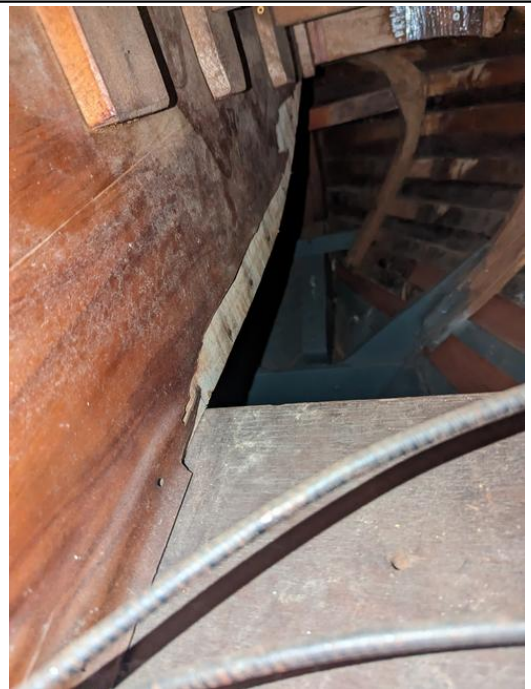
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VI. PHOTOGRAPHS



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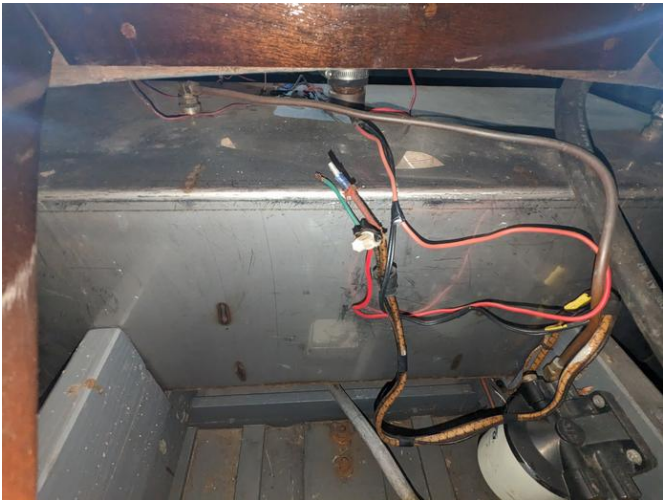
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VI. PHOTOGRAPHS



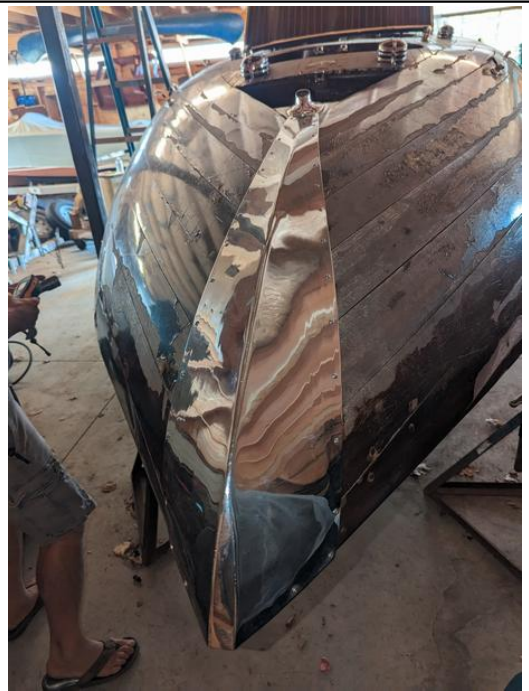
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VI. PHOTOGRAPHS



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VI. PHOTOGRAPHS



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VI. PHOTOGRAPHS



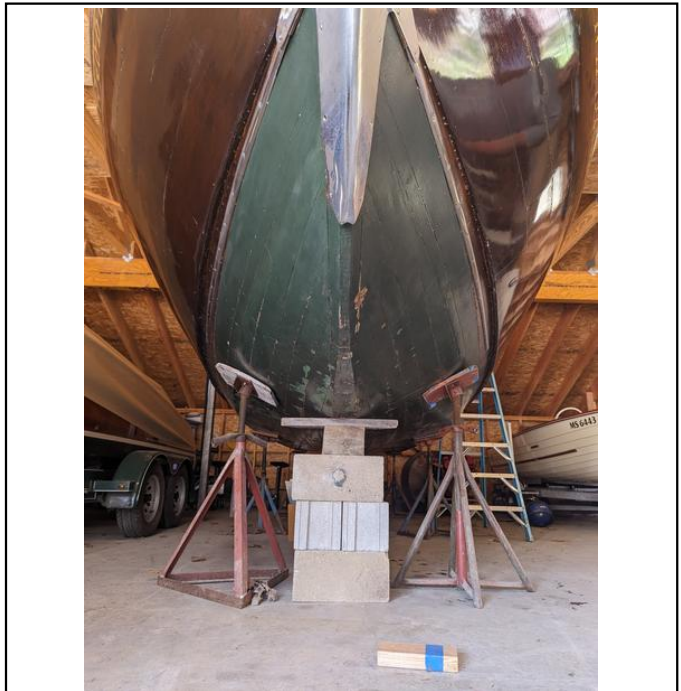
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VI. PHOTOGRAPHS



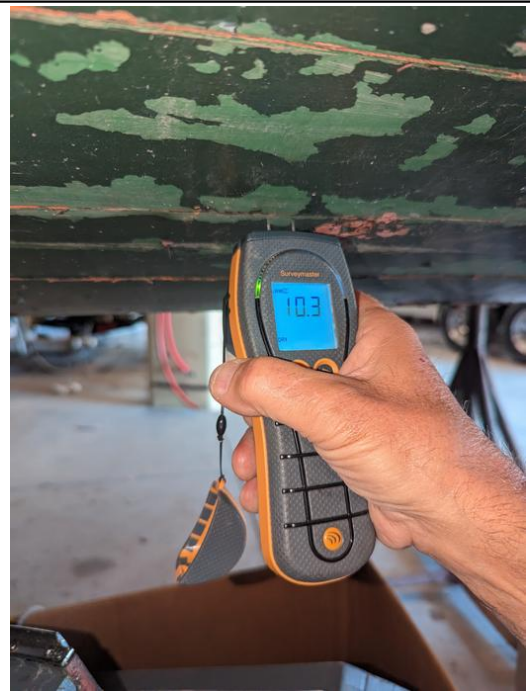
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VI. PHOTOGRAPHS



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