

J. QUARLES MARINE SURVEYOR

1123 31ST STREET, PORT TOWNSEND, WA 98368

Office: 360-378-9403 / Mobile: 360-421-7691

Email: quarlessurvey@olypen.com

2006 SURVEY REPORT
1973 WILLARD 30' FIBERGLASS CRUISER
SLOW DANCER



SURVEY # SD91406

SLOW DANCER

Page 1 of 8 pages

At the request of _____

And on behalf of interested underwriters, agents and/or whom concerned the undersigned surveyor did on 9/11/06 attend at the captioned vessel as she lay hauled out at Port of Port Townsend, Boat Haven Shipyard, Port Townsend, Wa

Present at the time of survey was Mr. _____ and J. Quarles the undersigned surveyor.

The purpose of this survey was to determine the general condition of the subject vessel.

SCOPE OF SURVEY

Hull, Decks, Cabin, Systems:

This survey was conducted by visual inspection, percussion sounding and non-destructive probing of the accessible areas of the vessels exterior and interior hull, decks, superstructure and systems without taking borings or samples or removing enclosures to expose concealed portions.

Tests were conducted on: Bilge pumping system, vessel electronics, propulsion

Mast /Rigging: Mast and rigging were given a general visual examination from deck level.

As far as could be determined by the scope of this survey, the vessel SHADOW DANCER is considered to be maintained in good condition giving allowance for normal wear and tear, with the exception of those deficiencies noted in the "Findings" section of this report.

KEY: P/S=Port,Starboard S.s.=Stainless steel c.l.=Centerline FW=fresh/raw water
MSD=Marine sanitation device PFD= personal flotation device @=Location

DESCRIPTION OF VESSEL EXTERIOR

The vessel is a single screw production fiberglass motor cruiser.

Above water: Trawler style double ended tri cabin with angled stem, bow pulpit with railing, rocker sheer and plumb stern. The decks are surrounded by bulwark with safety rail forward and bulwark aft. The cabin layout begins with a forward trunk, transitioning to raised wheel house, stepping down to the aft cabin which is thwart to the bulwarks. Cabin tops are cambered, have forward brow at the wheel house and hand rails P/S. Atop the wheel house is false stack, P/S running lights, search light and G.P.S. antenna. The vessel has a mast stepped forward of the wheel house atop the trunk cabin. Attached to the mast are RADAR dome, VHF antenna and all-round light The trunk cabin has an escape hatch and (2 ea.) P/S small oval port lights. The wheel house is entered via sliding door starboard, has (3) forward and (1ea.) P/S side window and (1ea.) P/S round portlight. The aft cabin is entered aft via panel door, has (1ea.) P/S side window and (1) aft window.

Below water: The vessel is round bilged, moulded forward sections flattening to slight "wineglass" in the stern quarter.

In profile: a rounded forefoot and full straight keel with propeller shaft through deadwood section, skeg rudder support and a rounded stern with no overhang .

Deck layout: Stemhead bow pulpit/ roller w/ anchor & windlass, short foredeck w/ P/S mooring cleats and line chocks. Next, trunk cabin and short side decks w/mooring cleats P/S. Aftmost, enclosed cockpit /aftdeck w/ P/S mooring cleats & c.l. towing bitt.

DESCRIPTION OF VESSEL INTERIOR

Vessel is fitted with bright mahogany and teak cabinetry and bright parquet sole.

From forward:

Chain locker, P/S berths w/storage below, escape hatch in overhead. Next is starboard enclosed head w/ toilet, cabinet S.s. sink w/ h.&c. water, cabinet access to wiring. Across to port is locker/chart desk. Next is forward bulkhead. Next, up steps to wheel house with starboard helm and seating and starboard sliding entry door. To port is galley with cabinets/sink/range & under counter fridge. Centerline hatch in sole lifts away to access engine compartment below. Next, step down to aft cabin/salon with portside settee and table, starboard cabinets, sole hatches lift away to access aft bilges.

Next, step up/out through aft cabin bulkhead door to aft cockpit with moulded stern seat and hatch to access rudderhead for emergency tiller.

Belowdecks compartments:

Engine compartment: Beneath wheel house, within are engine on centerline, fuel tanks port and starboard, fuel lines, filter and shutoff in overhead, batteries lower forward and aft, through hull intake valve for engine cooling.

Aft bilges: Beneath aft cabin, within are monitoring bilge pump, interim bearing, stuffing box, potable water tank, MSD treatment system and waste tank and through hull discharge valve.

Lazaret: Beneath cockpit / aft deck, accessed from aft cabin by removal of step at door. Within is storage and portside exhaust through hull fitting.

VESSEL PARTICULARS

Name: SLOW DANCER

Year: 1973

Builder: WILLARD BOAT CO. 1250 N. Grove Anaheim, CA

Design / Designer: VEGA 30 / Ron Smith (reported)

Service: Recreation, Motor Cruiser

Hailing port: Port Townsend Wa

Owner: (Transferring 8/06)

Registration: WN1496

H.I.N.: WLD300501073 (See attached imprint)

L.O.A.: 30'

L.W.L.: 28'4" (reported)

Beam: 10'6"

Draft: 3'7"

Displacement: 15,000lbs. (reported)

CONSTRUCTION

Hull: Monocoque, Fibre Reinforced Plastic (FRP) Laminate "FIBERGLASS"

Decks: FRP and core in matrix.

Cabin & Bulkheads: FRP and plywood in matrix. **Watertight bulkheads:** None



SLOW DANCER
Page 3 of 8 pages

PARTICULARS

Anchoring / Deck Hardware

Windlass: QUICK 12V electric

Anchor: (1) 20 lb.CQR & (1) DANFORTH 13-S spare

Chain & Rode: 150' (reported) 5/16" galv. chain & 100' (reported) 5/8" Nylon rode
20' (reported) 5/16" galv. chain & 200' (est.reported) 5/8" Nylon rode

Cleats/chocks: (1) 10" Bronze foredeck cleat & (2) 1ea.P/S 6" Bronze line chocks
(2 starb.) 8" Bronze side cleats & (1 port) 8" Bronze side cleat
(2) 1ea.P/S Bronze aft cleats & (1 c.l.) 1 1/2"x 1 1/2" Bronze bitt

Pulpit / Lifelines

Bow pulpit & deck lifelines: 24"high Stainless pipe pulpit & individual S.s. stanchion attached at bulwarks/deck with 24"(off deck) single wire lifeline.

Escape hatches / portlights / doors / windows

Escape hatch: 20"x 17" Wood & glass @ starb. fwd. trunk cabin

Portlights: (4) 2 ea. side Plastic 12"x 15" @ trunk

(2) 1ea.side Plastic 8" round @ wheel house

Windows: (2) 24"x 24".fixed @ P/S wheel house front

(1) 24"x 24" slider@c.l. front wheel house

(1) 36"x 24" slider @ port wheel house side

(1) 15"x 24" fixed @ starb. wheel house side

(2) 1ea.P/S 28"x 48" slider @ aft cabin side

(1) 28"x 31" slider @ aft bulkhead

Doors: (1) 23"x 60 1/2" Wood & window slider @ starb. wheel house

(1) 22 1/2"x 52 1/2" Wood panel swing @ aft cabin bulkhead

Mast & Rigging

Mast: 3"x 3" (base) x est.12'height Wood & est. 4' antenna L.O.A.: est 16'

Forestay: S.s 5" turnbuckle & 3/16" 1 X 19 S.s wire

Shrouds: (1ea. P/S)3/16" 1X 19 S.s. wire

Chainplates: (1ea.P/S) S.s. 1/4"x 9" through bolted

Hull & underbody

BWL through hull fittings:

Port: (1)1" bronze intake **Starboard:** (1) est. 3/4" Bronze intake w/ screen

Propeller: MICHIGAN Bronze 3 blade 18-LH-14

Shaft: 1 1/4" S.s. **Bearing:** Bronze/rubber cutlass **Bearing wear:** Excessive

Rudder: 1/2"x 18"x 27" cast Bronze double hung **Rudder stock:** 1 3/16" Bronze

Rudder bearings wear: Minimum

Cathodic protection: Vessel bonded throughout

Zincs: (1) CM X-5 @ prop, (1) 4"x6" MINI DIVER @ starb bottom

SLOW DANCER

Page 4 of 8 pages

VESSEL SYSTEMS

PROPULSION

Engine: WESTERBEKE mod.40 **Ser.#:**10801187068801 **H.P:** 40 **Hours shown:**1659

Located: Belowdeck **Ventilation:** Atmospheric **Engine bilges:** Clean

Start: (2)12V Batteries

Cooling: FW via sea Bronze sea strainer to heat exchanger

Exhaust: S.s.water lift muffler to stern discharge

Reduction gear: BORG WARNER **Ratio:** est. 2:1

Engine panel: VEGA w/ gauges, warnings stop start, alarm @ helm dash

Controls: MARMAC cable throttle/shifter

Engine mounts: Open /shock

Engine carriers: 4"x various longitudinal fiberglass box beam

Oil filter: FRAM PH 8A spin on **Condition of crankcase oil:** Full / dirty

Final fuel filter: NAPA 3166

Shaft stuffing box: Bronze & Flax

Attached: (1) MOTOROLA 55A alternator (1) QUICK DRAIN oil change system

FUEL

Fuel tanks:(2) Black Iron, 1ea.@P/S engine compartment **Capacity:** 50 gal ea. reported

Fuel lines: Copper **Shutoffs:** Brass ball & gate valve

Fuel pump: WALBRO mod.WEP12 12V electric **Pump switch:** @ helm

Fuel filter: RAYCOR

Tanks secured: Yes **Grounded:** Yes **Vented:** Yes

NAVIGATION / ELECTRONIC

Compass: RITCHIE 4" in illuminated. binnacle

Steering: 29" 6 spoke Wood wheel via TELEFLEX cable to rudder quadrant

Auto pilot: AUTO HELM 3000

VHF radio: POLARIS REGENCY

C.B. radio: UNIDEN BEARCAT

Fathometer: APELCO XVC 8000

RADAR: FURUNO RSB 0093 array, FURUNO 1623 display

GPS: GARMIN 128

Navigation lights: Per rule

Bell: 6" Brass

Horn: Electric trumpet

Search light: WESTINGHOUSE w/wheel house control

Window wiper: (1) Electric @ helm

SLOW DANCER
Page 5 of 8 pages

**VESSEL SYSTEMS CONTINUED
ELECTRICAL**

AC

AC Powercord : MARINCO 30 A

AC inlet: Marine type all weather 30 A

AC main panel: MARINETICS w/ main breaker switch & labeled breaker switches to individual AC service

Battery charger: NAUTILUS 15

DC

DC main panel: MARINETICS w/ volt / amp meters & labeled breaker switches to individual DC service

DC sub panel: MARINETICS w/ labeled breaker switches to DC service

Battery switch: PERKO vapor tight

Batteries: (4) DELCO VOYAGER 12V Grp.27 wet cell (2) Start, (2) House

Wiring: ANCHOR Marine & stranded / tinned copper

Over current protection: Fuse & Breaker

PUMPING

Monitoring bilge pump: (1) 12V PAR mod. 36800-1000 w/ auto switch @ aft bilges

Pump & auto switch tested: Yes, operating properly

Emergency manual bilge pump: GUZZLER @ aft bilges

Manual pump tested: Yes, operating properly

GALLEY

Range: DICKENSON BRISTOL diesel w/ S.s. stack & gimballs

Refrigerator: NORCOLD 110AC/ 12VDC

Sink: S.s. w/ hot & cold pressurized service

POTABLE WATER

Tank: (1) poly 100gal reported

Hot water: SEWARD mod. 2700 120AC/ heat exchange, 6gal

Pressure: PAR mod. 12573-2000 w/ accumulator tank

SANITATION

Type: I-MSD MANSFIELD treatment system

Holding tank: SELAND poly est.10 gal

SAFETY

Fire protection: (2) SUPER10, type: B-C size: 1 portable extinguishers.
Charged/Secured

PFDS: (4) type I adult life vest, (2) type I child vest, (2) type IV cushion

Visual distress: (1) OLIN 12 ga. meteor flare launcher (flares expired)

SLOW DANCER
Page 6 of 8 pages

VESSEL SYSTEMS CONTINUED

HEATING: RED DOT fan forced via heat exchange

LIGHTING: Incandescent & Kerosene lantern

SUMMARY

The vessel, a production motor cruiser built by the WILLARD Co. is no longer in production. An active WILLARD owners association keeps interest high. VEGA 30s and other configurations built on the same hull plan remain popular and are sought after if well cared for. SHADOW DANCER has been well maintained and house keeping is good. With good exterior / interior layout, good quality hardwood interior, electronics and amenities this vessel can be an efficient motor cruiser.

HULL / DECKS / CABIN

When observed afloat the vessel appeared in trim, where accessible showing no discrepancies in exterior / interior freeboard, decks or cabin

When observed out of the water, percussion sounding and non-destructive probing showed no obvious signs of damage or discrepancies to the vessels exterior hull and underbody.

PROPULSION

Visual inspection showed the vessels engine, shaft, glands, controls, navigation, fuel and associated systems to appear well maintained and operating properly.

With the exception items listed in the FINDINGS and RECOMMENDATIONS section of this report.

B.W.L. THROUGH HULL FITTINGS / BILGE PUMPING

Visual inspection of the vessels BWL fittings and valves showed them to appear to be in good condition operating properly

Visual inspection and testing of the auto bilge float switch and pump and the manual bilge pump showed them to be operating properly.

SAFETY

Visual inspection showed the vessels safety systems, lifelines, hand rails, PFDs, visual distress and fire equipment to appear properly installed and up to date with the exception of items listed in the FINDINGS and RECOMMENDATIONS section of this report.

SLOW DANCER

Page 7 of 8 pages

FINDINGS and RECOMMENDATIONS

PROPULSION

FOUND : Worn stern bearing-excessive tail shaft freeplay

RECOMMEND: Qualified technician remove shaft, inspect, check true and re-new or replace as called for. Replace stern bearing, reinstall shaft and realign coupling.

SAFETY

FOUND: Flares expired, Visual Distress Kit

RECOMMEND: Purchase up to date flares to meet USCG requirement of 3 hand held day/night flares or-1 day/night hand held and 2 day/night parachute flares

In near costal waters it is a good practice to include a USCG approved launcher and 6 up to date meteor flares.

FOUND: Hand rails loose

LOCATION: P/S wheel house cabin top

RECOMMEND: Remove and re-bed all hand/grab rails, inspect and tighten through bolts.

SLOW DANCER

Page 8 of 8 pages

CONCLUSION

As far as can be determined from a general examination within the stated scope of this survey, the subject vessel is considered to be in good condition for intended service as a private yacht and may be safely operated on sheltered rivers, lakes, bays and sounds of the west coast, weather and sea conditions permitting.

ESTIMATE OF FAIR MARKET VALUE: \$ 43,000.00

ESTIMATE OF REPLACEMENT WITH LIKE VESSEL: \$ 47,000.00



This report is submitted with the mutual understanding that the information gathered herein was obtained by general examination of the subject vessel and equipment. It is not to be construed that undetected defects do not exist. Acceptance and use of this report by interested parties constitutes acceptance of the aforementioned terms. This survey was performed and report given without prejudice to question of rights or liability of any or all persons concerned or interested.

J. QUARLES MARINE SURVEYOR 8/17/06

ASSOCIATE, NATIONAL ASSOCIATION of MARINE SURVEYORS INC.

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