

# *Bluewater Marine Survey*

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## **MARINE SURVEY FOR THE VESSEL: “Mermaid Queen”**



### *Description of vessel:*

*This is a professionally constructed sun-deck houseboat with original working paddle-wheel by way of a v-8 General Motors engine with the drive-train working a sprocket with chain to give power to the paddle-wheels which do run the vessel; not for cosmetic appearance like other paddle-wheels vessels are.*

*The sun-deck is accessed both by aft and forward aluminum ladders with a large sturdy wheel-house with an antique but practical helm steering wheel and shifters.*

*From the aft cockpit enter to an access hall forward to the main saloon with elegant wooden paneling, faux-wooden sole, antique stove, lighting and features.*

*A ‘U’ shaped home galley is to port, forward on starboard is the electric head.*

*The master stateroom with queen-sized berth is forward on the port side; a center wooden door leads out to the forward working cockpit with PFD’S in a locker.*

### **INTRODUCTION**

FILE NUMBER: 621836-A

***BLUEWATER MARINE SURVEY***

**Terry Tupper – ACMS Certified Marine Surveyor**

## SCOPE OF SURVEY

This survey was performed at the request of Ms. Amatruda.

The vessel was inspected in its permanent slip at Bridgeway Marina, 225 Locust St, Sausalito CA where the vessel was 'in-water' tied up in its permanent berth. Ships DMV registration papers were on board and in order.

The survey was performed in accordance with the terms and conditions of a verbal contract between the surveyor and the requesting party. Therefore, it is the intent of this document to set forth in writing the scope and limitations of the service provided. If this document is used for any purpose it is assumed it is accepted as a true and accurate report for what it is, a snap-shot of the condition of the vessel; the main concerns of this Marine Surveyor are: will this vessel sink, explode, catch fire or cause any injuries by carbon monoxide, LPG fumes or by any other means.

Any use of this report constitutes an acceptance of the report and the following terms and conditions:

Inspections are made using non-destructive techniques; primarily visual inspection and sounding of areas in an attempt to determine their condition. Unless otherwise specifically stated in this report, services for the per foot price of a standard survey DO NOT include the testing of tanks, machinery, electrical systems/circuits or electronics, the removal of paneling, ceilings, machinery, cargo, gear or other personal effects in order to access otherwise concealed areas. No destructive testing has been done, no borings or ultrasonic testing of material thickness performed. Such services are available at additional cost when authorized by written contract. When applicable, if no mention is made of wood deterioration in the findings of this report, this is not to be construed as a warranty that none exists. No survey can establish that a vessel is completely free of wood deteriorating organisms, especially in the light of the many concealed and inaccessible areas encountered on each and every vessel. Therefore, given the rapid growth rate of such organisms, this surveyor will not accept liability for any such condition discovered later which could not be detected during the course of a normal survey as outlined above and performed under the conditions encountered on the survey date; most ALL wooden boats, and fiberglass with wooden core do have some dry-rot spores that are nearly impossible to find. Every effort is taken to target all issues but boring into the stringers, wood and core is necessary to target or find all.

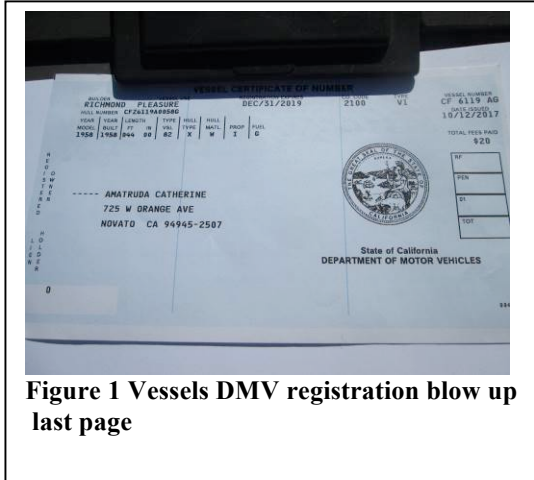
Engines and machinery require a qualified marine mechanic or other expert who is certified by SAMS, NAMS, ABYC or is known to be an expert in the field of the engine, generator, winch or machinery to be inspected; Bluewater Marine Survey does NOT inspect engines, generators or machinery.

This was an 'in -water' survey. Percussion soundings were done on the accessible parts of the hull and deck. Moisture readings were taken in various locations in the interior. Engines were not started. AC shore power was available. D.C power was available; electronic equipment is one VHF radio in wheel-house. A sea trial was not performed.

## INTRODUCTION

Note: It is recommended and understood that all engines be surveyed by a qualified engine surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

*The mandatory standards promulgated by the United States Coast Guard, under the authority of title 46 United States Code title 33 and 46, Code of Federal Regulation, and the voluntary standards and recommended practices developed by the ABYC and NFPA have been used as guidelines in the conduct of this survey.*



**Figure 1 Vessels DMV registration blow up last page**



**Figure 2 Antique working wheel in the wheel-house**

**DEFINITION OF TERMS**

- Excellent**     New or like new.
- Good**         Nearly new, with minor cosmetic or structural discrepancies.
- Fair**          System, component or item, is functional as is with minor repairs.
- Poor**         Unusable as is and will require repairs or replacement of system.
- \***                Use of an asterisk (\*) in the report indicates that a finding will be listed in the 'Findings and Recommendations' section pertaining to the item it is next to.
- USCG**         United States Coast Guard
- USC**          United States Code
- CFR**          Code of Federal Regulation
- ABYC**         American Boat and Yacht Council
- NFPA**         National Fire Protection Association
- FRP**         Fiberglass Reinforced Plastic
- DC**          Direct Current (12 volt system).
- AC**          Alternating Current (Power from shore or generator).
- Powers Up**   Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.
- Appears**     Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed on the surveyor (e.g. no Power available, inability to remove panels, or requirements not to conduct destructive tests).
- Boiler-plate** The 'boiler plate' rulings are in text of each report for education and as reminder.

**GENERAL INFORMATION**

SURVEY DETAILS

**Purpose of Survey:** Insurance

**Party Requesting Survey:**  
Ms. Amatruda.

**Date:** June 2, 2018.

**Owner's Address; Phone, E mail:** 415-235-1365 [katieamatruda@icloud.com](mailto:katieamatruda@icloud.com)  
1001 Bridgeway #620 Sausalito, CA 94965.

**Designer:** Mr. James Duffy.

**Location:** Permanent berth, Bridgeway Marina, Sausalito, CA

BASIC VESSEL INFORMATION

**Name:** Mermaid Queen

**Official Number:** CF6119AG.

**Hull Identification Number:**  
CFZ6119A0058

**Year/Make/Model:**  
1958/Richmond Boatworks/Paddle-Wheel Houseboat.

**L.O.A:** 44'

**Hailing Port:** Sausalito.

**Beam:** 18'6"

**Intended Cruising Area:**  
Richardson Bay.

**Draft:** 3'

**Intended Use:** Living and recreation.

**Weight/Displacement:** 22,000#

*Vessel dimensions and weight were obtained from, paid subscriptions to: Soldboats.com, BUC value, 2010 Edition of BUC Books, and other sources. All other data was obtained from onboard ship's papers.*



Figure 4 Stern view



Figure 3 Main saloon with elegant wooden panels

SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

**Type & Material:** FRP flat-bottom houseboat with hard-wood frames.

**Vessel Color:** White with blue rim.

**Frames & Planking:** Aft cockpit overhead supporting upper decks:

**Keel /bilge sump:** Three bilge pumps.

5&1/2 X 1&3/4" wooden frames on 25" centers. Bilge has: Stringers, main beam 9X8" thick good timber on 23" centers; others are 4" thick X 9" high on 23" centers; very well constructed with no dry-rot found (can be where not accessible to sight or awl).

**Bulkheads:** All marine plywood.

**Cabin Lights:** 12 volt indirect and 120 volt house lightening.

DECK CONSTRUCTION

**Material & Surface:** Plywood with painted non-skid.

**Portholes:** Sliding double-paned storm windows.

**Hatches:** For bilge access.

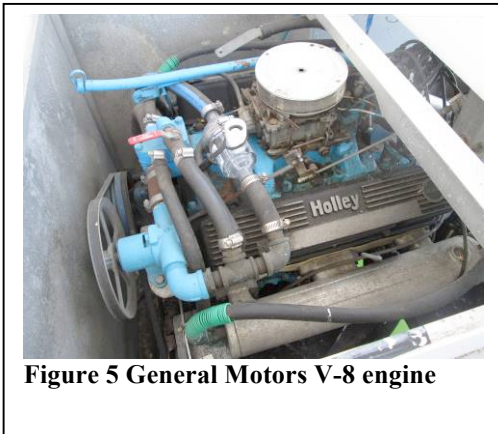
**SUPERSTRUCTURE:** Sun-deck with 45" aluminum railing access hatches, lounge furniture and wheel-house with berth, helm, weather station, 12 volt panel.

PROPULSION MACHINERY

ENGINE ROOM

**Location:** Aft of cockpit open to atmosphere.

**Power Blowers:** Not required.



MAIN ENGINES

**Number, Type, & Fuel:** One, V-8.

**Manufacturer & Model:**  
 General Motors 305 small block.  
**Serial Number:** Plate missing.

**Horsepower:** 185.

**Engine Year:** 1990.

**Number of Cylinders:** Eight.

**Belts & Pulleys:** Good condition.

**Flame Arrestor:** Sighted.

**Exhaust System:** Wet exhaust with risers.

**Engine Mounts & Beds:** 6 X 4" custom wood blocks, with steel adjustable bolted mounts.

**Filters:** Spin-on.

**Oil Level & Condition:** Clean, topped.

<b>COOLING SYSTEM</b>
<b>Type:</b> Raw water cooled from a PVC pick-up aft of engine.
<b>Raw Water Strainer:</b> None.*
<b>Seacocks:</b> None.

<b>TRANSMISSION SYSTEMS</b>
<b>Manufacturer &amp; Model:</b> GM 305 cubic inches
<b>Gear Ratio:</b> direct to ring and pinion.
<b>Shaft Material &amp; Size:</b> Drive shaft to sprocket and chains.

**PROPELLERS - PADDLEWHEELS**

**Material:** Steel spokes with wooden paddles.

**Number of Blades:** 12 each wheel.

**Size:** 59&1/2" wide each wheel with 3 X 1/2" wooden paddles in good condition.

**Condition:** Good working condition.

**STEERING SYSTEM**

**Type:** Cable and sheaves from wheel to yokes attached to steering rod, to rudder stainless steel posts; corroded here.\*

**Packing Gland:** No, drive-line to sprocket which drives chain attached to the wheels; to the three rudders.

**Number of Stations:** One in Pilot house.

**Hydraulics RAM:** Hynautic-hydraulic For shifters engine controls.

**FUEL TANKS**

**Fuel Type:** Gasoline.

**Capacity:** 2 X 12 = 24 gallons.

**Tank Material:** Plastic.

**Number of Tanks:** Two.

**Location & Accessibility:**

**Grounded:** Yes.

Aft below bench.

**Secured Installation:** Factory secured.

**Manufacturer's Label:** Yes.

**FUEL PIPES AND HOSES**

**Fill Location:** Deck fill.

**Labeled:** Yes.

**Grounded:** Yes.

**Shut-off Valve:** No.

**Vent and Flame Protection:** Both.

**Fuel Filter Type:**

**Approved Type Fuel Hose:** Yes

LPG or CNG System-

**Dedicated Locker:** Yes.

**Gauge:** No.

**Hoses:** Average condition.

**FRESH WATER SYSTEM**

**Number of Storage Tanks:** Two.

**Capacity:** Two plastic tanks 40 gallons each.

**Material:** Plastic.

**WATER PUMPS**

<b>Type:</b>	<b>Flow or Pressure:</b>	<b>Model Number:</b>	<b>Serial Number:</b>	<b>Condition:</b>
City water system	City pressure			Working

**HOT WATER SYSTEM**

**Type:** Electric.

**Manufacturer:** American Appliance.

**Capacity:** 20 gallons.

**SANITATION SYSTEMS**

**Number of Heads:** One.

**Type of Head:** Electric.

**Raw Water Supply:** Not required.

**Manufacturer:** Incinolet.

**Discharge Hoses:** No.

**Pump-out Location:** Not required.

**Macerator:** No, incinerator.

**Y-Valves:** No.

**Vent Loop:** Not required.

**Holding Tank Capacity:** None, emptied weekly.

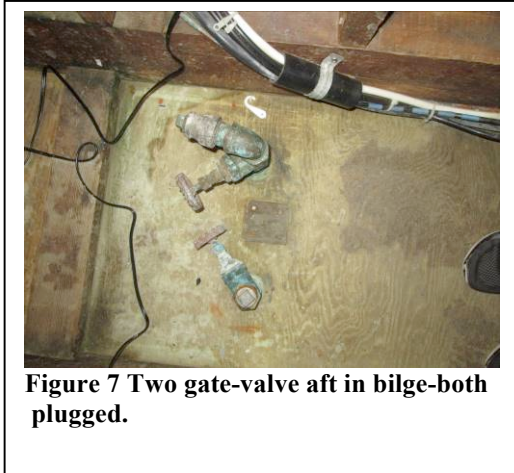


Figure 7 Two gate-valve aft in bilge-both plugged.



Figure 8 "Incinolet" electric toilet MSD III

THRU-HULLS

BELOW THE WATER LINE THRU HULLS

- 1) Bronze gate valve, center aft bilge- average condition – plugged.
- 2) Bronze gate valve, center aft bilge-average condition – plugged.
- 3) Entry indentation hole aft center bilge where once was a thru-hull.
- 4) PVC pick up for engine cooling water aft from engine, no thru-hull.

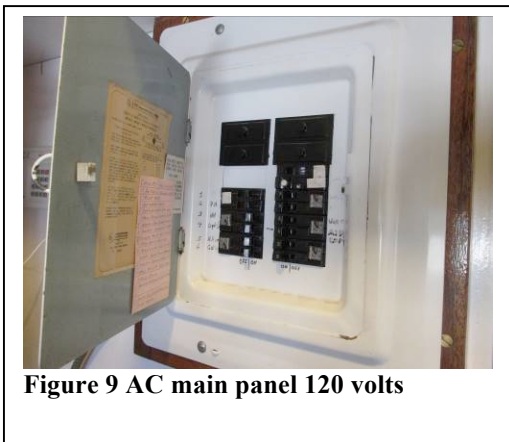


Figure 9 AC main panel 120 volts

ELECTRICAL SYSTEM



Figure 10 12 volt fuse panel DC

D.C SYSTEM

**Batteries (Location, Group):** 2 X 12volt Group 27 aft below bench sides of engine  
**Stowage Method:** Boxed securely.

**Cold Cranking Amps:** 675.

**Cable Corrosion:** Clean.



CHARGING SYSTEM

BATTERY CHARGER

**Type:** Marine.

**Manufacturer:** Black & Decker.

**Ignition Protected:** Yes.

**Amperage:** 15.

ALTERNATOR

<b>Number:</b> One	<b>Amperage:</b> 85
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A.C. SYSTEM

GENERATOR -

**Manufacturer:** Robin.

**Fuel Type:** Gasoline.

**Model Number:**

**Serial Number:**

**Kilowatt Rating:** 3500 Watts.

**Number of Cylinders:** One.

**Location:** Boxed aft vents to atmosphere.

**Flame Arrestor:** Yes.

**Cooling System:**

**Exhaust System:** Dry stack direct out stern.

SHORE POWER -

Shore Power Inlet AC

**Number & Location:** One, starboard aft cockpit in plastic box hardwired.

**Weather Protection:** Yes.

**Rating:** 30 AMP.

**Distance to Panel:** Eight feet.

<b>AC Cord Receptacle:</b> Cord hard-wired.	<b>Adapters &amp; Pigtails:</b> Yes.
<b>AC Master Switch Type &amp; Location:</b> Breaker at panel	<b>Main Breakers Location &amp; Rating:</b> 30 AMP in main panel.
<b>Circuit Voltage &amp; Amp Meters:</b> None.	<b>Panel Breaker Number:</b> 14 AC 6 fuses for DC 12 volt.
<b>Wiring Connections:</b> Good crimps.	<b>Minimum Wire Size &amp; Rating:</b> 10 +
<b>Wire Routing:</b> Tied.	<b>Outlets &amp; GFCI:</b> Yes.
<b>Junction Box Location:</b> Hard-wired aft.	<b>Galvanic Isolator:</b> None. All good recently new wiring; safe.

MAIN BATTERY SWITCHES DC	PANEL	JUNCTION BOXES	ROUTING
<b>Type:</b> Breaker for AC none for 12 volt	<b>Fuse or Breaker:</b> 14 AC breakers	<b>Access:</b> Good in box aft cockpit.	<b>Support &amp; Bundling:</b> Tied.
<b>Manufacture:</b> Factory.	<b>Access:</b> Good.	<b>Weatherproof Receptacle:</b> Yes.	<b>Connector Types:</b> Crimps.
<b>Location:</b> Panel	<b>Location:</b> Main panel.	<b>Location:</b> Housed in box aft.	<b>Stranded:</b> Yes.

ELECTRONICS AND NAVIGATION EQUIPMENT

UNIT	MANUFACTURER	MODEL/SERIAL NUMBER	LOCATION
<b>VHF Radio</b>	Standard	Horizon	Above helm
<b>Radar / Chart</b>			

<b>Plotter</b>			
<b>GPS</b>			
<b>Depth Sounder</b>			
<b>Speed Log</b>			
<b>Autohelm</b>			
<b>Compass</b>			
<b>Clock</b>			
<b>Barometer</b>			
<b>Antennas</b>			

SHIPBOARD AMENITIES

<p><b>MAIN SALON</b>  <b>Joinery &amp; Finish:</b> Both blond and dark woods in main saloon with nice appointments for effect.  <b>Interior Bulkheads:</b> Marine plywood.  <b>Headliners:</b> White painted  <b>Cabin Sole:</b> Dark maple composite.  <b>Doorways:</b> Heavy wooden swing doors with bronze castle- hinges  <b>Furnishings:</b> Rustic and built-ins.  <b>Cabinetry:</b>  <b>Light Fixtures:</b> Elegant in main saloon.  <b>Entertainment Equipment:</b> No.  <b>Water Intrusion Signs:</b> No.  <b>Moisture meter readings:</b> Low, below 112.</p>	<p><b>STATEROOMS/BERTHS</b>                   Single pilot berth in wheel house on sun-deck.                   Aft master stateroom has a queen-sized berth.</p>
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**GALLEY**

**Stove Type & Model:** LPG Viking Royal.      **Number of Burners:** Four.  
**Heat Protection:** Yes.      **Safety Solenoid:** No.  
**Stove Fuel Stowage:** Aft cockpit vents to atmosphere.      **Sink:** Double stainless steel.  
**Refrigerator:** Whirlpool with freezer.      **Other:**

GROUND TACKLE AND DECK EQUIPMENT

**Anchor Type & Size:** 45# CQR.      **Rode Length & Construction:** 100' chain and rode.  
**Windlass:** No.

**Bow Roller:** No.

**Bowsprit:** No.

**Bow Pulpit:** Sturdy stainless steel.

**Stanchions:** Sturdy.

**Stern Pulpit:**

Wooden bulwark all around.

**Chocks & Cleats:** Secure.

**Swim Platform:** No.

**Swim Ladder:** Yes.

### OTHER EQUIPMENT

**Placards:** both sighted.

**Canvas/Covers:** Aft canvas siding.

**Recreational or Extra Equipment:**

Splendide Washer/dryer, VIS porta-Potti, weather station, Antique stove, 2 sump-pumps and central vacuum system.

### SAFETY AND FEDERALLY REQUIRED EQUIPMENT

COAST GUARD REQUIRED

**Personal Flotation Jackets:** 10 type I

**Throwable Devices:** Lifering type IV.

**Fire Extinguishers:**

Four B-1 dry chemical.

**Visual Distress Signals:** Not required.

**Sound Devices:**

Loud air horn with compressor.

**Navigation & Anchor Lights:** Tested.

**Navigation Rules (>39.4’):**

No.

**Waste Management Plan (>40’):**

Not required.

**Gas Engines**

1. **Fume Blower:** Not required.
2. **Flame Arrestor:** Yes.

OTHER SAFETY EQUIPMENT

**Life Raft:** No.

**EPIRB:** None.

**Smoke Detector & Fire Alarm:** Yes.

**Fixed Fire Suppression System For Engine Room:** Open to atmosphere, not required.  
**Carbon Monoxide detector:** None.

**BILGE PUMPS**

Type-Brand	Model	Location	Condition
Rule 2 X120 volt-Sump-pumps Montgomery Wards.	2000 GPH 20 GPM each	Pantry locker Pantry locker	All working

**FINDINGS AND RECOMMENDATIONS**

**A. LEGAL REQUIREMENTS**

*These are required by USCG or USC CFRs and should be addressed before the vessel is next underway. These listed here are 'Boiler Plate' in nature, written in on each report and not necessarily in non-compliance. These can be unwittingly removed or not known by an owner and used as a back-up or failsafe for all of USCG CODE OF FEDERAL REGULATIONS. These are 'boiler-plate' for education, or reminders, and are part of each report.\**

Refer to “Federal Requirements and Safety Tips for Recreational Boats.” USCG requires:

1. One wearable type I, II, or III life preserver for each person, or each berth, aboard.
2. One throwable type IV life preserver.
3. Approved style, in date, visual distress signals (flares) outside the USCG designated COLREGS (San Francisco Bay out to “Mile Rock”).
4. Three size B-1 fire extinguishers, one B-II = two BC-1, and four if length of vessel exceeds forty feet overall.
5. Mounted placards displayed aboard “Dumping of Garbage Prohibited” and Discharge of Oil Prohibited”. An additional “Waste Management Plan” is required on vessels over forty feet in length.
6. A copy of USCG ‘Rules of the Road’ (Navigation Rules) aboard (COMDINST M16672.2d).

**B. SAFETY REQUIREMENTS AND ABYC RECOMMENDATIONS**

*These findings affect overall safety of the vessel and passengers and should be addressed as soon as possible. In most cases these listed here are 'Boiler Plate' and used to keep the owner from unwittingly removing essential safety equipment or for reminding them of what the law or ABYC expectation is for systems, rules or functions on board a vessel. These are 'Boiler-plate' for education or reminders, and part of each report.\**

ABYC recommends a means of discharging an extinguisher into the engine compartment without opening primary hatches or, an automatic system; that a fire detector or smoke alarm is installed, and that all fire extinguishers be serviced annually by a qualified fire technician.

This vessel uses carbon based fuels (diesel, LPG, and wood or charcoal) for propulsion, cooking and space heating. During the burning of these fuels, Carbon Monoxide (CO) gas may be created due to incomplete combustion. Adequate ventilation must be

provided at all times while burning any of these fuels, however CO from external sources may also be drawn into the cabin through ventilation systems. CO is a silent menace and it kills without warning, therefore this surveyor recommends installation in any occupied spaces below decks a CO alarm (Xintex model CMD-3M, MARINE Technologists model 60-542 or equivalent) that meets UL Standard # 2034.

ABYC recommends a means of unassisted reboarding of this vessel. This may be portable or permanently mounted ladder or such other method that permits a person to climb aboard the vessel without assistance.

There is a magnetic compass aboard, but no deviation table was noted. Every magnetic compass should be “swung” and a deviation table established prior to venturing into conditions of reduced visibility. Either “swing” the compass using a technique describe in Chapman’s “Piloting and Seamanship” or other navigational publications or have the procedure performed by a compass adjuster.

**\*Boiler-plate\*** means the statement is on each report for a reminder and does not mean the particular vessel is in non-compliance, needs a replacement or repair in the particulars discussed in that paragraph

**ABOVE ARE REMINDERS FOR USCG AND ABYC, BELOW ARE RECOMMENDATIONS PARTICULARLY FOR THIS VESSEL ON THIS SURVEY.**

**UNITED STATES COAST GUARD CODE OF FEDERAL REGULATIONS:**

A-1 A copy of USCG ‘Rules of the Road’ is required aboard.

Except for above, this vessel is in compliance with all USCG codes for recreational vessel.

**ABYC RECOMMENDATIONS:**

*These are recommendations that professional marine surveyors are bound to list on a report; the ABYC is the marine industry’s standard and are to be taken seriously. Some of the ABYC recommendations were not in effect when certain aged vessels were built, however, a vessel is inherently safer when in compliance with all ABYC recommendations.*

B-1 Both CO and smoke detectors are recommended by ABYC.

**C. OTHER FINDINGS AND RECOMMENDATIONS OBSERVED BY SURVEYOR**

*These are mostly related to overall maintenance issues and should be addressed in the near future to maintain vessel value and function.*

*C-1 The rudder packing glands are quite corroded and need to be serviced.*

*C-2 Fuel hose for engine and gen-set is old and not USCG approved; replace with USCG*

*A-1 15 flexible fuel hose.*

*C-4 the PVC engine cooling pick-up should have a plastic sea-strainer inline.*

*C-5 A vapor-proof battery switch for distribution of power and safety is recommended.*

*When these few recommendations are in compliance, this will be a good example of a fine houseboat for all Richardson bay waters and for liveaboard.*

## SUMMARY AND VALUATION

### SUMMARY

#### VESSEL RATING OF CONDITION

It is the surveyor's experience that develops an opinion as to a vessel's OVERALL VESSEL RATING OF CONDITION immediately after a complete survey has been performed and the findings organized in a logical manner.

The grading of condition, as developed by BUC RESEARCH, and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the BUC USED BOAT PRICE GUIDE, for a similar vessel sold within a given time period, as a consideration to determine the Market Value. The following is the accepted marine grading system of condition:

- 'EXCELLENT' (BRISTOL) CONDITION' – is a vessel that is maintained in mint or bristol fashion – usually better than factory new, loaded with extras – a rarity.
- 'ABOVE AVERAGE CONDITION' - has had above average care and is equipped with extra electrical and electronic gear.
- 'AVERAGE CONDITION' – ready for sale requiring no additional work and normally equipped for her size.
- 'FAIR CONDITION' – requires usual maintenance to prepare for sale.
- 'POOR CONDITION' – substantial yard work required and devoid of extras.

#### VALUATION

As a result of this investigation, as stated in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this report:

**OVERALL VESSEL RATING** – BUC 'better' or above average condition.

**VALUE** - \$ 500,000.00 + \$150,000.00 for uninsurable value for the permanent berth at 225 Locust St Sausalito CA. **The berth value is an intangible, uninsurable, non-financeable (not for a loan) value that by its nature is fluid and subject to: the owner of the marina's discretion, availability or nearby marina berths, market value, height of the tidal flow, rules of the marina, and other factors that can change the status of a liveaboard berth at the subject marina for this uninsurable value given for the location, view and low availability and cost of housing in Sausalito California.**

*The fair market value is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale. Taking into account the condition rating, an average was reached after researching prices from the following sources: BUC USED BOAT PRICE GUIDE, SOLDBOATS.COM, AND USEDBOATS.COM.  
The estimated replacement cost indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer or a similar one if the company is no longer in business.*

In accordance with the request for a marine survey for evaluating the vessel's present condition and estimating fair market value and replacement cost, we herewith submit our conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned.

I hereby certify that, to the best of my knowledge and belief, the statements of fact contained in this report are true and correct.

This report is submitted without prejudice and for the benefit of whom it may concern.

Attending Surveyors: Terry L Tupper Certified Marine Surveyor ACMS, and Susan Tupper SAMS AMS.



Extra page for comments or photographs





CERTIFICATE OF AWARD OF NUMBER TO AN UNDOCUMENTED VESSEL				
NAME AND ADDRESS OF OWNER(S) CHARLES H. SCHWAKE 394 OCEAN VIEW AVE. BERKELEY, CALIFORNIA			NO. AWARDED 28 G 1805	
			CITIZENSHIP U. S.	
NAME OF VESSEL LAZY LOU	HULL (G. S., O. S., outboard, etc.) G. S.		CONSTRUCTION (Wood, iron, brass, etc.) TIMBER & PLYWOOD	
SERVICE (Pleasure, commercial fishing, passenger for hire, towing, etc.) PLEASURE	MAKE OF ENGINE FORD	HORSEPOWER 90	ENGINE SERIAL NO. G2568	
TYPE (Open launch, full deck, raised deck, etc.) HOUSE BOAT	LENGTH (Overall) 44'	HEIGHT ***	BEAM 18' 6"	DRAFT 12"
BUILDER RICHMOND BOAT WORKS	PLACE BUILT RICHMOND, CALIFORNIA		YEAR COMPLETED 1958	MODEL YEAR ****
THIS IS TO CERTIFY that, in accordance with the provisions of the act of June 7, 1918, as amended, the U. S. Coast Guard has awarded the above number to the vessel described herein.			THIS certificate constitutes a document in lieu of enrollment or license and it MUST BE KEPT ON BOARD AT ALL TIMES (unless in the custody of the Coast Guard), except in the case of vessels not exceeding 17 feet in length, or vessels whose design or fitting are such that carrying such certificate on board would render it imperfect, illogical or would otherwise tend to destroy its usefulness as a means of ready identification. FAILURE TO HAVE THIS CERTIFICATE ON BOARD VESSELS ON WHICH IT IS REQUIRED TO BE CARRIED, OR THE FAILURE TO REPORT THE CHANGE IN OWNERSHIP, DESTRUCTION, OR ABANDONMENT OF THIS VESSEL, SUBJECTS THE OWNER TO A PENALTY OF FINE. In addition, a failure to produce it upon demand of a proper officer will also subject the master or operator to other penalty. (See other side of this certificate for additional requirements)	
DATE 6/1/58	PORT SAN FRANCISCO, CALIF.	CG DISTRICT 12TH	ISSUED BY DISTRICT COMMANDER SIGNATURE (By direction) <i>[Signature]</i>	
TREAS. DEPT., U. S. COAST GUARD, CG-151B (Rev. 3-55) Previous editions are obsolete.			Form approved, Budget Bureau No. 43-2315.	


Figure 11 Mermaid's original certificate when built name was "Lazy Lou"

**VESSEL CERTIFICATE OF NUMBER**

BUILDER		VESSEL USE		REGISTRATION EXPIRES		CD CODE	TYPE	VESSEL NUMBER	
RICHMOND		PLEASURE		DEC/31/2019		2100	V1	CF 6119 AG	
HULL NUMBER		CFZ6119A0058G						DATE ISSUED	
								10/12/2017	
YEAR	YEAR	LENGTH		TYPE	HULL	HULL	PROP	FUEL	TOTAL FEES PAID
MODEL	BUILT	FT	IN	VSL	TYPE	MATL			\$20
1958	1958	044	00	82	X	W	I	G	

REGISTRATION HOLDER

----- AMATRUDA CATHERINE  
725 W ORANGE AVE  
NOVATO CA 94945-2507



State of California  
DEPARTMENT OF MOTOR VEHICLES

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Figure 12 Vessels DMV registration papers



**Figure 13** Hall way from the main saloon all of the cabin areas are well appointed with elegant rustic touches



Figure 14 Full home type galley



Figure 15 Main saloon with well-constructed overhead beams, sofa, composite wood sole and antique stove



Figure 16 View of wheel-house with sliding windows all around single berth to port and controls center