

**PAUL R. ANSTEY, INC.**

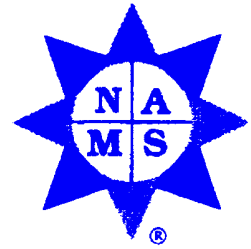
**MARINE SURVEYOR, YACHT  
DESIGNER AND CONSULTANT**

**6110 Anchor Lane**

**Rockledge, FL 32955**

**(954) 270 1949**

**panstey@mindspring.com**



**CONDITION SURVEY AND REPORT**

**"SHOWTIME"**

**Paul R. Anstey Inc.**  
**MARINE SURVEYOR**  
**YACHT DESIGNER AND CONSULTANT**

**6110 Anchor Lane**  
**Rockledge, FL 32955**  
**(954) 270 1949**

**VESSELS NAME:** SHOWTIME  
**TYPE:** motor yacht  
**MODEL:** Trumpy 63  
**DATE:** December 13, 2011  
**FILE NUMBER:** 12178

**TO:** Antique Boat Museum  
750 Mary Street  
Clayton, NY 13624-1119

**GENERAL**

**REG. NO:** 522462  
**HAIL PORT:** Newport, RI  
**OWNER:** see above  
**HULL NUMBER:** 63-439  
**REG.PORT:** Newport, RI  
**L.O.A.:** 63' 5"  
**DRAFT:** 4' 5"  
**GRS TON:** 59      **NET TON:** 47  
**YEAR:** 1969  
**DESIGNER:** Trumpy  
**NAV LIMITS:** coastal waters & offshore islands  
**USE:** pleasure  
**CAPTAIN:** owner  
**SURVEYED AT:** National Liquidators  
**L.W.L.:** 59' 2"  
**BEAM:** 15.4'  
**BALLAST:** lead trim ballast only  
**BUILDER:** John Trumpy & Sons Inc.  
**MKT VALUE:** \$300,000  
**REPL. VALUE:** \$3,600,000  
**BERTH:** Fort Lauderdale  
**LICENSE:** 100 ton master

**HULL**

**TOPSIDES:** mahogany (double planked)  
**BOTTOM:** mahogany (double planked)  
**FRAMES:** oak  
**DECKS:** teak, plywood and fiberglass  
**FLOORS:** oak  
**DECK BEAMS:** mahogany  
**STERN:** transom  
**KEEL:** oak  
**WORM SHOE:** yes  
**INTERIOR:** mahogany bulkheads, fronts and trim.  
Rugs and Drapes. Vinyl overhead  
**BULKHEADS:** 8 partial  
**VENTILATION:** good  
**CONDITION:** fair, see remarks  
**CONDITION:** not inspected  
**CONDITION:** good  
**CONDITION:** good  
**FASTS:** bronze  
**STEM:** curved  
**RUDDER:** 2 bronze  
**CENTERBOARD:** none  
**SKEG:** none  
Mica & mahogany counters.  
Stainless steel sinks.  
**BILGE:** good  
**SUPERSTR.:** mahogany & plywood

**SPARS AND RIGGING**

**MASTS:** spruce signal mast only  
**BOOMS:** aluminum small boat davit, stainless steel anchor davit  
**STANDING RIGGING:**  
**RUNNING RIGGING:**  
**SAILS:**  
**AWNINGS:** aft deck side curtains  
**CONDITION:** good  
**CONDITION:** good  
**CONDITION:**  
**CONDITION:**  
**CONDITION:** good

**COVERS:** windshield, davit winch, foredeck eat  
**CONDITION:** good

**SMALL BOATS**

**TYPE:** none aboard  
**MATERIAL:**  
**CONDITION:**  
**MODEL:**  
**SERIAL:**  
**MOTOR:**  
**SERIAL:**  
**CONDITION:**

**FITTINGS AND EQUIPMENT**

**STEERING:** wheel, chain and cable system  
**CONDITION:** good  
**EMERGENCY:** tiller  
**DECK FITS.:** stainless steel, chrome  
**ANCHORS:** 20#and 40# Danforth, 100# Luke (fisherman)  
**TACKLE:** 1 1/8" Nylon rode, 3/8" chains  
**WINDLASS:** Ideal electric model C2HCO  
**WINCHES:** Davit winch  
**RADIOS:** Raymarine 218 vhf  
**E.P.I.R.B.:** none seen  
**LOG/SPEED:** Raymarine  
**AUTO PILOT:** Raymarine  
**COMPASS:** Danforth Constellation  
**RADAR:** Raymarine  
**LORAN:** none  
**G.P.S.:** Raymarine  
**STABS:** not seen  
**DEPTH SOUNDER:** Raymarine  
**STEREO:** Yamaha  
**OTHER:** Raymarine wind instruments  
Yamaha DVD  
**CLOCK:** none seen  
**BAROMETER:** none seen  
**HORN:** air  
**SCHLITE:** One Mile Ray  
**BELL:** chrome  
**LIFERING:** one round  
**LIFEJACKETS:** not seen  
**T.V.:** 2 x LG  
**LIFE RAFT:** Avon 6 peron  
**HEADS:** approved type, holding tanks  
**FLARES:** Orion, in date to Jan. 2012  
**AIR COND.:** Cruisair

**GALLEY**

**LOCATION:** below amidships starboard  
**TYPE STOVE:** electric 3 burner & oven  
**TANK LOCATION:** not applicable  
**NO. OF TANKS:** not applicable  
**LINES:** plastic covered copper  
**SHUT OFF:** on stove, on panel  
**MICROWAVE:** none seen  
**VENT:** good  
**REFRIG:** GE fridge/freezer, Raritan ice maker  
**HOT WATER:** 12 gallon Raritan  
**OTHER:** none seen

**MACHINERY**

**ENG LOC:** below salon  
**NO. & TYPE:** two diesel  
**MAKE:** General Motors Detroit  
**MODEL:** 6-71  
**SERIAL:** 6A0199467, 6A0198409  
**APROX SPEED:** 12  
**NUMBER OF CYLS.:** 6  
**H.P.:** 250  
**R.P.M.:** 2300  
**RED.GEAR:** Twin Disc aprox 2:1  
**YEAR:** 1995  
**RECOND.:** new 1995  
**CONDITION:** appears good  
**BLOWER:** yes  
**ENG BEDS:** mahogany  
**VENT:** good  
**COOLING:** fresh water  
**BILGE PAN:** bilge  
**FLAME ARR:** not applicable  
**DRIP PAN:** not applicable  
**FUEL PUMP:** mechanical  
**FILTERS:** primary and secondary  
**BOWLS:** metal and plastic  
**SILENCER:** not accessible  
**EX. LINE:** monel, dry stack  
**COOLED:** dry stack  
**ENG.GENERATOR:** alternators  
**CONTROLS:** Panish  
**SHAFT LOG:** bronze and flex  
**STUFF BOX:** bronze and flax  
**PROPELLER:** not inspected  
**SPARE:** 2 x 4 blade  
**SHAFT:** stainless steel  
**STUB SHAFT:** stainless steel  
**STRUTS:** 2 & double arm  
**BEARINGS:** cutlass rubber

<b>PROP PROTECT:</b>	keel only	<b>AIR COMP:</b>	for horn only
<b>BILGE PUMPS:</b>	4 x 24 Volt een	<b>H2O MAKER:</b>	none
<b>BOW THRUST:</b>	none seen		

**ELECTRICAL SYSTEM**

<b>AUX GEN:</b>	one	<b>HOURS:</b>	1990
<b>LOCATION:</b>	outboard engine room starboard	<b>MAKE:</b>	Northern Lights
<b>SERIAL NUMBER:</b>	K05192	<b>MODEL:</b>	PX316K1
<b>VOLTAGE:</b>	120/240	<b>VENT:</b>	good
<b>R.P.M.:</b>	1800	<b>NO.OF CYLS:</b>	4
<b>ENG COOL:</b>	fresh water	<b>K.W.:</b>	16
<b>EXHAUST LINES:</b>	flex hose	<b>SOUND INS:</b>	engine room only
<b>FLAME ARRESTOR:</b>	not applicable	<b>SILENCER:</b>	fiberglass
<b>FILTERS:</b>	primary and secondary	<b>FUEL PUMP:</b>	mechanical
<b>BATTERY CHARGER:</b>	Phase Three PT24-40, 2 x PT25W	<b>BOWLS:</b>	metal and plastic
<b>SWITCH PANEL:</b>	in wheelhouse and forward engine room	<b>FUSES:</b>	individual
<b>NAV.LIGHTS:</b>	electric		
<b>ANTENNAS:</b>	3	<b>GROUND:</b>	not seen
<b>BATTERIES:</b>	7 x 12 volt, (24 volt and 12 volt systems)		

**LOCATION:** in engine room in boxes, see remarks

**FIRE FIGHTING EQUIPMENT**

<b>PORTABLE EXITS:</b>	2 x 2.75# dry chemical in galley, one same in crew cabin , one same each guest cabin, 4.5# dry chemical on aft deck	<b>DATE:</b>	May 2011
<b>BUILT IN SYSTEM:</b>	2 x 75# CO2		
<b>LOCATION:</b>	aft port engine room	<b>DATE:</b>	May 2011

**TANKS**

<b>FUEL TYPE:</b>	diesel	<b>TANKS:</b>	2
<b>CAPACITY:</b>	640 gallons aprox	<b>LOCATION:</b>	aft engine room
<b>SHAPE:</b>	rectangular and to hull	<b>MATERIAL:</b>	aluminum
<b>CONDITION:</b>	appears good	<b>SECURED:</b>	good
<b>BONDED:</b>	yes	<b>FILLS:</b>	flex and chrome
<b>VALVES:</b>	approved type	<b>LOCATION:</b>	engine room
<b>ACCESS:</b>	good	<b>LINES:</b>	flex and copper
<b>OVERFLOW RUNS:</b>	overboard	<b>VENTS:</b>	good
<b>OTHER INFLAMES.:</b>	none		
<b>WATER TANKS #:</b>	2	<b>CAPACITY:</b>	325 gallons aprox
<b>LOCATION:</b>	aft	<b>MATERIAL:</b>	aluminum
<b>SHAPE:</b>	rectangular	<b>CONDITION:</b>	appear good

**US GOVERNMENT REQUIREMENTS**

**VESSEL COMPLIANCE:** yes

This is two part report and shall not be complete without remarks and recommendations. The above vessel shall be deemed a good fire and marine risk when all paragraphs marked with a bullet, in the remarks section of this report, have been completed.

**PAUL R. ANSTEY, INC.**  
**MARINE SURVEYOR**  
**YACHT DESIGNER AND CONSULTANT**

6110 Anchor Lane  
Rockledge, FL 32955  
(954) 763 8276  
PANSTEY@MINDSPRING.COM

**REPORT OF SURVEY**

**“SHOWTIME”**

file no. 12178

date. December 13, 2011

The survey report was conducted subject to the following conditions: That it is agreed and understood that neither this corporation nor any of its directors or employees is to be held responsible in any circumstances whatsoever and in any way for any error in judgment, negligence, or default, nor for any omission, misrepresentation, misstatement or inaccuracy in the report. The request for the survey shall be construed to be an acceptance of the above conditions.

The motor yacht “SHOWTIME” was surveyed afloat at National Liquidator, Fort Lauderdale, on December 13, 2011.

**TRIAL RUN**

A trial run was not conducted, however the following equipment was tested and found to be in working order:

Wind instruments	GPS.
Autopilot	VHF radio
Cabin lights	Depth sounder
Radar	Aft viewing camera

The following equipment as not working properly. It should be repaired and be proven to be in working order:

- Navigation lights
- Generator (appears to be problem with starter motor)
- Two bilge pumps below galley area

The main engines were operated in the surveyors presence.

Accessible exhaust lines were inspected. There is some evidence of exhaust leakage on the port engine system. This should be traced and be repaired.

At all rates of speed, no excessive vibration was noted.

No excessive smoke was noted coming from the exhaust outlets.

Inspection of the engines, where accessible, revealed no significant oil or water leaks.

The engines were firm on the engine beds.

The instrument recordings were noted to be in their normal range.

The propeller shafts were found to be running true at the flex sections of the stern tubes.

The starboard engine appeared somewhat noisier than the port engine. The engines should be fully inspected by a diesel mechanic.

### **INTERIOR AND STRUCTURE**

Inspection of the vessel was made to all accessible areas. There are inaccessible areas behind ceilings, soles, linings, engines, tanks, batteries, etc.. All appeared to be in good condition with the following exceptions, findings and recommendations:

The frames, floors and planking was inspected, where accessible. All was found to be in generally good condition. There are areas of minor deterioration, mainly in the inner planking below the galley area and by the shaft logs. These should be treated with wood preservative to prevent further damage.

Many of the frame ends in frames below the forward section of the vessel have been replaced with new wood. This work has been generally well carried out. But some of these repairs require further work. Two frames port and starboard (forward below the forward cabin) have short scarf joints. These frame should be reinforced with sister frames. Other frames in the same area have been scarfed but also fitted with sister frames.

There are signs of deck leaks over the outboard salon. The water is most probably coming from the area of the funnel, where deteriorated wood backing i probably allowing water into the interior.

### **FIRE SYSTEMS**

The fire extinguishers and automatic system were recently serviced and recertified. This should be repeated on an annual basis.

### **STEERING SYSTEM**

The steering gear was inspected. All appeared to be in good condition and to be in working order.

### **ELECTRIC SYSTEM**

The electrical wiring system appeared to be in good condition and to be in accordance with marine specifications.

- The battery boxes should be fitted with proper lids to prevent accidental arcing and battery movement at sea.

### **PLUMBING SYSTEM AND TANKS**

The seacocks appear to be in generally good condition. They should be cleaned and serviced. Seacocks and flex sections should be inspected at regular intervals.

The marine sanitation system appears to conform to U.S.Coast Guard regulations.

Inspection of the fuel and water tanks, where accessible, revealed all to be in good condition.

The fuel and water tanks were not full at the time of the survey, therefore the surveyor was not able to prove them leak free.

### **ENGINES AND MACHINERY**

The engines and generators were inspected, where accessible, externally. All was found to be in good condition with no obvious signs of fuel, oil, or water leaks.

The engines and generators should be thoroughly serviced. The oil, filters, coolant, hoses, belts, etc. should be replaced as necessary.

### **DECKS AND SUPERSTRUCTURE**

The decks and superstructure were inspected. All appeared to be in good condition with the following exceptions, findings and recommendations.

There is deterioration in the plywood panels forward in the deck seat and to port and starboard of the wheelhouse. The damaged wood should be removed and be replaced with new. The area should be fitted with better ventilation.

There is deterioration in the wood backing below the funnel. The funnel should be lifted and the wood surround be replaced.

There are some area of poor paint finish on the upper deck. This should be painted.

Before offshore sailing a light and retrieval line should be attached to the lifering.

The liferaft should be serviced before the vessel is operated offshore. This should be carried out on at least an annual basis.

An up to date set of flares was noted aboard.

The pulpits and lifelines were inspected. They all appeared to be in good condition and to be well secured to the deck.

- No lifejackets were seen. One jacket, of the proper size, should always be carried for each person aboard.

The anchors were found to be in serviceable condition. They are adequate in size for the vessel.

### **MASTS AND RIGGING**

The signal mast and small boat davit were inspected. All appeared to be in good condition.

The finish on the mast is in poor condition. The spars should be refinished.



**TOPSIDES AND BOTTOM**

The topsides and bottom were inspected from deck level and from the dock. All appeared to be in good condition with the following exceptions, findings and recommendations:

There is some evidence of minor water intrusion below the paint finish outboard by the wheelhouse. These areas should be stripped to bare wood and be dried out, It may be necessary to replace some small areas of wood.

There is evidence of some deterioration and water intrusion into the starboard rubrail, amidships. A section of this rail may require replacement.

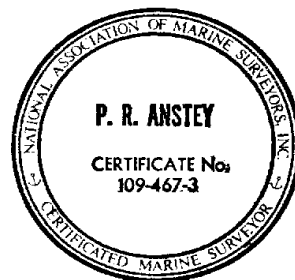
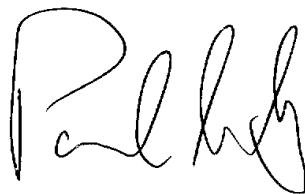
The topside paint appears to be in generally good condition. There are a few minor blisters, mainly below the rails and by the ports. These should be touched up with matching paint.

The vessel is in unusually good condition for a vessel of this age. It is evident that she have been well maintained over the years. It is also evident that a major repair program to the hull frames and floor has recently been carried out. The vessel is also well equipped with an up to date electronics package.

This vessel was inspected afloat without making removals to expose parts concealed. It is the opinion of the surveyor that the vessel is in structurally sound and in satisfactory condition for intended service as a yacht.

This survey is based on the facts presented and discovered, based on opinion, with no warranty either specified or implied.

Signed without prejudice:



PAUL R. ANSTEY INC.:  
For The Corporation