

**VESSEL PARTICULARS**

VESSEL NAME	:	“CEILIDH” Painted on Custom Varnished wood transom.
VESSEL MODEL/TYPE	:	A 36' Rybovich Sportfish with Hardtop over Helm area of Cockpit.
BUILDER/YEAR	:	Rybovich of West Palm Beach, FL. Papers state it is a 1959 Model.
HULL IDENTIFICATION NO.	:	HIN # stamped on transom.
U.S. DOCUMENT NO.	:	British Certificate Doc. # 731378 and formerly U.S. Doc. # 279171.
STATE REGISTRATION	:	Road Harbour, BVI.
REGISTERED PORT	:	Road Harbour, BVI. Found on British Certificate.
HAILING PORT	:	Road Harbour, BVI. Painted on transom.
EST. REPLACEMENT COST	:	\$750,000.00 to build a 2000 Model Year. Only three were built by Rybovich Boat Yard.
EST. MARKET VALUE	:	\$260,000.00 in present day condition when yard work is finished. This is considered a Classic and has apparently been well maintained through the years.
VESSEL CONDITION	:	Vessel is in the yard for painting Bottom, Hull Sides and Topsides. The bottom is painted with Interlux Micron Anti-fouling Blue Paint. The Hull Sides and Topsides are being painted with Inron White. The bilges are painted white and are in good to very good condition. When this vessel is finished it will be in like new condition. Classic models such as this should always be kept in Palm Beach Condition as they are in actuality irreplaceable. Again, this vessel is and will be in very good to like new condition. The Main Gasoline engines are reported to be rebuilt down to but not including the Blocks. There are only 70 hours on the meters SMOH(Since Major Overhaul). Date of engine overhaul unknown, check Owners Files. Trunk Cabin windows are being replaced with new. Custom Rybo Top is being reconditioned and a new Head-liner installed. The bottom has been fiber-glassed over the Mahogany Planking up to Waterline. The Foredeck is fiberglass over wood. Cockpit deck, Cabin sides and Hull

		sides down to waterline are not fiberglass but in very good condition. Fiberglass work was done by Merit Boat Works of Pompano Beach, FL. Date unknown. Check Owners files.
VESSEL USE	:	Cruising U.S. Inland, Coastal, Offshore and Caribbean Waters including the Bahamas.

Estimated market value is based upon current Market Conditions, BUC Book, N. A. D. A. and other pricing guides as well as the Surveyors Experience and Market Research.

### HULL DETAILS

VESSEL LENGTH: 36'0"                      BEAM: 12'0"                      DRAFT: 2'6"  
DISPLACEMENT : Gross Tonnage is 11.85                      TYPE: Deep V Hull

HULL MATERIAL	:	Planked Mahogany.
DECK MATERIAL	:	Cockpit is painted Plywood and foredeck is hardwood with fiberglass over.
LONGITUDINALS	:	Hardwood LONGITUDINALS with extra thick for engine stingers.
TRANSVERSE FRAMES	:	Hardwood frames on 8" centers. Knees found throughout.
KEEL	:	Hardwood.

WORM SHOE	:	Sacrificial soft wood found in good condition.
DECK TO HULL FASTENINGS	:	Silicon Bronze fastenings. None were removed for inspection.
COCKPIT/AFTERDECK	:	Aft Cockpit with Port and Starboard Engine Boxes forward and the Helm Area to Starboard forward. The Forward bulkhead of the Cockpit is varnished Mahogany.
SAFETY RAILS, BOW, SIDE AND STERN	:	None.
RUB RAILS	:	Stainless steel ½ Round fastened with stainless steel screws.
PORTHOLES, WINDOWS & DECK VENT HATCHES	:	Sealed Portlights for Trunk Cabin with two escape/vent hatches forward for Salon and Head.

TRANSOM DOOR	:	One opening Fish Door to Starboard.
BIMINI	:	Fiberglass Hardtop over Helm area with aluminum support stanchions.
DECK LIGHTS	:	None.

FLOOD LIGHTS	:	None.
OUTRIGGERS	:	Stored.
FISHING CHAIR	:	Base support plate of stainless steel in Cockpit only. No Chair.

THE ABOVE AREAS INSPECTED WHERE ACCESSIBLE

**SAFETY EQUIPMENT**

LIFE JACKETS	:	Eleven Type II Nearshore.
LIFE RAFT	:	None.
LIFE RINGS OR THROW CUSHIONS	:	One Type IV 20" Ring and one Type IV Throw Cushion. Both are USCG approved
DISTRESS FLARES	:	Two full sets with expiry of September 1998
SHIPS HORN	:	Electric activated but removed for vessel exterior painting.
FOG BELL	:	None.
EPIRB	:	None.
SMOKE DETECTOR OR FUME DETECTOR	:	One Sentry 415 Gas Vapor Detector, <b>could not activate.</b>
FIRE ALARM	:	None.
PORTABLE FIRE EXTINGUISHERS	:	Reported 3 BC-1 dry chemical that are stored.
GAUGES SHOW	:	N/A
FIXED EXTINGUISHER	:	One CO-2 Automatic Tank Starboard side of engine compartment.
LAST INSPECTION	:	June 1998 and pressure gauge shows low. <b>Past due for inspection.</b>
PLACARDS(TRASH & OIL)	:	Both.
ANCHOR & LINE	:	Danforth 13-H stored and 125' of nylon line with 6' of Leader Chain.
ANCHOR MOUNT	:	None.
WINDLASS	:	None.
WASTE MGT. PLAN	:	None. Only required on 40' or longer vessels.

AND RULES OF THE ROAD	
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THE ABOVE TESTED TO SURVEYORS ABILITY

**NAVIGATION AND ELECTRONICS**

STEERING STATIONS	:	One Helm Station Starboard forward of Cockpit.
COMPASS	:	Magnetic Danforth Constellation and the Auto-pilot Compass.
AUTO PILOT	:	Robertson AP-2500. <b>Motor out for repairs.</b>
VHF RADIO	:	Icom IC-M-125 VHF Radio.
SSB RADIO	:	None.
RADIO LICENSE	:	None.
LOUD HAILER	:	None.
INTERCOM	:	None.
GPS / CHART NAV	:	Northstar 800 GPS/Loran Combination.
LORAN C	:	See above.
RADAR	:	One Furuno 36-mile range Radar.
LOG SPEED	:	None, uses GPS.
WIND SPEED/DIRECTION	:	None.
DEPTH SOUNDER	:	Datamarine International Offshore Digital.
BOTTOM/ FISH FINDER	:	None.

SEA TEMPERATURE	:	None.
RUNNING LIGHTS	:	International Rule 12-volt. Removed for painting.
ANCHOR LIGHT	:	All around White Light. Removed for painting.

SEARCH LIGHT	:	None.
BAROMETER/CLOCK	:	None.

THE ABOVE WERE NOT POWERED UP & TESTED TO SURVEYORS ABILITY DUE TO REMOVAL FOR PAINTING OF VESSEL

**PROPULSION MACHINERY**

MAIN ENGINES	:	Twin Gasoline under Cockpit Deck in Port and Starboard Engine Boxes that are above the Cockpit Deck..
MAKE /MODEL	:	Crusader 454 CID V-8's rated at 350-HP. Rebuilt recently and converted to Electronic Ignition. Hour Meters show 70.4-Port & 70.5-Starboard. USCG approved Flame Arrestors on Carburetors. Check Owners Files for invoices of rebuild and date.
SERIAL NUMBERS	:	PORT: 38072 found on Ships Papers. STBD: 38041 found on Ships Papers.
REDUCTION GEARS	:	Borg/Warner Chain & Cable Driven Velvet Drives with 1.91 to 1 Ratio.
SERIAL NUMBERS	:	PORT: 3416 found on Ships Papers. STBD: 4902 found on Ships Papers.
GEAR & THROTTLE	:	Panish Positrol Chain to Cable Single Levers each engine.
ENGINE ALARMS	:	Engine Helm gauges and audible alarms.
ENGINE SHUT-DOWN	:	Ignition and fuel shut-off.
ENGINE SYNCHRONIZER	:	None.
FUEL LINES	:	Appears to be approved Type A-1 rubber hoses with metal swage fittings. There is a cover over fuel lines that state Aro-quip A-1.

FUEL FILTERS	:	Canister Spin-off type.
FUEL SHUT-OFF	:	Fuel Manifold Valve System for all engines forward engine room.
FUEL TRANSFER	:	Crossover Valve at Main Fuel Manifold.

ENGINE COOLING	:	Fresh water system with raw water exhaust system cooling.
INSULATION	:	Mylar covered Fire Retardant Foam on Engine Box interior covers.

SEACOCKS	:	Bronze single lever ball valve with Bronze handle.
STRAINERS	:	Exterior Sendure Bronze Clam Shells.
ENGINE ELECTRICAL	:	Uses a 12-volt system with alternators on engines.
SHIPS BATTERIES	:	Three 4-D 12-volt. Four Guest Switches for House, Generator, Port Engine & Starboard Engine.

### PROPULSION CONTINUED

BATTERY CHARGER	:	One Charles 3000 System 30-amp.
INVERTER	:	None.
PROPELLER SHAFTS	:	Stainless steel Aquamet at 1-1/2" Diameter.
PROPELLERS	:	Bronze 3-blade stamped 19-D X 19-P.
STRUTS	:	Dual Bronze single leg each shaft.
STRUT BEARINGS	:	Rubber Cutlass Bearings.
STERN TUBE	:	Bronze Collar.
PACKING GLAND	:	Waxed & braided Flax Packing.
STEERING SYSTEM	:	Rybovitch Wheel to Chain to stainless steel cable to Steering Rod that is attached to both Rudders. Connecting Steering Rod <b>shows rust scale.</b>
RUDDERS	:	Twin Bronze Spade type.
RUDDER PACKING	:	Waxed & braided Flax Packing.
RUDDER INDICATOR	:	None.

IT IS RECOMMENDED THAT ENGINES INCLUDING GENERATORS (GASOLINE OR DIESEL) BE INSPECTED BY CERTIFIED MECHANIC. THIS SURVEYOR IS NOT CERTIFIED AND CAN NOT BE HELD LIABLE FOR ANY ENGINE DEFECTS.

### ELECTRICAL

GENERATOR(S)	:	Single Gasoline Onan 4.5-KW Model 4.5MCCK. Serial number not found due to ID Tag missing from Generator.
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SHORE POWER SUPPLY PHONE & TV HOOK-UP	:	Has 120-volt 30-amp No.
ELECTRICAL PANELS	:	Yes, in Salon.
POLARITY INDICATOR	:	Yes, light indicator.
OUTLETS / GFI	:	Normal 115-volt outlets throughout. No GFI outlets found.
GROUNDING	:	Negative to engines.
BONDING	:	Copper wire in vinyl sheath.
WIRING	:	Cambric, thermoplastic and molded rubber done in an approved manner.

### PUMPS

BILGE PUMPS / MANUAL & ELECTRICAL	:	Two Par belt-driven diaphragm pumps forward & engine room & one HD centrifugal pump aft in Lazerette. All are 12-volt with Float switches for automatic operation and a toggle switch for manual operation.
FRESH WATER PUMP	:	Par 12-volt Diaphragm pump.
RAW WATER PUMP	:	None.
SHOWER SUMP PUMP	:	None.
A/C COOLING PUMP	:	Cruise air Marine Development 120-volt raw water cooling pump.
HOLDING TANK PUMP	:	Electra-San System to burn waste before dumping overboard. This is approved by USCG in Coastal and Offshore Waters but not in fresh water Lakes..
DOCKSIDE FRESH WATER.	:	None found.

### TANKS

TYPE OF FUEL	:	Gasoline in three Monel Metal tanks.
CAPACITY	:	Reported to hold 275-gals. Total.
LOCATION	:	Under Cockpit Sole.
FUEL FILLS ON DECK	:	Yes.
VENTS OVERBOARD	:	Yes.

LUBE OIL TANK	:	None.
FRESH WATER TANK	:	Reported to be a 50-gals. Single tank of Monel Metal.
WATER FILLS & VENTS	:	Yes.
ACCUMULATOR	:	None.

WASTE TANK	:	Uses Electra-San Unit for burning waste before dumping overboard.
Y-VALVE FOR WASTE	:	N/A
WATER HEATER	:	None.

### **GALLEY**

LOCATION	:	Forward of Salon Down.
STOVE TYPE & MAKE	:	None.
REFRIGERATION	:	U-Line 115-volt under the counter model in custom cabinet.
FREEZER	:	Integral, part of refrigeration.
ICE MAKER	:	None.
DISHWASHER	:	None.
WASHER/DRYER	:	None.
GARBAGE DISPOSAL	:	None.
MICROWAVE OVEN	:	None.
GALLEY SOLE & TABLE	:	Teak and Holley Planking in Galley and Salon. A Dinette located to Starboard in Salon.
SINK & SPIGOTS	:	Stainless steel counters and sink.

### **CABIN INTERIOR**

ACCOMMODATIONS	:	Sleeps up to four.
STATE ROOMS	:	Forward is enclosed Head and storage. Amidships is Galley.

	:	Aft and up is the Salon with Settee to Port and Dinette to Starboard.
Heads	:	One enclosed forward with Anchor Locker.
SHOWERS	:	None.

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CABIN BRIGHT WORK	:	Painted wood and varnished wood with vinyl overhead liner.
CABIN SOLE	:	Teak and Holley Planking.
AIR CONDITIONING	:	One 16,000 BTU Cruise Air Reverse Cycle.
TV, STEREO, COMPUTER	:	None found.

### OUT OF WATER INSPECTION

The vessel was previously transferred under its own power to Cracker Boy Boat Yard and hauled for the refurbishing of vessel with new paint and repairs of any type needed. The bottom was being painted with new anti-foul paint during inspection.

HULL CONDITION	:	Very good. Bottom is fiberglass over Mahogany planking up to waterline.
SHAFT ALIGNMENT	:	Appears true.
PROPS	:	Appear to have just been reconditioned.
STRUTS & BEARINGS	:	Appear in good condition.
TRIM TABS	:	None.
ZINC'S	:	None installed. To be done after painting.
BOTTOM ANTI-FOULING	:	New.
THRU-HULL FITTINGS	:	Appears in good condition.
RUDDERS	:	Appear to be in good condition.
TRANSDUCERS	:	Appear to be in good condition.
CHINE	:	Like new condition.

### NOTE

There is a built in Live Bait Well under aft Cockpit Deck that is supplied Saltwater via 12-thru-hull holes that will bring water up to the vessels water-line and when plugged there are two with scoops on the underside that will drain Bait well while underway. This has been reconstructed with wood and fiberglass and is in excellent condition.

**SEA TRIAL**

None conducted at this time.

**REMARKS**

This vessel appears to be in very good condition and after the Yard Work being done at this time with new Imron Paint, it will be in like new condition. The interior is in like new condition throughout. Although this vessel was built and designed with fishing in mind, some observers would comment that this is the forerunner to the modern Express Cruiser. This vessel is truly a **CLASSIC** and will be admired by the Boating, Fishing and Yachting Community for many years to come. Life expectancy of this vessel appears to be forever if maintained in present condition.

**RECOMMENDATIONS**

FOUND	~	RECOMMEND
1. Fixed CO-2 Fire Extinguisher last inspected June, 1998.	:	1. Have inspected by Qualified Tech annually.
2. Distress Flares are expired September 1998.	:	2. Provide up to date USCG approved Distress Flares and keep old ones for spares.
3. A Motor of some type under aft Cockpit Deck to Port has been removed and the wires are exposed.	:	3. Remove wires if Motor is not to be re-installed.
4. Two hose clamps on Thru-Hull Sea-Cock for the Air Conditioner are questionable.	:	4. Replace with new. Check all Hose Clamps for raw water intakes and outlets and double clamp any below water line.
5. Bonding wires while properly connected show age.	:	5. It would be a good idea to replace bonding wires with new at Owner's discretion.
6. Starboard side aft Cockpit stainless steel Cleat is showing delamination in area of 1' X 1" area.	:	6. Cut out delaminated area and replace with wood and or fiberglass.

It is reported that all Hardware and equipment to be re-installed when Yard Work is finished.

## **END OF REPORT**

### **TERMS AND CONDITIONS**

All attempts are made by the undersigned Surveyor to make a complete and thorough inspection of the vessel which is the subject of this report. The Survey, remarks, comments and recommendations set forth herein are the best determined opinions of the Surveyor, and may not be interpreted or accepted as a statement of warranty or one of actual fact.

The survey was conducted under the guidance of the Code of Federal Regulations (CFR), United States Coast Guard Requirements (USCG), National Fire Protection Association Standards (NFPA), and American Boat and Yacht Council Recommended Practices (ABYC), and, the surveyors skill, training, and experience.

The undersigned Surveyor or Corporation cannot be held liable or responsible for any determined inaccuracy, misstatement of fact, omission, or error in judgment or opinion.

All areas are inspected where accessible without removing fastenings, overheads, fixed panels and bulkheads.

Signed Without Prejudice

David Gunter, SA  
Attending Surveyor

*Member*  
*Boat U. S.*  
*Society of Accredited Marine Surveyors*  
*Marine Industries Association of Palm Beach County*  
*SURVEYING YACHTS AND SMALL CRAFT SINCE 1981*