

**Timothy Simms** A.M.S

**SAMS** Marine Surveyor

Martin County, FL  
561-676-6990

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22-11111

## Report of Survey

## Island Packet 40

20 February 2022



## SURVEY INFORMATION:

**Name of Vessel:**xxxxx

**Date of Survey Inspection:** 20 February 2022

**Vessel:** 1995 Island Packet 40' Cutter

**Owner:** xxxxx

**Address:** xxxxxx

**Purpose of survey:** insurance   **By Request of:** owner

**In Attendance:** owner & surveyor

### Scope of Survey Inspection

This survey was conducted by means of visual and aural inspection and non-destructive testing, such as “tapping” a laminate and listening for acoustic anomalies. (a.k.a. “percussion testing.”) (It should be noted that given the nature of materials, the vessel may have undergone minor or significant fiberglass repair which is hidden at time of survey.) Electronic, electrical, mechanical and other equipment was energized or activated if possible, and observed in operation. Through-hull valves were exercised. Several through-hull valves were not tested due to inaccessibility. Any damage, malfunctions or deficiencies are described in the “**RECOMMENDATIONS**” and “**NOTES**” sections of this report.

All areas accessible without the opening or removal of locked compartments and breaker panels, paneling, screwed or nailed boards, bulkheads, tacked carpet, clothing, spare parts, miscellaneous materials in the bilges, lazarette and lockers or other portions of her structure, anchors and anchor chain and without the testing of or opening up of propulsion or auxiliary machinery, or disassembly of valves, were tested and/or inspected. The undersigned does not attest to the absolute condition of wood concealed by paint fiberglass or other materials. Wiring is not fully accessible for inspection over its entire length; surveyor cannot speak as to its condition in inaccessible areas. Tanks are not fully accessible for inspection, and surveyor cannot speak as to the condition of hidden surfaces. Liquid leakage above the tank level cannot be detected in slack tanks. Propeller shaft and rudder stock was not sighted where it passes through the glands, Pedro hoses, logs, rudder port and cutlass bearing; surveyor cannot speak as to their condition.

This report is not an engine survey; a brief cursory inspection of the machinery was conducted and no opinion of its overall condition has been formed. The engine was engines was operated during survey. Engine zincs were not removed, fluid samples were not taken, and compression testing was not conducted.

Sails were not opened during survey.. Vessel's rigging was not examined aloft. This report does not include a rigging survey.

No determination of stability characteristics has been made and no opinion is expressed with respect thereto.

**CITATIONS:** The following publications have been used as guidelines in conducting this survey:

-- USCG Minimum Equipment Requirements for Recreational Vessels

-- The mandatory standards of the Code of Federal Regulations (CFR) Title 33 and Title 46. and Title 49 Sec.180.209 (Propane tank) 49 CFR 173.34 (CNG tank)

-- The voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA). Note that new NFPA or ABYC standards may have gone into effect since this vessel was built. Some of these standards have significant impact on personal or vessel safety, and are cited herein.

### Survey condition definitions:

**Excellent (Bristol)** – As new or new condition. Repairs not required. Additional and/or custom equipment. Minimal or no wear.

**Very Good** –Exceeds average condition, with extra equipment and/or well maintained. Slight repairs may be required.

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**Good (average)** – . Average condition and/or equipment. No major repairs are required. May require normal scheduled maintenance.

**Serviceable: Noticeably used but still fit for its intended purpose**

**Fair**—One step below good or average and requires additional maintenance and repairs to bring into average condition.

**Poor**—System requires maintenance and significant repair in all areas in order to be put back into usable or serviceable condition

**SURVEY CONDITIONS:**

- Weather: partly sunny 75°F- 80°F
- Afloat: on xxxxxxxx at xxxxxx Ft. Pierce, FL
- Hauled: on xxxxxxxx at xxxxxxxx, Ft. Pierce, FL

**VESSEL INFORMATION:**

- This vessel is a 1995, single diesel inboard cutter, of round bottom, full keel, transom-ended design and fiberglass reinforced plastic construction, with cockpit pedestal helm steering and engine controls.
  - This vessel is considered of suitable type for Florida coastal and similar waters with respect to seasonal weather, conditions and fuel range.
  - Builder: Island Packet Yachts Inc. At: Largo, FL
  - Year: 1995
  - Type/Model: 40' Cutter -Accommodations: sleeps 6
  - Hull No: xxxxxxxxxxxxxx(sighted)
  - Color: white Trim: blue
  - Off. No.: xxxxxxxx (not sighted) Hailing Port: Oriental, NC
- The hull was properly labeled with the name and homeport on the transom.*

**DIMENSIONS:**

-USCG certificate of documentation details:

**OFFICIAL NUMBER:** xxxxxxx  
**HULL NUMBER:** xxxxxxxxxxxxxx  
**VESSEL NAME:** DELICIA  
**HAILING PORT:** ORIENTAL NC  
**YEAR BUILT:**  
**LENGTH - FEET:** 40.0  
**BREADTH - FEET:** 12.9  
**DEPTH - FEET:** 7.7

**GROSS TONS:** 19**NET TONS:** 17  
**HULL MATERIAL:** FRP (Fiberglass)  
**HULL CONFIGURATION:** Monohull  
**HULL SHAPE:** Sail (Distinct Keel)  
**SERVICE TYPE:** Recreational  
**CERTIFICATE ISSUED:** xx xxx xx  
**CERTIFICATE EXPIRES:** xx xxx xx  
**CERTIFICATE STATUS:** Valid

-Manufacturers specifications:

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LOA: 40'6"      LWL: 34'    Beam: 12'11"      Draft: 4'8"      Ballast: 10,000 lbs.  
Displacement: 21,500lbs. (lift)

## CONSTRUCTION:

- Type: Full displacement with a full keel and keep hung rudder
- Primary material: Fiberglass reinforced plastic
- Fastenings: fiberglass & resin
- Structure: the vessel has FRP longitudinal stringers & transverse supports, and wooden bulkheads located throughout, bonded to the hull with FRP tabbing. These were found to be sound, with no sign of rot or water damage.
- Hull-to-deck joint: flanged hull-to-deck joint bonded with mechanical fasteners and adhesive. They appear to be in good condition
- Decking: cored FRP with non-skid texturing and teak toe rails  
Aft cockpit with molded FRP seating/lockers
- Deck fittings: bow, stern stainless steel stanchions and cable lifelines
- Cleats/chocks: 3 – stainless per side

## INTERIOR:

- Decking: teak & holly
- Overhead: textured fiberglass
- Windows/Ports: tempered glass    Condition: good

## THROUGH HULL FITTINGS:

- Valve type: cast bronze ¼ -turn ball type, (5) at or below waterline  
Condition: Operated and found in working order.
- Hoses appear to be in good condition and adequately clamped where they were attached to the through hull fittings. Valves and adjacent hoses and hose clamps appear to be in good condition unless otherwise described in **recommendations** or **notes** towards the end of this report.*

## NAVIGATION EQUIPMENT:

- Compass: (1) spherical 6" Ritchie at binnacle
- Colregs Nav. Lights: yes
- VHF radio: 2 ICOM IC-M504
- SSB: Icom IC M710 Pro
- AIS: Raymarine

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- GPS: Garmin EchoMap CV
- Radar: Raymarine 2kw
- Chart plotter: Raymarine C-80
- Autopilot: Raymarine P-70
- Speed Log: Raymarine Tri-data speed, depth, log
- Wind Instrument: Raymarine i60

## MACHINERY:

*-The engine was operated during survey. From external examination, the engines and the equipment in the engine room appear to be in serviceable condition.*

**- Analog engine hour meter show 5679 hours**

*-Pumps, and other auxiliary machinery were in operable condition, unless otherwise reported in the **recommendations** or **notes** towards the end of this report.*

-Engine: (1) Yanmar 4JH2E, fresh water cooled Displacement: 1.817CID

Type: diesel, 4-cylinder, 4-cycle Rated HP: 50 @ 3600 rpm (rptd.)

Serial Number: xxxxxxx

Foundation & mounts: serviceable Hoses: serviceable

-Exhaust: raw water cooled

-Drive: inboard, Kanzakui, KM4A, KM4A model, direct drive Ratio: 2.63:1

Serial No.: xxxx

-Steering: Edson gear and pitman arm Cond: serviceable

Emergency tiller in cockpit

-Engine Controls: Edson mechanical lever with cables

Locations: pedestal Engine alarm: operational (**see recs**)

-Instrumentation: (1) each tachometer, water temp, oil pressure, volts  
fuel level

-Pumps: Electric: (2) 3700 gph bilge w/ alarm, (1) fresh water, (2) head macerator, (1) shower sump

Manual Pump: 1, cockpit

-Engine Room Ventilation: natural

-Bilge cleanliness: adequate

Sea strainer: bronze Condition: serviceable

-Fuel filter: remote mounted Racor and engine spin on

-Propeller shaft glands: double nut, packing-type Condition: serviceable



## HULL BOTTOM:

- Shaft zincs: in place, good condition
- Propeller: (1) bronze, Detroit Wheel, 3-blade Condition: serviceable
- Tailshaft: 1½" stainless steel
- Rudder: (1) FRP Condition: serviceable
- Rudder port: good condition
- Rudder gland: good condition
- Cutlass bearing: good
- Bottom paint condition: appears to be in good condition (**see recs**)

## ELECTRICAL SYSTEM:

- Circuits appear to have proper circuit protection with most circuit breakers labeled. (**see recs**)*
- AC panel has an analog voltmeter and ammeter, an operational power indicator, and a polarity indicator.*
- The DC panel has an digital & analog voltmeter and load current.*
- The batteries have 2- Perko 1- main & 1 auxillary switch located in salon*
- Batteries ventilated, contained, secured and terminals are covered.*
- Batteries were not load-tested during survey; however, at the time of the survey 12VDC systems were operational as general usage would demand, unless noted in the recommendations.*
- Batteries do not have circuit protection within a distance of seven inches of the battery.*
- Bonding wires and connections appear to be intact.*
- Wiring is non-metallic sheathed copper.*
- GFCI outlets are installed in most all required places and have been tested. (**see recs**).*
- 2 galvanic isolators were sighted.*
  
- Breaker distribution panels: (1) 12VDC, 120VAC shore/generator
  
- Batteries: (4) Trojan 12V house, 1 -12V for engine starting (**internal condition unknown**)  
Dates: 9/2017
- Battery charger/inverter: Heart 100A & Raritan 40 amp chargers, 2000 watt KISAE inverter  
Condition: appears serviceable
- Shore power connection: 2- 30 amp, stbd w/ new power cords
- Bonding system: well established – not tested
- Auxiliary generation: (1) engine mounted alternator  
SOLAR (2) Kyocera 235 watt, 2 \_ Purple Plum solar panels with Morning Star controller  
solar controller Condition: serviceable

## TANKS AND HEADS:

- Tank deck fill fittings are properly labeled water stbd., 2 waste, 1 fuel port.
- Liquid leakage above the tank level cannot be detected in slack tanks.
- Tanks are not fully accessible for inspection, and surveyor cannot speak as to their condition, but they do not appear to leak at this time.

- Fuel tanks: (1) aluminum Capacity: 90 gallons total (owner reported)  
Located: centerline on top of keel  
Vented: to atmosphere Filling Lines: to deck
- Fuel supply plumbing: fuel lines were all proper USCG type A hose.  
Condition: apparently satisfactory
- Water tanks: (1) aluminum Capacity: 190 gallons total  
Located: centerline, under salon
- Holding tanks: (2) plastic Capacity: 1-20 & 25 gallons total  
(owner rptd.)  
Located: under salon sole
- Heads: (2) Raritan Sea Era electric marine sanitation devices
- Other Tanks: (1) 11-gallon electric/engine heated water heater  
Located: under rear salon

## GROUND TACKLE:

- Delta 55lb (1) & Spade (66lb.) anchors stowed on bow, with 200'ft , 5/16" chain and 100ft 5/8 nylon rode (spade anchor) 40'ft 5/16 chain, 250 5/8 nylon rode (Delta anchor)  
(length of chain reported), appears to be adequate  
Bitter end: not observed (**see notes**)
- Anchor windlass: Maxwell electric horizontal windlass winch with gypsy  
Foot and helm controls
- Built-in FRP anchor sprit with stainless steel double anchor chock

## RIGGING AND SPARS:

- Spars: extruded aluminum mast, cutter-rig sloop, single spreader, with spinnaker pole
- Mast step: keel stepped mast on aluminum plate Condition: serviceable
- Boom & gooseneck: condition: serviceable

*From examination on deck, the rigging appears to be in good condition.*

- Standing rigging: stainless steel 1x19 stainless Condition: good
- Chain plates: internal Condition: very good (new)
- Running rigging: Dacron & Spectra Condition: good

- Cam cleats: Spinlock Condition: serviceable
- Winches: (2) Lewmar 48 two speed, self tailing,  
(2) Lewmar #30 two speed, self tailing  
(1) Lewmar #8 Condition: all serviceable
- Mainsheet traveler: Condition: serviceable
- Topping lift: Condition: serviceable
- Blocks & shackles: Condition: serviceable
- Roller furling jib: Schaefer for head & stay sails Condition: serviceable
- Mainsheet traveler and boom vang: Condition: serviceable
- Stack Pack with Lazy Jacks Condition: serviceable
- Jack lines: yes Condition: serviceable
- Dacron sails include: MAC triple reef full batten main, MAC120% head sail, MAC staysail  
Condition: good

## **GALLEY EQUIPMENT:**

- Stove: Princess Gourmet, 3-burner LPG, gimballed w/sea rails - serviceable  
Area Protected: adequate clearance Shutoff Solenoid: yes
- LPG System: 2 aluminum tanks in dedicated locker with regulator and pressure gauge.  
Condition: very good
- Refrigeration: built-in Adler-Barbour 12/DC refrigerator / freezer Condition: good
- Microwave oven: West Bend Condition: serviceable
- Stainless steel double sink

## **SAFETY & POLLUTION:**

*The following pertains to the **handheld dry chemical fire extinguishers onboard.**  
They must be conspicuously installed, and located as described in ABYC 4.6.3  
They must be inspected monthly per ABYC A-4 Ap.5.4.1.  
They must be serviced annually per ABYC A-4 Ap.5.4.2.  
Nonrechargeable handheld dry chemical extinguishers as defined by NFPA 10/A.3.4.2.  
must be replaced after discharge, or every 12 years per NFPA 10/7.3.6.3.*

- Portable Fire Extinguishers: (3) non-rechargeable BI  
Test Date: 2008, gauges in green (**see recs**)  
Mounted conspicuously in galley, rear cabin, lazarette
- Safety railing: stainless steel bow pulpit and handrails, and deck grabrails
- Stainless steel lifeline stanchions with (2) course coated stainless steel lifelines  
\_port gate lifeline is freyed (see recs)
- Swim ladder: stainless folding on transom Condition: good



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## Personal Flotation Devices:

Throwable: (1) lifesling

Condition: serviceable Stowed: stbd. rear cockpit rail

Wearable: (4) adult III, (5) adult V w/ strobe

Condition: serviceable Stowed: in rear cabin

## Life Rafts & EPIRBs: xxxxxxxxxxxxxx

406 EPIRB: Registration No.: Expiration date: March 18 (**see recs**)

Condition: good Battery Expiration date: 2/2028

Liferaft: 2019, Viking Costal (6)-person, Registration No.:

Last Next Service: (**out for service**)

*(There are no service interval requirements for liferafts on pleasure vessels. Most manufacturers recommend service at one-year intervals. Most servicers recommend an interval of not greater than three years.)*

Distress Signal Kit: yes Expiration: 4/2023

Horn / Sound Signal: yes

First Aid Kit: yes

Oil placard present: yes

Garbage (MARPOL Annex V) placard present: yes

Escape hatches: (2) alloy and acrylic fwd Condition: good

Smoke/CO detectors: yes

Mounted: fwd cabin, salon, and rear cabin

## **TENDERS:**

10 foot, 2013 Achilles, HB-315LX model, Hypalon rigid inflatable

Hull ID: xxxxxxxxxxxxxx State Reg. No. xx xxxx xx

with 2005 Yamaha model 2-cyl. 2-stroke 15HP engine

a Kato manual stainless steel davit on transom

all both in apparently good condition

## **ENTERTAINMENT ELECTRONICS:**

-Pioneer stereo/CD player with speakers

-24" Sony flatscreen

## **In addition to the above listed equipment, the vessel is also fitted with:**

Katadyn 160 gpd water maker

2 Mermaid Air, reverse cycle air cond. units

Spreader lights

Cockpit shower  
Stainless steel, canvas and eisenglass dodger & bimini  
Stainless steel and canvas bimini  
Canvas and eisenglass cockpit full enclosure  
Canvas sail covers on sails, and steering pedestal  
Cockpit seat cushions

## OPERATIONAL TESTS:

*No indicates that the item was not tested. Yes indicates the item was tested and operational, unless there is an associated recommendation or note. "Yes" items listed in this report were tested for proper operation at time of survey ONLY. Surveyor's report of the operability of machinery, auxiliaries and subsystems is not a warranty of the continued operation or durability of the equipment tested. Operability testing does NOT include calibration, adjustment or repair of equipment. Only the items listed in this section of the report were tested for operation.*

VHF – yes	Check for hatch leaks? – yes
Bilge pumps – yes	Check for mast boot leaks? – yes
Horn – yes	Stereo Entertainment electronics– yes
Anchor winch – yes	Stove – yes
Navigation lights – yes	Microwave oven – yes
Cabin lights – yes	Refrigerator – yes
Spreader lights – yes	Water heater – yes
Sailing Winches – yes	Watermaker – no
Air conditioning – yes	Head flush – yes
GPS – yes	Accessible through-hull valves – yes
Radar – yes	Manual fresh water pump – no
Depth sounder – yes	Shower sump pump – yes
Autopilot – yes	Electric fresh water pump – yes
Davit – yes	
Check for window leaks? – yes	

## CONCLUSIONS, NOTES, SUGGESTIONS AND RECOMMENDATIONS:

The vessel's overall condition is **very good**, as described below:

**Very Good** –Exceeds average condition, with extra equipment and well maintained. Slight repairs may be required.

-Housekeeping and general appearance are **very good**.

The vessel is well equipped for her size and type.

- The hull, topsides & weather deck has minor areas of scratching scuffing and small gelcoat nicks and chipping as expected with age.
- The topsides and deck appear to be in good structural condition.
- The deck was tested by percussion testing (as appropriate) with no soft deck noted.
- The hull bottom was tested by percussion testing only, as appropriate; no notable anomalies were detected at that time (*Note that the hull bottom cannot be tested in the way of the lifting slings.*)
- The hull below the waterline was newly painted with bottom paint at time of haul-out.

**From examination afloat and hauled of accessible areas, this survey has found the vessel to be in sound structural condition insofar as sufficient structural strength remains.**

**With recommendations complied with this vessel is suitable for its' intended purpose of near costal recreational cruising.**

**VALUES:**

**MARKET: \$150,000.00**  
**REPLACEMENT: \$590,000.00**

***VALUATIONS ARE THE OPINION OF THE SURVEYOR, AND ARE INTENDED TO BE USED FOR INSURANCE OR FINANCING PURPOSES ONLY; THEY ARE NOT INTENDED TO INFLUENCE THE PURCHASE OR PURCHASE PRICE OF THE SUBJECT VESSEL. The surveyor has no interest in the vessel, financial or otherwise. Valuation is primarily determined by comparison to comparable vessels listed in the SoldBoats.com database, but may also be derived from consultation with manufacturers or knowledgeable boat brokers, personal experience, current listings of boats available for sale, and commercial boat value guides such as the BUC ValuPro and NADA online price guides. Current local market values may vary widely from such valuation resources due to current local market conditions. The term "Market Value" is defined by Uniform Standards for Professional Appraisal Practice (USPAP) standards.***

**NOTES and DEFICIENCIES:**

1. The holding tank discharge pump and through-hull valve were not tested, due to the vessel's position in MARPOL-restricted waters.
2. The bitter end of the anchor rode should be verified as being connected to the vessel.

**SUGGESTED UPGRADES (at the owner's discretion, not required):**

1. Batteries should have circuit protection within a distance of seven inches of the battery per ABYC 11.10.1.1.1.

**RECOMMENDATIONS:**

1. **Handheld fire extinguishers currently aboard appear to exceed service interval regulations and must be serviced or replaced in accordance with NFPA 10, section 4-4.**
2. **The port aft, top lifeline is in need of replacement.**
3. **One type I, type II or type III PFD must be onboard for each person on board in accordance with 33CFR175.15.**
4. **PFDs on board must be stowed where they are ready for immediate use in accordance with 33CFR175.15.**
5. **The EPIRB is in need of re-registration.**
6. **The holding tank overboard discharge thru hulls are in need of a locking mechanism to prevent accidental overboard discharge. (zip tied handle in the closed position is acceptable)**
7. **A copy of the Navigation rules (COLREGS) is required on vessels 12 meters (40 feet) and over.**
8. **Title 33 CFR 151.57 requires all oceangoing vessels 40 feet or more in length equipped with a galley and berthing to have a written waste management plan.**

This survey report is issued without prejudice subject to the conditions that I, the individual surveyor, am under no circumstances to be held responsible for error, omission, negligence or misstatement. It constitutes a statement of my opinion based upon the conditions as I found them. It is **not a warranty** of the condition of the vessel or its hull or machinery.

A handwritten signature in black ink is written over a circular seal. The seal contains the text "SAMS MARINE SURVEYOR" around the top edge, "S.A.M.S." in the center, and "MEMBER" at the bottom. The signature is stylized and overlaps the seal.

Capt. Timothy W. Simms  
USCG 100 Ton Master  
SAMS Accredited Marine Surveyor #1288

twS 2/20/22

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