

**JAMES C. JESSIE, C.M.S. Rtd.
MARINE SURVEYOR**

Aboard Sailing Yacht NALU IV

909 Marina Village Parkway, #471, Alameda CA. 94501

E-mail NALUFOUR@compuserve.com

510-769-6753

VISUAL INSPECTION AND APPRAISAL FOR UNDERWRITING PURPOSES ONLY

GENERAL DESCRIPTION

- | | |
|---------------------------|--|
| (a) Name of Vessel: | PAMPERO |
| (b) Official Numbers: | Doc.# 295063 Net 12- no HIN# --is older boat before required HIN numbers |
| (c) Owners: | Robert Nelson |
| (d) Address: | 9304 Trenton Way, Stockton, CA 95212 |
| (e) Home Port | Alameda in summer and Stockton in winter |
| (f) Waters Navigated: | Pacific Coastal |
| (g) Year Built: | 1954 |
| (h) Built By: | Kettenberg Marine |
| (i) Where Built: | San Diego, CA |
| (j) Type: | Auxiliary sloop |
| (k) Service: | Private/ pleasure |
| (l) Maximum Speed: | Sail |
| (m) Hull Length: | 43' |
| (n) Beam: | 11' |
| (o) Draft: | 6' 2" |
| (p) Material: | |
| (q) General Construction: | Wood- Mahogany planked; bronze fastened with bent oak framing |
| (r) Apparent Condition: | Satisfactory, see recommendations and remarks |
| (s) Escape Hatch: | Forward |

POWER

- | | |
|------------------------|---------------|
| (a) Number of Engines: | 1 |
| (b) Type: | Diesel |
| (c) Make: | Perkins 4-108 |
| (d) H.P. Each: | 50 |
| (e) Year Built: | Reported 1977 |
| (f) Year Installed: | Reported 1977 |

Report of survey of "PAMPERO"

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- (g) Reduction or V Drive: Reduction; 1.9-1
- (h) Flame Arrester on Carburetor: Not applicable
- (i) Exhausts Clear: Yes, wet with water jacketed pipe to loop and rubber muffler at transom
- (j) How is Eng. Room Ventilated: Natural
- (k) Apparent Condition: Reported satisfactory- surveyed on the hard

TANKAGE

- (a) Number of Fuel Tanks: 1
- (b) Capacity: 70
- (c) Material: Soldered monel
- (d) How Filled: Deck plate to PVC pipe
- (e) How Vented: With plastic hose to deck
- (f) Fuel Lines: Accepted flex and copper tube
- (g) Shut Off Valves At: In line
- (h) Apparent Condition: Tank satisfactory where visible; see recommendations and remarks re plumbing

DRIVE TRAIN

- (a) Tail Shaft Material: Stainless steel or Monel
- (b) Apparent Condition: Satisfactory
- (c) Size: 1 1/8"
- (d) Propeller: 3 blade 15 diameter RH- pitch not readable
- (e) Does Prop. Extend Below Keel: No

ELECTRICAL

- (a) Lighting System: Electric
- (b) Power Source: Batteries and protected shore power
- (c) Number of Batteries: 2 -- 8D's
- (d) Volts: 12
- (e) Covers: Needed
- (f) Type of Wiring: Heavy through a pair of vapor proof switches; insulated and protected to uses
- (g) Apparent Condition: Satisfactory, see recommendations and remarks

EQUIPMENT

- (a) Number of Anchors: 2
- (b) Type(s) and Weight(s): 45# CQR and est. 25# Danforth
- (c) Chain Size: 5/16"
- (d) Amount of Chain: Reported 300'
- (e) Rope Size: Reportedly there is more adequate chain and

- 300" of Goldline in storage
- (f) Amount of Rope: See above
- (g) Compass(s): 1
- (h) Make(s): Danforth/ White
- (i) Size(s): 6" --with crazed dome
- (j) Deck Machinery: Ideal 12-volt anchor windlass; Pr. Bariert 28's; # 16 and #21; Pr. Enkes #22 s/t.; Lewar 16
- (k) Mast, Spars, Etc.: Varnished spruce mast, boom and spinnaker pole
- (l) Small Boats: West Marine 10' hard bottom inflatable with 8 HP Tohatsu outboard motor- in storage and not seen
- (m) How Carried: Forward deck
- (n) Number of Life Jackets: 10
- (o) Type/Kind: 4 Kapok, 4 unicell and 2 Sospender inflatables
- (p) Condition: Satisfactory

- (q) Stoves: 2
- (r) Fuel Used: LPG---Diesel
- (s) Use: Cooking--- heating
- (t) Properly Installed: Yes on heater- see recommendations for LPG system

- (u) Bilge Pump(s) (kind & size): 1 1/2" manual built-in; 2 each 1" electric, (1 auto and manual control)

FIRE FIGHTING EQUIPMENT

Number	Size	Type	Location	Date Serviced
1	2 1/2 Lb.	Dry chemical	Cabin entry	2002
1	2 1/2 Lb.	Dry chemical	Port lazarette	2002
1	2 1/2 Lb.	Dry chemical	Starboard lazarette	Not tagged

SEA CONNECTIONS

Use	Material	Valves	Hull fitting	Apparent condition
Engine cooling	Hose	Cock	Bronze	Operates
Galley salt	Hose	Cock	Bronze	Operates
Head inlet	Hose	Cock	Bronze	Operates
Head outlet	Hose	Plastic cock	Bronze	Operates
2 cockpit drains	Hose	None	Bronze	Difficult to reach and test

SPECIAL EQUIPMENT

7. (a) Radar: None
 (b) Radio Phone: Furano FS1501 SSBand with tuner; Apelco VXL9000 VHF
 (c) Depth Sounder: Part of Apelco speed/loran unit
 (d) Loran: Apelco with speedo and D/sounder
 (e) GPS: Magellan Nav 5000
 (f) Auto Pilot: Benmar with new "comnav" brain unit
 (g) Aux. Generator: None
 (h) Battery Charger: Part of Heart inverter
 (i)

Other

Main with 2 reefs, 110% jib on roller,
 150% jib and ¾ oz. Spinnaker below
 Cockpit seat cushions
 Spar fly
 Pair spreader lights
 Masthead trilight/strobe
 Dodger with side curtains and bimini
 Horseshoe ring with man overboard pole and strobe
 Rail mount LPG BBQ
 Hot and cold pressure water with shower
 12-volt oil change pump
 APC energy monitor
 Pair Motorola "talkabouts"
 Shakespeare SE600 hand-held VHF
 ICOM M12 hand-held VHF
 Horizon speed/log
 Standard AWI/wind speed
 Heart Interface Inverter
 Bow and stern pulpits with low double lifelines and port entry gate
 Double bow and stern anchor rollers
 Kenmore AM/FM stereo with 6 CD changer
 Winchester starting cannon
 Chelsea clock
 Seth Thomas clock and barometer
 Ritchie hand held compass
 Sony VIAO laptop computer
 Old ACR EPIRB- outdated
 6 man emergency raft (in storage and not seen)
 2 full boat covers- winter and summer
 Tropical awning
 Storm windows
 Head holding tank

4 life harness
"1/2 Pint" Sharpe microwave oven
110-volt refrigerator/freezer
Panasonic 14 inch TV
Sail cover

RECOMMENDATIONS

- 1) Tighten and lock loose lifeline turnbuckle lock nuts.
- 2) Double hose clamp all hose connections located below the water line including the log hose. Remove or plug unused hose connected to the galley saltwater wash down fitting.
- 3) Add at least one more fire extinguisher units so there is some unit accessible to the forward cabin and provide a means of treating an engine compartment without opening a hatch per NFPA 722.
- 4) Make end of anchor chain fast with a larger/stronger line per discussion.
- 5) Install battery covers (protect positive post from shorting) and secure batteries from any possible movement.
- 6) Cover back of 110-volt panel from accidental touch. Provide double breaker protection on master switch- now only single
- 7) In next year replace port lifeline aft swages.-beginning cracks show
- 8) Refasten bow pulpit with new fastenings and seal fastening holes.
- 9) Replace PVC pipe fuel filler system and plastic vent hose with accepted-labeled material.
- 10) Re-do LPG locker per discussion so the drain escapes to the atmosphere as, at present. the drain is the cockpit drains which exit underwater and will not allow heavier than air gases to escape.

REMARKS

Captioned vessel is a very well maintained and constructed Kettenberg 43 that shows excellent ownership throughout. The owner spent over \$60,000.00 last year doing necessary structural repairs and refinishing the grooved topsides with LPU. The mast was removed and the vessel was "wooded", then 17 laminated sister frames put in near the mast load areas. At least 5 new planks were well installed. The old fastenings were removed (about 90% reportedly came out) and a size larger screw was put in. The owner had stripped the spar and applied at least 5 coats of varnish. The exterior of the vessel looks as new at present with no movement observed.

The hull shape is full keel with a hung rudder. The 2-piece rudder blade showed some movement and at next haul the tie inset nuts should be tightened and checked. The rest of the bottom showed tight with slight bulges at the seams where the rubber seam compound had pushed out from swelling after the long dry out during the work last year. These seams were sanded down and the bottom was recoated at this haul out. The stern bearing was tight and the propeller was good in true but out very slightly in track.

The zincs on the rudder shaft and strapping showed active. The deck areas are well coated and no softness was found when sounded. Except for the loose bow pulpit all deck fittings are tight. The cockpit interior coatings are to be filled and recoated as some minor paint flaking shows. The rig is masthead, stepped on the keel, with double spreaders, double leading lowers and intermediates. Some adjusting the forward lowers tighter should minimize "pre-bend" which shows at present. The boom has been shortened to make the helm better and the mainsheet is now mid-boom with a wide curved traveler. The original roller furl boom gooseneck is still in place but reefing is now jiffy. From deck inspection the rig appears sound. The standing rigging is reported 8 years old and should be replaced in the next few years.

The interior structure is sealed from inspection in most of the vessel with tanks, engine and some plywood paneling. Except as noted, where accessible and visible for inspection, no other signs of movement or structural defect were observed. Much of the new work shows in the mast step area of the bilge turn. 2 fractured frames show outboard of the sink. The owner will make needed removals to make these areas ready for sister framing and check the other side for defects to be addressed at next haul. The reverse turn area under the engine show newer sister and cap laminated frames. Other new laminated frames show in the port lazarette area. The midship area is tankage and the fuel tank is plumbed in the manner when no standards were present and are PVC pipe and clear plastic vents. All look sound but not to modern standards. The electrical systems have been upgraded with newer equipment but some of the original gear is still in place to look as original and some of it still works.

The interior has newer cushions, curtains, cabin sole facings and all is well finished. The bilges and lockers were found clean, dry and well vented with signs of good ownership throughout. The vessel seems well suited for her intended purpose.

With Exception of Defects Noted Do You Recommend the Physical Hazard? YES

REPLACEMENT VALUE: \$380,000.00

MARKET VALUE: ~~\$84,000.00~~

DATE: 7&8 October 2002

Afloat

Dry-dock Yes

INSPECTED AT: Nelsons Marine

BY: James C. Jessie

BY REQUEST OF: Owners

This inspection is made upon the facts presented and discovered based upon my opinion without warranty either specified or implied. This inspection and the facts presented upon this form are not to be transferred or represented other than for its intended purpose of underwriting information. (Information furnished by others is assumed correct, but the Surveyor makes no warranty as to the correctness of information not capable of being confirmed readily by inspection.)



October
2002

ROBERT D. NELSON
9304 Trenton Way
Stockton, California 95212
209/931-1906

Mr. Neil Booth
Boat Insurance Agency
1500 Westlake Avenue North, Suite 102
Seattle, Washington 98109

Dear Mr. Booth:

Enclosed please find a copy of an out-of-the-water survey completed on October 7 and 8, 2002, concerning my 1964 Kettenberg, "Pampero."

I concur with the remarks that Pampero "is a very well maintained and constructed Kettenberg 43 that shows excellent ownership throughout", and that "the vessel seems well suited for her intended purpose." I have no idea of the replacement value, but the market value of \$84,000 is certainly in the ballpark.

As to the recommendations, I fully concur with items 1, 2, 3, 4, 5, 7, 8 and 10. These are excellent recommendations and I will perform these tasks as soon as possible. However, as to item 6, although I agree the master AC panel could be improved with a back cover, this panel was the best equipment available in 1991 when I installed it, and I see no reason to replace it with a double-breaker just because it is now an industry standard for new construction. If I have a need to disconnect my AC power, it is my standard practice to unplug the shore-power cord.

Similarly, as to item 9, my fuel filler system and vent were well designed and installed when the vessel was built in 1964 and, as noted by the surveyor, "all look sound but not to modern standards." I see no reason to rebuild this vessel to "modern standards." If I wanted a Tupperware or plastic modern sailboat, I would have a Hunter, not the classic beauty which is Pampero.

Very truly yours,



Robert D. Nelson

Enclosure