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Mr. Bernard H. Gustin
127 Harrison Ave.
Newport, RI 02840

RE: EGRET
DOC: 262719
HULL#: NONE
TYPE: 1951 CHESAPEAKE DEADRISE SKIFF

SURVEY SUMMARY SECTION 1 OF 2

Dear Mr. Gustin:

This is to certify that on June 30 & September 5, 2017, at your request, the undersigned marine surveyor attended onboard the above captioned vessel, a 1951 Chesapeake Deadrise Skiff of wood construction. The vessel was inspected ashore on June 13, 2017 while at Rhode Island Mooring Services in Quonset, RI and then in the water at the New York Yacht Club in Newport, RI. The purpose for attending the vessel was to conduct a condition survey of the vessel for the purpose of insurance and value.

DESIGN & CONSTRUCTION

The vessel was designed and built by Robert F. Atwell in 1951. He was a known builder of these boats which are used for fishing on the Chesapeake. They are designed with a long hull and low freeboard. The bottoms are shallow for getting in and around the bay. The topsides are carvel planked cedar and the bottom is cross planked perpendicular to the keel with cedar. This is a construction method used in this area. They have a small cuddy cabin forward and then a long cockpit. These boats can be seen all over the bay,

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crabbing and oystering. Many of the boats are either later converted to yachts or some are built for that purpose in the first place.



FORWARD VIEW OF THE VESSEL



AFT VIEW OF THE VESSEL

VESSEL SPECIFICATIONS

LOA	46’4”
LWL	44’1”
BEAM	10’2”
DRAFT	2’4”

Specifications are as reported to the surveyor

The vessel as noted has a small cabin that is followed by a large cockpit. Forward in the cabin is a general storage area. Going aft to port is a settee followed by an open head area and a sink. To starboard is a long settee berth followed by the main electrical distribution panel. Below the settees is general storage. Centered aft is the companionway up to the cockpit. This is an open area that has chairs placed around. Centered in the cockpit is the engine box with a seat. To starboard of the engine box is the helm station.



COCKPIT LOOKING FORWARD FROM THE ENGINE BOX



COCKPIT LOOKING AFT FROM THE CABIN

SCOPE OF SURVEY

On June 13, 2017 the undersigned inspected the vessel as noted while ashore.



VESSEL AT YARD FOR FINAL PAINTING



FORWARD VIEW OF THE BOTTOM – NOTE CROSS PLANKING



AFT VIEW OF THE BOTTOM

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At the time it was in the process of being painted. The major work had been done at the Oxford Boat Yard in Oxford, MD. The boat was then trucked up to Rhode Island Mooring Services where the final painting was done throughout the vessel. In addition some final installations were done at this time. The undersigned was able to inspect the bottom and the vessel prior to painting.

The second visit was in Newport, RI while the vessel was in the water. The boat was brought into the dock and then the undersigned rode out in the vessel to the mooring. At this time all the electronics and the rest of the vessel's systems had been installed.

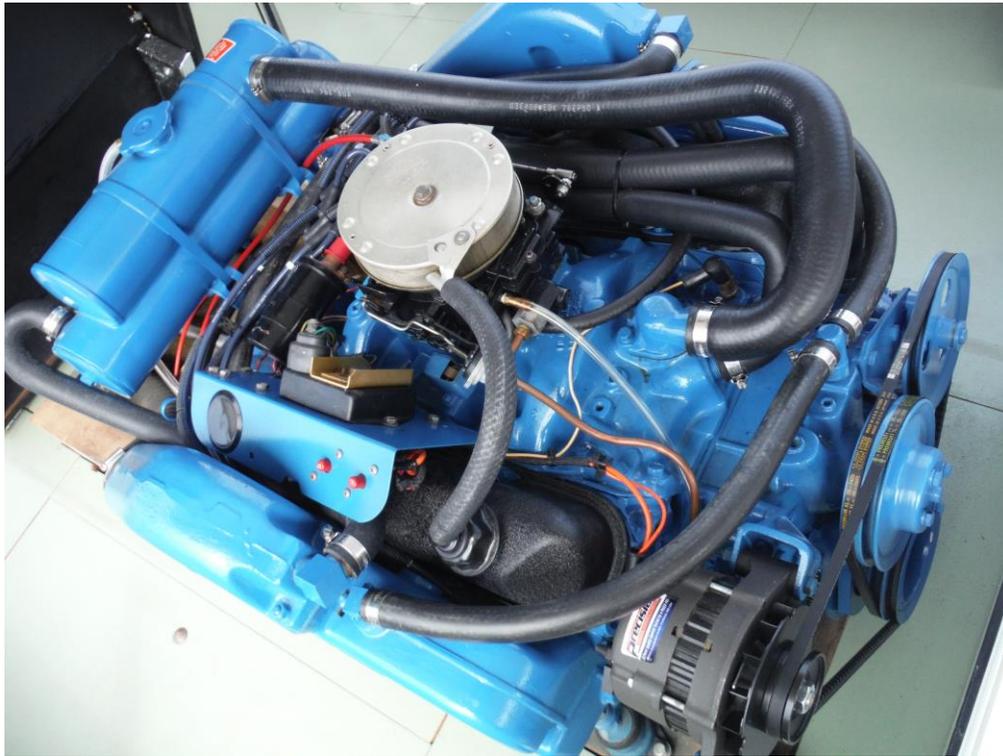
COMMENTS

As noted, the boat was built in 1951. It was used for fishing for 35 years and then in 1995 Oxford Boat Yard undertook a major rebuild of the vessel. This was a major structural rebuild. It is reported by Oxford Boat Yard that the rebuild took over a year to complete and 3,000 hours. It was lightly used for the next 20 years as a yacht. The present owner purchased her in mid-2016 and then brought her back to the Oxford Boat Yard for another re-fit. During this re-fit the 1995 Chrysler engine was rebuilt and new mufflers and exhaust were installed. A new engine box was built with Sounddown insulation. The fuel tanks were replaced and a fresh water system and the toilet systems were installed. The electrical system was totally replaced with all new batteries, fixtures and wiring.



VIEW OF THE ELECTRICAL PANEL

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VIEW OF THE REBUILT ENGINE



VIEW OF THE HELM AND NEW ENGINE INSTRUMENTS



VIEW OF THE EXHAUST AND THE NEW FUEL TANKS



VIEW OF BATTERY SWITCHES



VIEW OF THE FUEL SYSTEM



AUTO FIRE EXTINGUISHER



CABIN FORWARD TO STARBOARD



CABIN FORWARD TO PORT



VIEW OF THE COCKPIT SET UP WITH CHAIRS

CONCLUSION

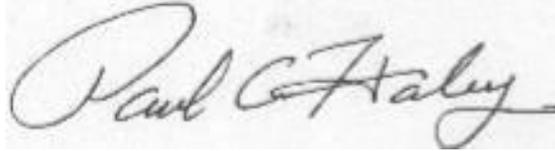
As can be seen from the above description of the vessel and the repairs that have been undertaken, it is in very good condition. Between the 1995 rebuild and the 2016/2017 re-fit *EGRET* has been substantially upgraded. As with any boat of this age, there will be upgrades needed going forward. With this type of construction the plank ends are problematic. They need to be monitored as time goes on and issues addressed as they evolve. At this time the vessel would be considered a good marine risk. Though a common sight on the Chesapeake, she is unique outside of that area. This report is submitted without prejudice and for the exclusive use of Mr. Gustin and/or his agents. It cannot be passed on to any others with out the express permission of **Capt. G. W. Full & Associates, Inc.**

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This report is submitted in good faith and constitutes a description of the condition as then found. The surveyor assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant expressly or implied, or guarantee the condition of the above yacht.

Respectfully Submitted,

CAPT. G. W. FULL & ASSOCIATES, INC.



By: Capt. Paul C. Haley, NAMS-CMS
Certified Marine Surveyor

