



**OPTIMUM
MARINE
SURVEYS**

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Report of Condition, Valuation and Insurance Survey

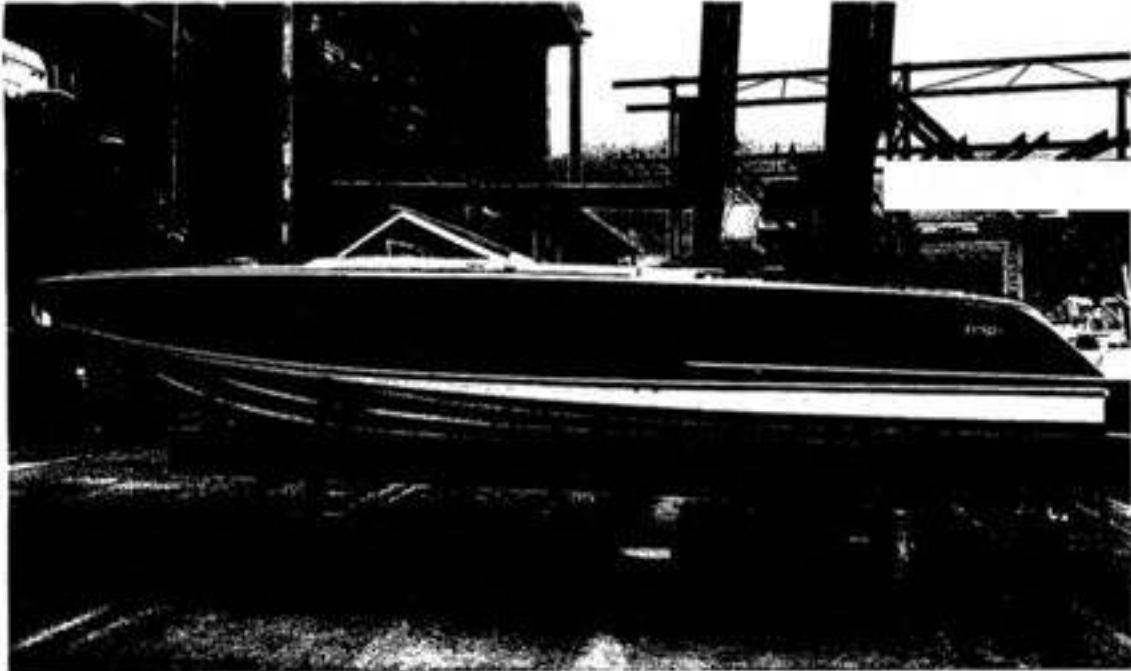
"Fino"

The name of the vessel was displayed on the transom.

Type of Vessel:	Fino 30 (Classic Sports Runabout)
Hull Number:	None found
Yard/Serial Number:	None found
Registration:	None found
Vessel Lying:	Yacht Haven Quay (dry stack), Plymouth, Devon
Owner (instructing):	Mr Nick Sprague
Address of Owner:	No Sea View, Shepherds Court, Lower Lane, Ebford, EX3 0FD
Date of Survey:	19 th June 2019

Principle Dimensions (Dimensions have not been confirmed, and are taken from manufacturer's information found online)

Length OA:	10.39m	30'3"
Beam:	3.40m	9'3"
Draft (max):	0.92m	2'9"
Builder:	Fino Marine, USA	
Designer:	Walt Walters	
Year of construction:	c1970	
Engine:	Twin Mercury inboard V8 petrol	
Accommodation:	2 berths in forward cabin.	





Survey Conditions and Preface

The vessel was inspected on a mild, dry day whilst stored ashore on a bunk (having been brought out from the dry stack facility in which it is normally stored). The outside temperature on the day of survey was approximately 19°C. At no point was the vessel moved or inspected afloat during the survey.

The survey was instructed on the premise of establishing the vessel's condition and value for insurance purposes as refit work had recently been undertaken.

Survey Limitations

No dismantling of the hull or machinery took place, other than removing portable boards and covers and locker contents. Any elements of the vessel's fit out or construction that were hidden by fixtures, fittings or the nature of construction were not subject inspection and cannot be said to be free of defect.

The vessel was not inspected afloat, and therefore no comment can be made regarding the watertight integrity of any plumbing, stern rudder glands or any other hull penetration below the waterline.

All of the vessel's onboard tankage was inspected externally and in situ. No pressure testing of the tankage was carried out, or tests for contamination made.

No dismantling of the engines or V drives took place so the internal condition of the engines and drives cannot be commented on. Engine and drive components hidden from view could not be examined for defects. The engines were not started on the day of survey. No guarantee can be inferred regarding the life expectancy of the engines and drives, and comments can only be made based on the limited inspection of the engines and drives on the day of the survey.

In the process of compiling this report, no investigation has been made into the tax or ownership status of the vessel.

Liability to the contents of this report is extended to the instructing client only. No liability whatsoever is made or inferred to any 3rd party who may read it or be in possession.

This report is subject to standard conditions set out in the appendix and available at www.optimummarinesurveys.co.uk/services.

In Attendance

The owner was not in attendance during the inspection.

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Structure

Exterior Hull

The vessel had GRP hull, stiffened by glassed-in bulkheads, semi bulkheads, longitudinal and stringers, floors and locker dividers. The construction utilised a lay-up of polyester resin, mixed glass-fibre matting and woven roving.

The hull was of the deep Vee planing type, with swept moulded spray rails and a hard chine.

The hull was finished in the dark blue two-pack spray applied paint over high build filler/primers on the topsides which was found in fair condition. A split in the paintwork was noted on the port side just aft of midships, with further damage to the paintwork on the starboard side quarter just above the lower rubbing strake. These areas of damage were only of cosmetic concern.

The underside of the hull was coated with what appeared to be a hardened epoxy primer below the waterline. The underside was not antifouled.

Very small pinpricks to the surface of the epoxy were noted in numerous small, localised patches. This is suggestive of the underlying gelcoat surface having been aggressively shot blasted to remove old coatings prior to epoxy application, or possibly of previous aeration to the underlying gelcoat or poor adhesion/mixing of the epoxy. Given the usage and storage of the vessel in a dry stack, this was not presently of concern.

The hull was gently percussion tested during the survey with a plastic faced hammer.

Upon sounding, two small, localised dull sounding areas were noted on the port side forward, between spray rails 1 and 2 and spray rails 2 and 3 in the area of the depth sounder/transducer fitting. These areas appeared to have been poorly previously repaired, with small undulations to the hull laminate noted (possibly from old skin fittings). The areas should be ground out and re-laminated with fresh fibreglass and resin.

Two further small delaminations were noted where the newly installed bow thruster had been glassed into the hull which should also be repaired.

Moisture meter readings were taken over the topsides and underwater hull using a Sovereign Quantum Marine Meter using both deep and shallow modes. Readings were taken in approximately 50 random areas both above and below the waterline.

Prior to taking the readings, it was noted that the surface of the hull was coated with what appeared to be a slightly salty residue (possible that the vessel had not been rinsed down with fresh water when last hauled ashore into the dry stack). The presence of salt on the surface will slightly increase readings in the capacitance type meter. Epoxy coatings also have the tendency to increase moisture meter readings

Meter readings (scale 0-100) were all found to be below 20 on the hull above the waterline in shallow mode, with readings reducing slightly with the meter placed into deep mode. The laminates can thus be considered dry for all practical purposes. Slightly higher readings were noted over areas of cracked paintwork, particularly on the port side amidships as would be expected, however, this was not of concern.

Below the waterline, readings were generally found to be in the range of 25 to 35 in shallow mode, remaining in the same range in deep mode. This indicates a moderate to high moisture content.



However, significantly higher readings (in some cases off the scale) were noted at the bow below the waterline (in way of an enclosed space below the anchor locker) and amidships in the area of the fuel tanks. These increased readings would be suggestive of water trapped inside the hull in these areas which should be further investigated.

The transom and quarters were fitted with a timber rubbing strake with a stainless steel capping which was well attached and in good order.

The hull otherwise was in fair condition.

Recommendations and Maintenance:

- Grind out and repair the small delaminations on the port side forward below the waterline, and also on either side of the bow thruster tunnel.
- Consideration should be given to repairing the topsides paintwork where damaged on the port side amidships and on the starboard quarter.

Superstructure and Deck

The vessel's superstructure consisted of a single piece GRP moulding comprising forward and side decks, a deep cockpit well with a large aft sunbed/engine hatch and a recessed bathing platform. The on-deck walking areas were stiffened by core sandwich construction and had recently been refinished with Flexiteak synthetic decking.

The superstructure was otherwise finished with spray applied white paint and/or gelcoat.

The deck was walk tested using the weight of the surveyor and no deflection noted that would be of any concern for a vessel of this age. The flexing teak decking largely made percussion testing of the superstructure laminates impossible. Where they could be tested with a hammer, they were found to be sound.

Some light blistering was found on the top of the engine hatch laminate. This had occurred where water had become entrapped between the sunbed cushions and the engine hatch. These areas should be ground out and repaired.

The superstructure moulding was found in good condition.

Recommendations and Maintenance:

- Grind out and repair the blistered areas on the top of the engine compartment hatch

Hull-Superstructure Joint

The hull and superstructure mouldings were joined together by a shoebox flange joint, which was sealed internally, and mechanically fastened through an extruded aluminium rubbing strake.

The hull to deck joint was further consolidated by over lamination inside the vessel.

The hull-superstructure joint was found in good structural condition where it could be inspected (internally limited to the engine compartment and anchor locker).

The rubbing strake was well attached and was in good condition.



Internal Hull Structure, Bulkheads and Bondings

The hull was internally stiffened by marine plywood bulkheads, semi bulkheads, locker dividers, floor bearers, engine bearers, longitudinal and transverse form stringers and transverse floors.

Access to directly inspect the attachment of the internal stiffening was restricted in numerous areas by the nature of the design and fit out of the vessel.

Upon inspection, delamination was noted in bonding laminate tabbing securing the accommodation bulkhead between the helm position and the fore cabin (helm position side). This should be ground off and re-laminated with fresh fibreglass and resin.

Otherwise, as far as could be accessed, the internal hull structure and stiffening was all in sound order and well attached to the inside of the hull moulding.

Recommendations and Maintenance:

- Re-laminate the failed fibreglass tabbing securing the main accommodation bulkhead (accessed at the helm position through the cockpit sole hatch) with fresh fibreglass and resin.

Hull Fittings

Stern Gear

The vessel was fitted with two 14x25 bronze propellers secured to the shaft tapers by double locking nuts and split pins.

The propellers were hammer sounded and found in good order and were free from any significant corrosion. However, it was noted that the starboard side Woodruff key had slid up the shaft, out of the propeller boss. This should be hammered home into the boss. Furthermore, it was noted that the forward not on the port side propeller shaft had cracked/split. This should be renewed.

The propeller shafts were rotated and seen to be rotating true and well aligned into the bronze shaft tubes.

The shafts were supported by cutless bearings mounted inside bronze P brackets bolted to the underside of the hull. Some light pitting corrosion was noted on both of the P brackets. This was not presently of concern, however, should be monitored.

The shaft tubes were sealed by conventional packing box type glands with a removable greaser point (no greaser screws were fitted). The glands were secured to the ends of the shaft tube by a rubber jumper hoses. The hoses were noted to be split at the ends and were oversized (pinched) to the end of the shaft tubes.

Although not presently of concern as the rubber jumper hoses were not perished, they should nonetheless be renewed for ones in a more appropriate size as part of ongoing maintenance.

The vessel was also fitted with a Bennett electrohydraulic trim tab system. This was operated from helm position and found to be functional on the day of survey. The trim tabs were well attached to the transom and in serviceable condition.



Recommendations and Maintenance:

- Renew the port side forward prop nut (split/cracked).
- Tap home the Woodruff key on the starboard side propeller boss.
- Renew the stern gland rubber jumper hoses for equivalents in the correct size for the end of the stern tube.

Rudders

The vessel was fitted with twin bronze rudders hung from tiller clamps at the head of each of the bronze rudder tubes behind the engines.

The rudders were hammer sounded and found to be in serviceable condition. However, it was noted that the surface of the rudders were lightly pitted. It was further noted that both of the rudder blades were drilled to take a bolt for an anode. No anodes were fitted to the rudders, and consideration should be given to fitting anodes to lessen any further corrosion.

Both of the rudders were manually heaved, and the port side lower rudder bearing found to be worn. The wear was not excessive, the bearing should be renewed as part of ongoing maintenance.

The rudder shafts were sealed by conventional packing box type glands (no greasers fitted).

The rudders were otherwise found in serviceable condition.

Recommendations and Maintenance:

- Renew the port side rudder bearing.
- Consider having the rudder blades repaired where pitted. The blades should be monitored for further corrosion in the interim.

Anodes and Cathodic Protection

The vessel was fitted with single sink shaft anodes. These were approximately 20% depleted.

Holes had also been drilled in the rudders to take anodes; however, none were fitted.

It was noted that no anodes were fitted to the trim tabs.

An anode was fitted to the propeller boss on the bow thruster (appeared to be brand-new).

Whilst the vessel is being dry stacked and not being left afloat, anode depletion is likely to be minimal. None that were fitted require renewal at present.

Seacocks, Valves and Skin Fittings

The following skin fittings and seacocks were found on or below the waterline:

- Depth transducer (plastic fitting);
- Speed log (plastic fitting);
- Two defunct yellow metal skin fittings and seacocks (capped off) in the engine compartment;
- DZR brass skin fittings with scoops on the transom for the engine intakes with long intake hoses leading to seacock valves adjacent to the water strainers in the engine compartment.



The seacocks below the waterline were hammer tested, operated and visually inspected.

All were found to be free from significant corrosion, dezincification or damage.

Hoses below the waterline were fitted with two hose clips at each end and were of the reinforced type.

The installation for raw water cooling for the engines was unsatisfactory as the seacocks are mounted well away from the skin fittings, with an intervening length of reinforced hose lying in the engine compartment bilges, beneath the engines. It is normally the case that seacocks are secured directly to skin fittings such that raw water can be cut off at source when the seacocks are closed.

Consideration should be given to bettering the installation, either by fitting the seacocks directly to the skin fittings inside the transom and attaching cables such that they can be remotely operated, or possibly by moving the intakes to a more suitable location and repairing the resultant holes in the transom. One suggestion would be to renew the defunct seacocks in the engine compartment and to reroute the engine intakes here with the seacocks fitted directly onto the skin fittings.

The following skin fittings were found above the waterline, all well attached and in serviceable condition:

- Bilge pump outlets;
- Fuel tank breather;

There were several defunct fittings above the waterline which were capped off.

Recommendations and Maintenance:

- Consider improving the engine raw water intake arrangement such that the seacocks are fitted directly to the skin fittings (either by moving the intakes to a reachable location or by fitting the seacocks to the skin fittings inside the transom and attaching control cables).

On Deck

Deck Fittings

The following deck fittings were found:

- One retractable forward mooring cleat on each side;
- Two fixed mooring cleats on the foredeck
- Fuel filler cap;
- One retractable aft mooring cleat per side;
- One retractable midships mooring cleats per side;
- Flagstaff socket;
- Transom step;
- Timber handrails;
- Air intake grilles

The deck fixtures and fittings were found in serviceable condition and were well secured as far as could be established.



Hatches, Windows and Ventilation

The cockpit area was fitted with a wraparound tinted windscreen. This was found in good condition and was well fixed.

The principal companionway door was of timber, mounted in a timber frame in the accommodation bulkhead. It was noted that the timber frame was not properly attached to the bulkhead, with gaps showing between the bulkhead cut out and frame. The frame should be re-fixed.

The foredeck was fitted with two raising portlights/vents with toughened glass glazing and stainless steel/chromed frames. These were in serviceable condition, however, could not be made to open during the survey.

None of the windows, hatches, or doors was hose tested or sonically tested for leaks during the survey which was carried out during dry weather.

Recommendations and Maintenance:

- Free off the deck port lights and ensure that they can be opened to provide ventilation into the fore cabin.
- Reattach the frame of the main companionway door into the bulkhead.

Navigation Lights

The operational navigation lights fitted in accordance with international collision regulations included:

- Large bow bi-light fitting;
- Stern light;

Ground Tackle

No ground tackle was found on board. It was understood that a stainless steel anchor and stainless steel chain had been purchased and were to be fitted/carried on board. The chain should be at least 30 m in length.

Recommendations and Maintenance:

- Ensure an anchor of suitable size and type and anchor rode of at least 30 m in length are carried on board.

Cockpit

The vessel was fitted with a deep central cockpit.

The cockpit was fitted with forward helm seat to port, navigator's seat to starboard and large bench seat of which had been reupholstered in blue leather.

The dashboard had also been replaced, and the cockpit polished.

Cockpit sole was fitted with laid teak decking which was in very good condition.

The cockpit was generally found in very good order.



Systems and Interior

Interior

The vessel's simple fore cabin interior had recently been refitted with new linings, varnish work and upholstery, all in very good condition. The interior was in very good order. It was noted that although the wiring had been installed, no interior light was fitted.

Bilge and Access

Access to the bilges on board was limited in places by the nature of design and fit out. All portable boards and hatches were lifted for inspection.

A small amount of water was noted in the base of the engine compartment bilges.

Otherwise, the bilges on board were found dry where access was possible.

Keeping the bilges dry and clean is an important part of the maintenance of the vessel as any spillage or ingress can subsequently be monitored and the point of ingress rectified.

Given the high moisture meter readings found on the exterior hull below the waterline, further investigation for standing water should be made of the bilge compartments immediately below the fuel tank (as far as can be reasonably accessed), and the sealed compartment beneath the anchor locker accessed through the fore cabin.

Where achievable, limber holes should be drilled through the stiffening and bulkheads which should be sealed with fibreglass and resin to permit free flow of water from all areas of the bilge to the lowest point around the bilge pump.

Recommendations and Maintenance:

- Further investigate the bilges beneath the fuel tanks and in the forepeak as far as accessible. Wherever practical, limber holes should be drilled to facilitate the free flow of water through the bilges to the lowest point.

Steering Systems

The vessel was fitted with a cable actuated wheel steering system which was turned from lock to lock with the vessel ashore and found operate smoothly.

The two tiller arms were connected by a tie bar. All was found in serviceable condition.

No means of emergency steering was found on board. No autopilot was fitted.

A Max Power 12 V bow thruster unit had recently been fitted. The bow thruster was found to be well installed, however, was not checked for leaks with the vessel ashore. The thruster was switch tested from the helm position control and found operational (not checked under load).

Electrical System

The principal electrical system was 12V, charged by the engine alternators, and by a Mastervolt 230V battery charger installed as part of the shore power system.



The vessel's batteries were of the sealed standard lead acid Varta type (180 Ah) and were laid into the centre of the engine compartment. The batteries were well secured and were in good order.

The electrical system was isolated by toggle type isolator switches beneath the bench seat in the cockpit. A crossover switch was also fitted. The principal distribution board was located on the port side of the fore cabin. The fused panel was fitted with a voltmeter and ammeter.

There was sufficient charge in the batteries to run all domestic and navigational equipment on the day of survey (engines not started).

The wiring the engine compartment was generally found to be well clipped and routed.

The vessel was also fitted with a 230V shore power system, including a shore power lead, connection point, sockets, and a battery charger. The system was protected by a trip switch, distributed through a second section of the main panel.

The switches on the main shore power panel suggested that a generator had previously been fitted on board.

The shore power system was not tested on the day of survey as there was no available outlet.

It was evident that the vessel had been rewired and electrically refitted, all of which appeared to have been carried out to a good standard.

Engines

Twin Mercury V8 petrol engines were fitted in the engine compartment beneath the aft deck. The engine serial numbers were not located. The engines are not original to the vessel.

The engines were connected to Walter V-drive gearboxes which were well installed and in serviceable condition. The prop shafts and power take-off shafts appeared well attached and in good order.

The engine compartment was accessed by a double hatch beneath the aft sunbed opening athwartships.

The engines were found to be clean, and free from any notable external corrosion, oily residue or evidence of raw water leakage.

The flexible engine mountings bolted to the original GRP laminated engine beds and/or angle iron engine bearers were found in serviceable condition as far as could be established without running the engines.

The GRP and timber engine beds were in good order with no evidence of stressing or delamination.

The engine exhaust systems comprised cast elbows and manifolds with exhaust hoses and silencers to outlets above the waterline on the transom (one outlet for each head). It was noted that the outboard port side exhaust outlet was bent, meaning that the flap would not shut properly. This should be straightened.



Some very small pinprick evidence of salty build up was noted on all 4 exhaust elbows. These should be closely monitored for further development/degradation. Mercury/MerCruiser manifolds and elbows are prone to corrosion and subsequent failure and should be regularly checked for any evidence of corrosion staining, salty build up or leaking.

The engine oils were at the correct level on the dipsticks.

The engines were directly salt water cooled with transom inlets directly plumbed to seacock valves in the engine compartment and bowl type strainers. No evidence of significant perishing was noted on any the hoses that could be readily inspected, nor was any evidence of salty/corrosion build up noted around any of the hose unions (see also section on seacocks and skin fittings).

The engines were fitted with control cables, with control heads mounted at the helm position in the cockpit. The controls were free to move with the correct detent in neutral and functioning neutral buttons.

None of the engine panel or ignition systems were tested during the survey. Analogue engine hour meters were fitted at the dashboard, reading 5 hours on the port engine and 17.7 hours on the starboard engine. If these engine hours are correct for these engines, then the Mercury "break-in period" is still ongoing and the engines should be used as specified by the manufacturer.

The engine compartment was fitted with blowers which were found operational. It must be ensured that these are run for a significant period of time prior to starting the engines to ventilate the bilges of any petrol fumes.

No service history for the engines was seen. It should be noted that the manufacturer recommends that the engines are serviced the sooner of annually or every 100 running hours.

Recommendations and Maintenance:

- Ensure that the manufacturer specified service schedule and running periods are maintained for the engines.
- Closely monitor the engine exhaust manifolds and elbows for any further signs of salty build up/corrosion which would necessitate a thorough inspection by an engineer.
- Straighten the port side outboard exhaust outlet.

Fuel Installation

The vessel was fitted with 2 aluminium fuel tanks, mounted beneath the cockpit. Only the very outboard most/topsides of the tanks could be inspected as they were otherwise hidden behind fixed panelling.

The tanks, filtration systems and connecting hoses (correct type) were found in good order and were well installed. Crossover pipework was fitted, however, was not connected. The engines drew fuel from the tank on the respective side.

The fuel tanks were fitted with level gauges, mounted at the helm position which were not checked as the conditions were not switched on.

It was noted that the fuel tanks were not completely segregated in their own compartment away from the engine compartment and that there were no remote fuel shut off valves.



Consideration should be given to fitting remote shut-offs in the cockpit with a valve on each tank secured directly to the feed pipe spigot.

The fuel systems were otherwise found in good order as far as could be ascertained.

Recommendations and Maintenance:

- Consider fitting emergency fuel shut-off valves that can be operated remotely from the cockpit to the top of the fuel tanks.

Bilge Pumps

The vessel was fitted with a 12V bilge pump in the engine compartment, and in the central bilges. The engine compartment pump was found operational by the switch at the helm position. No automatic float switch was found in the engine compartment.

No manual bilge pump was found on board, and it would be advisable to fit one, with a strum box uptake in the engine compartment.

Recommendations and Maintenance:

- It would be advisable to fit a manual bilge pump in the cockpit area with a strum box uptake in the engine compartment bilges.
- Consider fitting an automatic float switch to the engine compartment bilge pump.

Fire Fighting Equipment

Two 1kg ABC dry powder automatic fire extinguishers were fitted on brackets in the engine compartment. The units were dated 2017 and 2018. Much though dry powder is likely to be effective in extinguishing a fire, it will also create a large amount of mess and possibly damage to the engines. Consideration should be given to changing the fire extinguishers for clean agent units of a suitable size for the volume of the engine compartment.

No fire extinguishers were fitted in the accommodation or cockpit.

No smoke or carbon monoxide alarms were fitted.

Recommendations and Maintenance:

- Fit portable fire extinguishers in the accommodation and cockpit (suggest 1kg ABC dry powder).
- Consideration should be given to renewing the engine compartment automatic fire extinguishers for clean agent equivalents of suitable size for the compartment.
- Fit smoke and carbon monoxide alarm suitable for use in the marine environment.

Fresh Water System

No domestic fresh water system was fitted on board.

Gas System

No domestic gas system was fitted on board.

Electronics and Navigation Equipment

The following electronic equipment was found on board:

- Garmin GPSmap 441 chart plotter (seen working)



- Cobra Marine HH 350 handheld VHF radio (seen working);
- Stereo system (seen working);

Safety Equipment

The following safety equipment was found on board:

- 1st aid kit;
- Lifejackets;
- Pyrotechnic distress flare pack (date expired).

The RYA and RNLI and the MCA all publish information on cruising safety, which can be referred to when fitting out any vessel with safety equipment.

Recommendations and Maintenance:

- It is the skipper/operator's responsibility to ensure all safety equipment on board is serviced, in date, and appropriate for the size of vessel, number of crew and extents/conditions of cruising to be undertaken. Expired pyrotechnic flares should not be kept on board.

Other Equipment

Other equipment found on the vessel including, but not limited to:

- Fenders;
- Warps;
- Boathook;
- Shore power lead;
- Full boat cover;
- Suzuki DF 2.5 auxiliary outboard (serial number 002527-722202);
- Spare engine oil and fluids;
- Cleaning equipment;
- Flagstaff.



Recommendations and Maintenance Summary/Classification

Section 1

The following recommendations must be rectified before the vessel is put to sea as they directly concern either the safety of the crew or the structural integrity of the vessel:

1. Grind out and repair the small delaminations on the port side forward below the waterline, and also on either side of the bow thruster tunnel.
2. Re-laminate the failed fibreglass tabbing securing the main accommodation bulkhead (accessed at the helm position through the cockpit sole hatch) with fresh fibreglass and resin.
3. Renew the port side forward prop nut (split/cracked).
4. Tap home the Woodruff key on the starboard side propeller boss.
5. Straighten the port side outboard exhaust outlet.
6. Fit portable fire extinguishers in the accommodation and cockpit (suggest 1kg ABC dry powder).
7. Fit smoke and carbon monoxide alarm suitable for use in the marine environment.
8. It is the skipper/operator's responsibility to ensure all safety equipment on board is serviced, in date, and appropriate for the size of vessel, number of crew and extents/conditions of cruising to be undertaken. Expired pyrotechnic flares should not be kept on board.

Section 2

The following maintenance items should be dealt with when practical, or within the timeframe specified, as part of a rolling programme of maintenance of the vessel:

1. Renew the stern gland rubber jumper hoses for equivalents in the correct size for the end of the stern tube.
2. Renew the port side rudder bearing.
3. Consider having the rudder blades repaired where pitted. The blades should be monitored for further corrosion in the interim.
4. Consider improving the engine raw water intake arrangement such that the seacocks are fitted directly to the skin fittings (either by moving the intakes to a reachable location or by fitting the seacocks to the skin fittings inside the transom and attaching control cables).
5. Free off the deck port lights and ensure that they can be opened to provide ventilation into the fore cabin.
6. Reattach the frame of the main companionway door into the bulkhead.
7. Ensure an anchor of suitable size and type and anchor rode of at least 30 m in length are carried on board.
8. Further investigate the bilges beneath the fuel tanks and in the forepeak as far as accessible. Wherever practical, limber holes should be drilled to facilitate the free flow of water through the bilges to the lowest point.
9. Ensure that the manufacturer specified service schedule and running periods are maintained for the engines.



10. Closely monitor the engine exhaust manifolds and elbows for any further signs of salty build up/corrosion which would necessitate a thorough inspection by an engineer.
11. Consider fitting emergency fuel shut-off valves that can be operated remotely from the cockpit to the top of the fuel tanks.
12. It would be advisable to fit a manual bilge pump in the cockpit area with a strum box uptake in the engine compartment bilges.
13. Consider fitting an automatic float switch to the engine compartment bilge pump.
14. Consideration should be given to renewing the engine compartment automatic fire extinguishers for clean agent equivalents of suitable size for the compartment.

Section 3

The following suggestions would improve the cosmetic appearance of the vessel:

1. Consideration should be given to repairing the topsides paintwork where damaged on the port side amidships and on the starboard quarter.
2. Grind out and repair the blistered areas on the top of the engine compartment hatch

In Conclusion

"Fino" was generally found to have been very well reconditioned in a sensitive fashion to the original design. She is a very good example of this classic American sports runabout.

A small structural repair is required in way of the tabbings connecting the accommodation bulkhead beneath the helm position, together with some further exploration of the bilges where there may be trapped water lying. Some cosmetic repairs may also be considered, and the vessel should be adequately kitted out with safety equipment for day cruising.

The recommendations in section one of the recommendations summary must be rectified before the vessel is put to sea/into commission as they directly concern the safety of the crew and/or the structural integrity of the vessel.

Following this, and with the completion of the refit and maintenance, she should provide her owners with many years of happy cruising.

Signed

Oliver Byles BSc AssocIIMS AMRINA
Optimum Marine Surveys
27th June 2019



Valuation

"Fino"
Being a

Fino 30 Classic Sports Motor Runabout c.1970

The valuation is defined as the estimated amount for which an asset should exchange on the day of the valuation, between a willing buyer and a willing seller in an arms-length transaction, wherein the parties had acted prudently, knowledgeably and without compulsion.

This valuation is based upon opinions only and is not a representation of fact, nor does it carry any guarantee on the particulars of the information on which the opinions are based. In preparation of this valuation, the undersigned accepts liability to the instructing client only, and to no other party. No guarantee can be made that the vessel will attain the stated valuation on the open market.

The valuation has been established based on the overall condition of the vessel found during the survey inspection, its inventory, and any other aspects that may affect the value, including the rarity and provenance of the design and the quality of the refit. No guarantee can be made that the valuation will not be adversely affected by any serious defect that may be uncovered during operation or works to the vessel that could not be found within the stated limitations of the survey inspection. A comparison has been made with other vessels of similar type and style recently sold and advertised (limited to 2 vessels advertised online within the last 5 years).

The attainable market value of this vessel will be heavily influenced by the area in which it is marketed (for example the UK market for this sort the boat will be weak compared to that in the USA or Mediterranean).

Following my recent survey on the 19th June 2019, I would estimate the current market value and resultant insured value of this craft, in its present condition, free from all encumbrances and subject to present market forces, to be in the region of:

£150,000 (one hundred and fifty thousand pounds only) with any dues having been paid.

Signed

Oliver Byles BSc AssocIIIMS AMRINA
Optimum Marine Surveys
27th June 2019



Appendix 1: Terms and Conditions

It is understood and agreed that the surveyor's report will be a factual statement of the examination carried out within stated limitations and with opinions given in good faith as far as seen and accessible at the time of the survey. It carries with it no guarantee against faulty design or latent defects or suitability of the vessel for any particular purpose, nor any guarantee of compliance with any particular national or international rule, requirement, regulation, law, standard or code, unless specifically requested as a special instruction on this form and confirmed in the text of the report.

Liability for the report is solely to the instructing client and to no other third party, unless otherwise specified and agreed. It is further agreed that no liability will arise for any consequential or economic loss, loss of profits, business interruption or loss of use. It implies no guarantee, no safeguard against subsequent defects, or defects not discovered at the time of the survey in woodwork or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc., or agreement and permission and instructions not being given to the surveyor to gain access to closed off areas.

The report carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgage, charge or other debt there may be on the vessel.

It is understood that estimates of cost of repair given in the report are rough estimates. Clients should be aware that costs vary subsequently from agency to agency and written quotations should be obtained before decisions made.

Notice of a claim or suit must be made to Optimum Marine Surveys in writing within 90 days of the date the services were first performed. Failing which lack of notice shall constitute an absolute bar to the claim or suit against Optimum Marine Surveys.

Both parties undertake to maintain the confidentiality of all information supplied by each other and not to divulge such information to third parties without the prior authority of the other. Optimum Marine Surveys purports to provide an advisory service only, based on the opinion and experience of the consultant responsible for its compilation and issues such advice without prejudice nor guarantee. Dimensions and specifications given of the vessel are approximate.

These terms and conditions shall be governed by and construed in accordance with English law and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the Courts of England and Wales.

