



**FRANCOISE RAMSAY**  
**SAMS ACCREDITED MARINE SURVEYOR**

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**SURVEY REPORT #7158**

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**Date:** January 27, 2021

**Vessel Name:** "EYRIE"

**Type:** Half Ton class sailboat

**Service Area:** San Francisco Bay

**Official #:** CA state registration CF 6289 GA

**Certificate aboard / numbers attached:** Yes / Yes

**Hull ID #:** TLGHF0220976

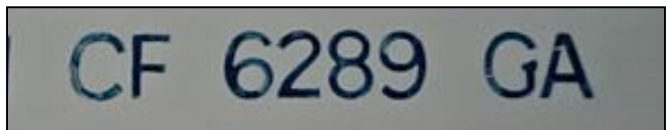
**Purpose of Survey:** Condition and value for pre-sale purposes

(Note: this survey is not to be used for transfer to a third party or use other than intended)

**Where Surveyed:** In dry dock @ BMC, Berkeley, CA

**Attending:** Francoise Ramsay (surveyor)

**Broker/Agent:** N/A



**Estimated Fair Market Value:** \$10,000

**Estimated Replacement Cost:** \$155,000

(See Notes on Valuation)

**VESSEL PARTICULARS**

*HIN (Hull Identification Number) located on transom upper starboard corner*

**Builder:** Not reported

**Designer:** Thomas Wylie

**Year Built:** 1976

**Model:** Hawkfarm 28

**LOA:** 28'

**LWL:** 23' 6"

**Beam:** 8' 2"

**Draft:** 5' 6"

**Displacement:** 5,700 lbs.

**Ballast (type/amount):** Lead / Not determined

**Hull Type:** Fin keel / spade rudder

**Material:** Molded fiberglass

**Color:**

- Topsides: white w/ blue boot and sheer stripes and diagonal accent stripes
- Decks and superstructure: white
- Hull bottom: blue antifouling



*View of starboard quarter*



*Fin keel*

**HULL AND SUPERSTRUCTURE:**

**Deck:** Fiberglass with non-skid coating

**Cabin Sole:** Teak grate

**Bulkheads:** Teak veneer plywood

**Hatches/Ports:** (1) LEWMAR deck hatch

**Construction Scantlings:** Single skin gel coat over multiple layers of resin impregnated fiberglass.

**Hull/Deck Joint:** Inward flange w/ aluminum toe-rail bolted thru every 4"

**Superstructure:** Flush foredeck, tapered low-profile cabin trunk, aft cockpit

**Interior Layout:** Open plan layout:

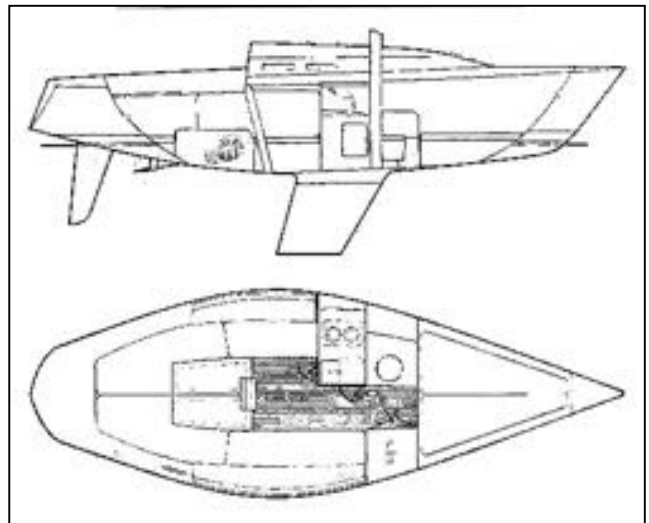
Sail and gear storage forward, galley to port, navigation opposite, followed by port and starboard berths and centerline engine enclosure

**Comments:**

- The wetted surfaces were they were found sound with no evidence of osmotic blisters or delamination noted. The bottom was just re-painted with antifouling while in dry dock
- The topsides, decks and the superstructure are sound; the gel-coat is dull and oxidized
- The interior is simple and functional; it is clean and organized



*View of interior*



*HAWKFARM 28 – Interior layout*

## PROPULSION SYSTEM

**Comments:** The engine was not run during this out-of-water survey. It was found clean and free of surface corrosion.

It appears well maintained; the last oil change was in August 2020 at 1079.6 hours.

The cutlass bearing was just replaced, the stuffing box-repacked, the shaft log hose and clamps renewed and the folding propeller service

**Type:** Diesel, 4-cycle, naturally aspirated, FWC

**Year:** Unknown

**Hours:** Approx. 1100 hours (hour meter not legible due to condensation inside the gauge)

**Manufacturer:** YANMAR

**Model:** 1GM10

**Serial Number:** 12925

**#Cylinders:** 1-cyl.

**Rated Horsepower:** 9 HP @ 3600 rpm

**Cooling System:** Seawater-cooled

**Alarms/Gauges:** YANMAR standard panel w/ tach and hour meter

**Exhaust Type/Line:** Wet / SHIELDS 1 5/8" wet exhaust hose and unmarked hose



**Silencer:** VETUS Waterlock type LP muffler  
**Marine Gear:** KANZAKI  
**Model:** KM2P  
**Reduction Ratio:** 2.62:1  
**Serial Number:** 88958  
**Belts/Hoses:** Satisfactory  
**Shaft:** 1" bronze  
**Stuffing Box:** Bronze packing gland, flexible mount  
**Shaft strut:** Bronze I-bracket  
**Shaft Bearing:** Cutlass – new  
**Propeller:** MARTEC 2-blade folding bronze 12" RH  
**Controls:** MORSE cables to single lever  
**Eng. Beds:** Steel risers and aluminum angle bearers  
**Eng. Mounts:** Vibration dampening type  
**Eng. Space Insulation:** None



*Re-packed stuffing box*



*View of engine*



*Folding propeller*

## MECHANICAL SYSTEMS

**Comments:** Simple systems

### Ventilation

**Engine Space:** PAR 12v blower and natural

**Cabin:** - Natural thru deck hatch  
 - HELLA 1-speed cabin fan

### Steering

**Wheel/Tiller:** Aluminum tiller w/ wood handle and SPINLOCK tiller extension

**Steering Gear:** Direct

**Rudder:** Foam-cored fiberglass spade rudder

**Rudder Post/Gland:** Fiberglass tube and bearings

### De-watering

**Bilge Pump(s)-Manual:** - WHALE Gusher Titan diaphragm in cockpit

- WHALE Gusher 10 diaphragm at nav station

### Freshwater system

**Potable Water-Manual:** WHALE hand pump

**Marine Sanitation****Head:** None**Other:** INTERTEK electric space heater*One of two manual bilge pumps***ELECTRICAL SYSTEMS****Comments:** Overall satisfactory**DC System – 12V****Batteries/Amps:** - (2) KIRKLAND / 12V group 24 /flooded cell / 550 CCA, 750 MCA – dated 2011

- (1) INTERSTATE / 12V group 24 Sealed type / 550 CCA, 700 MCA – dated 2021 (spare/not in use)

**Battery Storage:** Plastic box w/ top straps – except for the spare battery (**Note**)**Battery fluid level:** Satisfactory**Battery Terminals/Connections:** Clean, tight (**Note**)**Engine Alternator/Amps:** HITACHI / 35 A**Battery Charger:** GUEST Charge Pro / 3 A**Battery Switch:** PERKO**Panel/Location:** BLUE SEA / At nav station**Circuit Protection:** Breakers**Cabin Lights:** Satisfactory**Navigation/Anchor Lights:** Not visible in daylight (**Note**)**Wiring/Installation:** Stranded copper / Adequate (**Note**)**Anodes:** (2) shaft zincs - new*Electrical panel***TANKAGE AND PLUMBING****Comments:** There is no fixed water tank installed**# Fuel Tanks/Capacity:** One / Est. 15 gals**Material:** Fiberglass**Location:** Engine enclosure, stbd side**How Secured:** Strapping**Accessibility/Condition:** Satisfactory**Fill/Vent:** Stbd cockpit coaming**Fuel Lines/Clamps:** Stainless steel braided hoses**Filters:** RACOR 50FGSS and secondary**Shut-off Valve:** At tank – seized (**Note**)

**Gauge:****# Water Tanks/Capacity:** (1) COLEMAN / 5 gals**Material:** Plastic**Location:** Under port settee**How Secured:** Strapping**Accessibility/Condition:** Ltd / appears good**Thru-Hull Fittings:** Plastic / Bronze**Sea Valves/Skin Fittings:** From stem to stern

Location	Function	Type	Condition/Operation
Under galley sink	Galley sink drain	Marelon ball valve	Satisfactory
Engine enclosure, port	Engine inlet	Bronze ball valve	Satisfactory

**Clamps/Hoses:** Stainless steel / reinforced type**Seawater Strainers:** VETUS plastic - engine*View of diesel tank**Fuel primary filter***GALLEY EQUIPMENT****Comments:** Basic**Sink(s):** Single basin stainless steel**Refrigeration:** IGLOO portable cooler**Stove Type:** FORCE 10 single burner, gimbaled*View of galley*



## ELECTRONICS/NAVIGATION EQUIPMENT

**Comments:** Satisfactory

**Compass:** SUUNTO 4" bulkhead mount

**VHF Radio:** ICOM IC-M422 and Commandmic handheld extension

**Autopilot:** RAYMARINE ST6001 Smart Pilot control head and RAYTHEON tiller drive

**Speed/Depth/Wind:** (2) NEXUS Multi Control cockpit displays

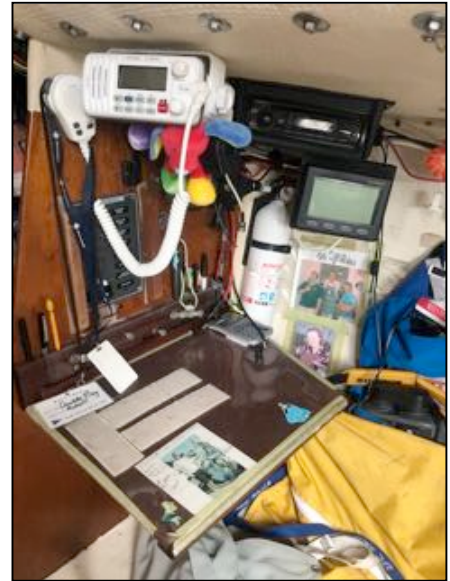
**GPS:** (2) GARMIN GPS45 handheld

**Stereo/Radio:** SONY CDX-2180 AM/FM/CD w/ (2) BOSE cabin speakers

**Other:** - AIS Radar receiver  
- FUJINON 7x50 binoculars



*Cockpit displays*



*View of nav station*

## DECK EQUIPMENT

**Comments:** Adequate

**Anchor:** DANFORTH fluke type est. 13#

**Chain/Rode:** 1/2" 3-strand rode x est. 100'

**Anchor Roller:** N/A

**Bow/Stern Pulpit:** 1" welded stainless steel

**Stanchions/Lifelines:** 1" anodized aluminum / double wire

**Dock Lines:** Misc. braid

**Fenders:** (2) small pneumatic

**Covers:** Mainsail – Royal blue canvas



*View of cockpit*

## SPARS, RIGGING AND SAILS

**Comments:** Most of the running rigging is tired and due for replacement

**Type of Rig/ # Masts:** Sloop / One

**Material:** Aluminum mast and boom, black anodization

**Where Stepped:** On keel

**Mast Partners/Step:** Satisfactory

**Keel bolts:** (6) 5/8" stainless steel

**Standing Rigging:** 1x19 SS wire

**Terminals:** Swaged

**Turnbuckles/(pins?):** Chromed bronze / yes

**Chainplates/Stem:** Stainless steel

**Running Rigging:** Dacron braid (Note)

**Winches:** (2) HARKEN #40ST (primary), (2) BARIENT #10 (cabin top)

**Rigging details:** - Fractional rig, single spreader

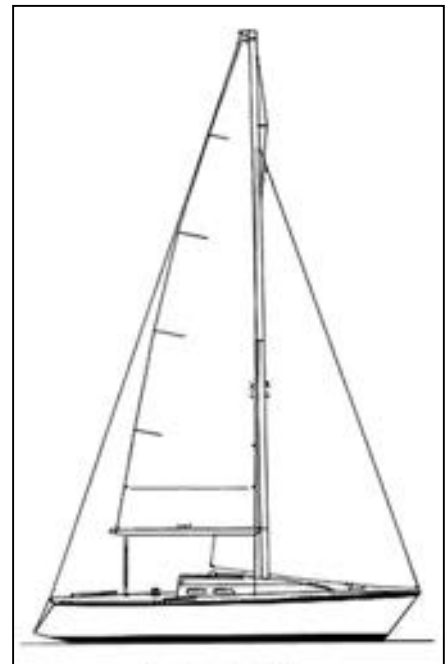
- Headfoil 2
- QUICK VANG rigid boom vang
- Spinnaker pole
- HARKEN main traveler and mainsheet system with rough and fine tune
- Block & tackle backstay adjusting system with remote control at companionway

**Sail inventory:** - UK full-battened main sail

- UK laminate jib
- Dacron headsail
- Spinnaker



*View of flaked mainsail*



*HAWFARM 28 – Sail plan*



**SAFETY/REQUIRED EQUIPMENT**

**Comments:** The flares are out of date (Note)

**Throwable Device:** JIM-BUOY horseshoe, LIFESLING 2, (2) type IV cushion

**PFD's:** (1) WEST MARINE USCG type V inflatable

**VDS:** SOLAS type flares:

- (1) PAINS WESSEX Para Red Rocket MK3 (exp. 11/08)
- (2) PAINS WESSEX MK7 red (exp. 1/08)
- (2) PAINS WESSEX Lifesmoke MK5 canisters (exp. 5/07 and (1/08)
- (3) ORION Red Parachute Rocket (exp. 1/10)

Standard flares:

- (2) ORION red (exp. 6/07)
- (5) ORION white (exp. 12/06)

**Horn/Bell:** Handheld canister

**Radar Reflector:** "Suggested"

**Oil/Pollution Placards:** Not sighted

**Fire Extinguishers:** (2) handheld units

Location	Year/Make	Type/Size	Mounted	Condition
Port berth	2004 KIDDE	ABC Dry chemical 2.5#	Yes	Gauge in green
Nav station	1997 KIDDE	BC Dry chemical 2.5#	Yes	Gauge in green

**Fixed Fire System/Fire Port:** None

**CO detector/Smoke detector:** "Recommended" (Note)

**Other:** - ACR MOB floating strobe light  
-WEST MARINE MOB Throw Rope

**REMARKS AND RECOMMENDATIONS**

This early Tom Wylie design, a half tonner, was built to good standards. Only thirty two boats were built. "EYRIE" was found structurally and mechanically sound. It is well set up for Bay and coastal racing. While the running rigging is "tired" and the topsides and deck gel-coat is oxidized, "EYRIE" is deemed **in overall good condition**

(In as far as may be ascertained from a general inspection, without making extensive removals or opening up to expose ordinarily concealed areas, and without taking borings to determine thickness or soundness of structures and members, or testing for tightness of components.)

*Note: The N.F.P.A. National Fire Protection Association, and ABYC (American Boat and Yacht Council), do not represent legal requirements, only safety standards. Non -conformity can affect insurance. U.S.C.G Requirements are law by the Federal Boat Safety Act of 1971.*

**SAFETY / REQUIRED ITEMS:**

1. Assure that the required equipment is aboard before next underway:
  - Minimum of (3) visual distress signals with future expiration date – re: 46 CFR 28.145
  - Smoke detector – re: NFPA 302, sections 13.1 and 13.3
  - Oil and garbage pollution placards, posted – re: 33CFR151.9
  - Some means of unassisted re-boarding the boat from the water i.e. a ladder, steps, platform or grab rail – re: ABYC H-41.9

2. The following are not requirements, merely recommendations stated by ABYC:
  - Fixed fire extinguishing system or fire port – re: ABYC A-4.5.2.1
  - CO detector – re: ABYC A-24
  - High bilge water alarm – re: ABYC H22.7.3

## **REPAIR / MAINTENANCE ITEMS:**

### **Electrical systems**

3. There are a couple of battery cable connections made with wing nuts, not to marine standards – recommend replacing the wing nuts with standard hex nuts
4. The spare battery is not secured – recommend strapping the battery to prevent any movement in excess of one inch
5. The steaming light trips its breaker when switched on – troubleshoot / repair
6. The running lights could not be verified in daylight – assure operational

### **Electronics/Navigation equipment**

7. The VHF and GPS antennas are have excessive length above deck and are not properly loomed – recommend tidying up the cables

### **Deck equipment**

8. Several deck fittings show rust stains on the surrounding deck surface, e.g. the boom vang deck fairlead blocks – recommend re-bedding deck fittings

### **Spars, rigging & sails**

9. The running rigging is “tired”; the traveler control line is almost chafed thru – recommend renewing the running rigging as needed

## **SURVEYOR’S NOTES**

- a. Fire extinguishers should be checked monthly to assure that pressure gauge readings are in the green area. Dry chemical extinguishers should also be removed from their brackets, turned upside down and shaken vigorously to keep the chemical loose then properly secured to the mounting bracket. ABYC A-4.5.4.1-2 and NFPA 302 E.3. recommend annual service/tagging
- b. Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline diesel, propane, charcoal or oil, burns. On board sources include gasoline and, to a lesser degree, diesel engines, generators, cooking ranges and space and water heater. Carbon monoxide is called the “silent killer” for good reason: exposure to low levels of the odorless, colorless gas can result in symptoms that mimic seasickness such as nausea, headache, dizziness and drowsiness. The installation of marine grade carbon monoxide detectors with audible alarm in all enclosed cabin areas is thus strongly recommended. And, ventilation of fresh air into cabins, even when air conditioners or heaters are running, is essential.

### NOTES ON VALUATION

Replacement value is defined as the cost of building a new vessel of like or similar style in the current market situation and includes applicable freight and taxes.

The Hawkfarm 28 is no longer in production. The 27' BENETEAU First 27 is a comparable performance sailboat; a 2021 model located in Europe is listed at \$120,632. Taking into account custom features and equipment, replacement value is assessed at **\$155,000**.

Fair market value is the amount of money at which a given property would change hands between a willing buyer and a willing seller, in an appropriate marketplace, when neither is acting under compulsion and both have reasonable knowledge of the facts.

To assess this value, a variety of information sources was consulted:

- Internet websites listings such as YACHTWORLD.com and SOLDBOATS.com
- Local magazines and classified ads.

A search of Soldboats.com database did not show any recorded sale of an Hawkfarm 28. Looking at comparable boats, there are few relevant sales:

- a 1976 27' Santa Cruz 27 located in Santa Barbara, CA sold for \$7,150 in May 2019
- a 1976 27' Santa Cruz 27 located in San Francisco, CA sold for \$7,500 in May 2018
- a 1986 27' Express 27 located in Santa Barbara, CA that sold for \$13,500 in November 2004

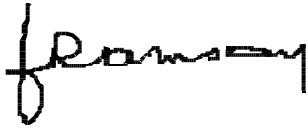
Given "EYRIE" overall good condition, Fair Market Value is assessed at **\$10,000** as of January 27, 2021.

### SURVEY SCOPE AND LIMITATIONS

1. I certify that I have no present or prospective interest in this vessel and have no personal interest or bias with respect to the parties involved. My compensation is not contingent on reporting a pre-determined condition or value that favors the cause of the client, broker or underwriter. I have made a personal inspection of the above-captioned vessel and subsequently prepared and submitted this report in good faith.
2. This survey report set forth the apparent condition of the vessel and its areas open to inspection, including hull, machinery, equipment, fittings and gear. Only non-destructive methods were used and unless expressly stated, there have been:
  - no borings, no removal of bulkheads, panels, ceilings or other portions of vessel's structure not otherwise readily accessible for inspection.
  - no operation or opening or removal of any portion of her machinery, electronics, wiring, auxiliaries, tanks or fittings for internal examination.
  - no lofting or raising of sails, no inspection of spars, rigging and lights aloft.Also excluded from the Surveyors' duties are the unloading of cluttered holds or lockers, the cleaning of the hull and the operation of the vessel.
3. This report is based upon facts discovered during survey and the Surveyor's knowledge and experience, without warranty, either specified or implied.
4. This report represents the physical condition and estimated value of the vessel only on the date of the survey, and may not be relied upon thereafter. It does not include a determination as to the seaworthiness of the vessel, nor does it include stability tests necessary to determine such limitations, nor does it attempt to itemize waters unsuitable for the vessel's use.

5. This survey is prepared for the exclusive use of the client whose name and address appear on the front page. The intended users of this report and valuation are the client and those lenders and underwriters who may finance or insure this vessel for this client only. This report is not transferable to any other person or entity; therefore, this surveyor assumes no liability arising out of the reliance on the information contained herein by persons or entities not parties to this survey.
6. This survey report is the result of a verbal contract between the Surveyor and the requesting party. If, upon receipt of this document, the requesting party disagrees with any of the following terms and conditions, it should contact the Surveyor immediately. In the event of dissatisfaction with the conduct of the survey, with errors contained in the report, or with omission of information, it is agreed by all concerned that the Surveyor's liability is restricted and that the sole and maximum remedy shall be limited to the amount of the rendered service fee for this survey and report. The use of this report constitutes acceptance of, and agreement to all the terms and conditions stated above.

Signed without prejudice,

A handwritten signature in black ink, appearing to read 'framsay' in a cursive, lowercase style.

Françoise Ramsay  
SAMS Accredited Marine Surveyor #962  
ABYC Master Technician (Standards, Electrical, Marine Systems)  
RYA Yachtmaster 200GT