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Mr. Sample Wood Fishing Boat  
226 Old Harvardl Road  
Bysintine, RI 02888

June 30, 2015

Re: 1981 Lash 55 Fishing Vessel "LONG LINE"

Dear Mr. Sample,

This letter reports the results of a survey of the above vessel which was inspected while hauled on the 29th of June 2015, at the Newport Shipyard in Newport, Rhode Island. You requested the inspection to establish it's condition and value. I have made only a visual inspections of the engine, gears, and fishing gear.

*The survey guidelines are provided, for the most part, by the "N.F.P.A., and A.B.Y.C., Coast Guard Standards, and the "Code of Federal Regulations", as published for pleasure yachts, and the values guideline is the current edition of the "BUC" book along with current market conditions.*

The survey of this vessel is based solely on a visual inspection of accessible portions of the hull and equipment. Certain parts of the hull and structure can be inspected only by removing decking, liners, bulkheads and sheathing. These areas were not inspected. Inspection of auxiliaries, piping, tanks, mechanical systems, electrical wiring and secured connection boxes, electrical and electronic equipment can be accomplished only by continuous operation or by disassembly. It is our practice not to disassemble any assembly. Systems are checked as operational or not operational.



#### General

The vessel was built by Lash Boatyard, 31 Harbor Road, Friendship, ME in 1981. The Official number is 636063. Pertinent dimensions of the vessel are: the LOA is 55', the beam is 19', and the draft is approximately 9'. The displacement is approximately 59 tons.

## Preface

This vessel is undergoing a partial refit while it is use as an on shore (within the three mile limit) dragger. The owner / operator has made most of the corrections to enable the vessel to be a viable fishing vessel. There are additional upgrades he plans to address over the next year.

## Hull and Structures

This vessel was designed for offshore commercial fishing service. She is heavily built to withstand years of off shore service. She is a soft chine, partial

open transom vessel constructed of 1 and 1/2 inch white oak planks over 3 by 5 inch white steam bent oak frames, approximately 12 inches on center. No but blocks are used all planks meet at a frame. Also, installed through the length of the chine is a second layer of one inch thick oak planking, screw fastened to the main structure. This chine addition is applied to protect the structure from work related damage.

The primary fasteners are five inch by five sixteenth inch galvanized spikes. One shown on next page. This fastening system makes for a very sturdy basic hull.

The keel makeup is comprised of the same framing and structure. In addition it is filled with concrete which makes up the ballast and also adds to the structural integrity. The concrete was installed during the initial building.

The transom is also fabricated using the same oak materials as the hull. Framing and additional support is provided at the transom to handle the pressure of hauling the net and hardware.

This hull design and construction technique make for a very seaworthy craft. The interior

view of this hull permits only a modest inspection of the interior of the hull and frames. The frame work and planking are in very good shape as can be inspected. I did not detect any frames or other supporting structures that were questionable. Actually, the work on this vessel is a notch above that of most professional vessel yards engaged in this type of vessel construction. The exterior below the waterline section of the hull was inspected and found to be free from any damage or rot.

A new coat of green epoxy paint has just been applied to the freeboard section and the bottom coating is in the works. Both hydraulic and DC bilge pumps and

alarms are in operational condition.



## Pilot House

The pilot house/operating station is constructed for the most part of the same materials, not quite as heavily built. The frames and supports are in good condition and no structural damage or rot was noted at any location. The windows are Lexan through bolted in place and are secure. Access to the pilot house is gained through a weather tight door. The overhead also is secure and sturdy. Two operating stations are fully functional at this level. The engine control panel (all gauges and switches) is functional. Engine alarms are via panel warning lights. The net hauler controls are secure and properly mounted. The original head has been removed from this area. Access to the crews quarters and engine spaces is gained from the pilot house.

*Interior view of frames and planks*



*Fore deck*



*Fastener sample*



*Work deck*





## Work Deck

All surfaces were checked out and no problems were found. The work deck, (photos on Page 3 and at left) is also constructed of white oak framing and transverse oak planking reinforced to accommodate load bearing areas. All deck supports and reinforcements are also oak and are well secured.

Several hatches are built in to provide access to a variety of hold spaces. The hold area is divided to provide space for different specie of catch.

The side rails are secure and house tankage (approximately 50,000 pound capacity. The Hydraulic pumps (Three) are properly installed and secure. Two for the winches, one for the net and miscellaneous gear.



## Forward deck and Bow area

The forward raised deck and bow area is in overall good condition. The deck area is free from damage or rot, freshly painted and in secure condition as is the escape hatch to the crews quarters. The cleats and toe rail are in good condition and secure.

## Ground Tackle

There are two complete sets of anchors (one fifty pound Danforth) with appropriate chain and line aboard. Backup ground tackle

is aboard.

## Fire fighting and Safety gear

An up to date EPIRB is on board. A four man life raft and throw ring were noted. Three immersion suits and adequate life jackets are on aboard. Three immersion suits and the life raft have just been inspected. Appropriate signalling equipment, including two VHF transceivers are on board. This vessel was inspected by the U.S. Coast Guard this year and the appropriate sticker is in place. (Note photo on Page 7) A proper day shape was not noted.

## Engine and Spaces



Propulsion is by a 350 HP fresh water cooled Detroit Diesel engine with Twin Disk gear 2-1 reduction gear, coupled to a stainless shaft and 13X13 inch bronze four blade propeller. The shaft and shaft log are in good condition. The engine and gears are in good condition, very clean and (reported to be installed rebuilt in 2010) appear well maintained. The power takeoff, hydraulic from derive gear box is in good condition and provides adequate power for the Hydro Slave hydraulic equipment for deck and tank supply system. Ventilation to the engine spaces

is adequate. The vertical dry exhaust system appears secure, but should be insulated above deck as it passes near work space. It is stainless and cast, heavy duty, and in good condition. The system is properly insulated clamped and in good shape.

All through hull fittings including the valves are bronze and in good condition, but could use freeing up as two in the engine space are quite stiff to operate.



The engine controls from both stations are smooth operating. The engine compartment bilge is sound and sturdy. The bilge in this area is clean. There are three two inch high capacity dewatering pumps. One pump is hydraulic driven and the other two are DC driven. The custom hydraulic manual steering gear is in good condition and operates smoothly from both stations. The rudder shaft packing gland appears to need repacking.

A ( pictured at left) Northern Lights 8 KW Diesel powered generator was also a recent upgrade.

## Electronics and Navigation equipment

Furuno 4 KW Radar, Furuno GPS with chart plotted and Depth Sounder, 1850 Color Sounder, Auto Pilot, Furuno Two Standard VHF Transceivers, and a Ritchie compass. The electronics was not checked out as the vessel was hauled, but does look in very good condition.



*Other photos page*



*Rudder and propeller*



*View of transom*

Fishing, winches, nets, etc.

As the vessel was hauled, the fishing gear was not operated or checked out. Fuel tanks are secured and could not be inspected.



*View of one hold*



*DC control panel  
"LONG LINE"*

## *Item Specific List*

1. Coast Guard Safety and Signalling package..... Complete

### Electrical

2. AC/DC Isolation..... Isolation system not installed, GFCI not installed
3. AC/DC ground system..... DC ground in accordance with ABYC standards,  
AC ground, as originally equipped (Closed loop system).
4. DC control panel..... original, at control station, well maintained. DC wiring is  
original stranded copper with original harnessing in place.
5. AC control panel..... In main salon in original condition.

### Fuel system

6. Fuel lines..... Flex line, looks good, properly secured, US Coast  
Guard approved type rubber line.
- 6a. Fuel line shut-off valve.....at manifold
7. Fuel tanks..... Built in approximately 300 gallons

Propane, CNG, Alcohol..... NA

### Propulsion system

8. Carburetor back fire flame arrester.....NA Diesel.
9. Exhaust system.. Stainless, dry verticle, good shape.
- 9a. Exhaust system risers.....NA
10. Engine mounts..... secure
11. Engine shaft logs..... secure
- 11 A. Rudder shaft logs....re-pack

### Hull and Mechanical systems

- 11 B. Engine compartment ventilation..... Coast Guard Approved type blower  
along with appropriate hull outlets.
14. Steering gear and controls.... Hydraulic to manual, lines and hardware are original  
and are in smooth working condition
15. Overboard fittings..... all bronze fittings below the water line, shut-off valves are  
working, need freeing, appear original. Related  
hoses US Coast Guard approved type and are double  
clamped.
16. Backup ground tackle..... observed



Crews quarters and Galley

The crews quarters and galley occupy the focsle, as usual. The area is spartan, but clean and structurally sound. There are berths for four and a fully equipped galley additional photo on Page 4.

### Conclusion

This report can not be construed to guarantee or warrant the condition or operational condition of the vessel. As mentioned earlier, this vessel is undergoing a refit while still in the working fleet. The AC electrical systems have yet to be addressed.

This vessel is in structurally sound condition, considering its age. The value would be approximately \$50,000.00 in today's market.

### Recommendations:

Free up tight through hull fittings. Remove unused wiring and harness and secure remaining wiring. Repack rudder shaft log. Protect batteries from shorting. Insulate exhaust system that passes through outside work space.

Cordially,

James Cross, Certified Marine Surveyor

JC/pam



AC panels needing service



Secondary work operating station