SURVEY BRIEF

Example: 1994 Tollycraft 45 Cockpit Motor Yacht

Prepared by the buyer, with Can I Loop?, for the surveyor. The buyer plans to take this boat on the Great Loop. Everything here is something you can confirm, measure or inspect aboard, with room to write.

Surveyor	Date	Location	Hull ID (HIN)

What this buyer most needs from the survey

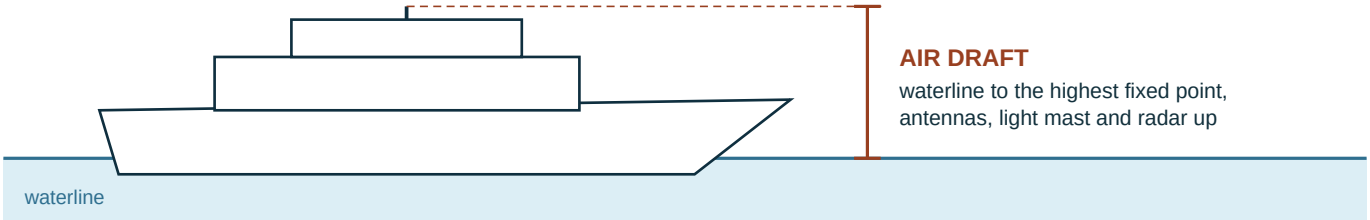
1. **Air draft, measured** with everything up and everything lowered. She has to clear 19'6" at the railroad bridge on the Chicago Sanitary & Ship Canal.
2. **Is this hull actually a 44 CPMY sold as a '45'?** It's the first item in section 3.
3. **Fuel burn at 7 to 8 knots** on the sea trial. It sets her range on the Loop's longest legs.

1 Confirm the listing's numbers

Item	The listing says	Found aboard	Notes
Length overall	45'3"		
Beam	14'8"		
Engines	2 x Caterpillar 3208TA, 435 hp		
Engine hours	not stated		
Fuel capacity	540 gal		
Water	not stated		
Holding tank	not stated		
Generator	not stated		

2 Measure for the Loop

Two numbers decide whether this boat can make the trip, and listings routinely carry the wrong ones. The Loop's lowest unavoidable fixed bridge allows **19'6"**, and the buyer's limit for loaded draft is **5'0"**. Please measure with the boat light if you can: she rides highest with the tanks low.



Measurement	The listing says	Must clear	Measured
Air draft, everything up	18'0"	19'6"	
Air draft, everything lowered or folded	not stated	19'6"	
What folds, and how (mast, radar, antennas)			
Loaded draft (note the fuel and water levels)	3'4"	5'0"	

3 Inspect on this model

Known on the Tollycraft 45 Cockpit Motor Yacht

Each item below is research about this model, tagged for how sure we are and where it came from. The checkbox and the lines are for what you find on this hull.

☐ QUESTION

Is this hull actually a 44 CPMY sold as a '45'?

The '45' formally arrived in 1994 with a reverse transom and lengthened swim platform; before that the boat was the '44 CPMY,' built on the same Ed Monk hull as the Tolly 40 Sundeck with a cockpit extension. A boat from 1993 or earlier is almost certainly a 44, even if a listing calls it a 45. The two share the hull and most systems and differ mainly at the transom, so this is about accurate documentation, resale comparables, and matching parts/canvas, not a defect. (HMY model guide; Curtis Stokes brokerage listings)

Check: Confirm the model designation against the hull identification number and inspect the transom: a reverse transom with the longer platform indicates a true 45; a plumb/original transom indicates a 44.

CONTEXT

A folding arch and stowable antennas are what make this boat fit

On these boats the difference between fitting under low fixed spans and not is usually the arch and the electronics mast. Owners report meaningfully lower heights once the arch is folded and antennas are dropped, so the boat's Loop suitability hinges on what is designed to come down rather than on the base structure. (searchingforcshels.com owner site; Curtis Stokes listings)

Check: Have the current owner demonstrate lowering the arch and antennas so you can confirm it is practical to do underway or at a dock, not a yard job.

CLAIM

Base hardtop is low, but as-rigged height often lands well above it

The model's fixed hardtop profile is relatively low, which is a real strength for low-bridge cruising, but the height that matters is measured with everything installed. Broker and owner figures for these boats scatter widely depending on radar, antennas, and arch. The as-equipped number is commonly higher than the bare-hardtop number, and one owner documented separate heights to the arch, the radar, and the top antenna, each different. (Curtis Stokes listings; searchingforcshels.com owner site)

Check: Measure this boat's actual air draft from the waterline to the highest fixed point, then itemize what folds or unbolts (arch, radar mast, antennas) and re-measure at the lowered configuration you would actually run.

CLAIM

Shallow draft is a genuine strength of the hull

The modified-V hull with hard chines draws relatively little water for its size, which is favorable for the thin water and lock approaches on the Loop. Actual loaded draft depends on fuel, water, and gear aboard, so the running-trim figure is what matters. (HMY powerboat guide (archived); Curtis Stokes / SI Yachts listings)

Check: Verify loaded draft with tanks and gear as you would cruise, and note running-gear (prop/shaft) as the deepest point.

CLAIM

Solid-fiberglass hull, modified-V with hard chines

Tollycraft of this era is well regarded for build quality, and owners consistently describe the hull as solid (non-cored) fiberglass with a modified-V, hard-chine form. That reputation is a reason these boats hold value, but it does not exempt an individual 30-plus-year-old hull from moisture, blistering, or prior-repair issues. (HMY powerboat guide (archived); Trawler Forum owner discussion)

Check: Commission a survey including moisture readings on the decks/superstructure and a look for prior hull repairs or blistering.

CONTEXT

Sundeck-derived layout with an added cockpit

Because the boat is a Tolly 40 Sundeck stretched with a cockpit, it offers a large aft sundeck plus a cockpit aft of it, which is useful for line handling in locks and for boarding. The tradeoff is the length and windage that come with that extra deck. (HMY model guide; Curtis Stokes listings)

Check: Walk the deck path you would use for lock work and confirm cleats, rails, and boarding points suit single- or short-handed line handling.

QUESTION

What is the actual fuel capacity and tank material/condition?

Reported fuel capacities vary between listings (figures around 398 gallons appear for the 44, with different numbers cited elsewhere), so range planning depends on confirming the real tankage on this specific boat. Age also raises the question of tank material and condition on a 30-plus-year-old hull. (HMY powerboat guide (archived); Curtis Stokes listings; Van Isle Marina brochure)

Check: Get the fuel capacity and tank material/age confirmed in writing, and if tanks are original metal, have them inspected for corrosion where they sit against the hull or stringers.

CONTEXT

Documented easy cruise economy at displacement speeds

Owner and factory figures for this hull show modest fuel burn at trawler-like speeds around 8–8.5 knots, with consumption climbing steeply if pushed toward planing speeds. For the Loop the boat is comfortable run slow, which also suits the engines' longevity. This is a hull/operating characteristic; treat any specific mpg as boat-dependent. (Soundings; Van Isle Marina brochure; owner site)

Check: Confirm the boat's own economy on sea trial by logging burn and speed at a steady low-rpm cruise, not just at wide-open throttle.

QUESTION

What is the age and condition of genset, AC, and steering?

Boats of this vintage often carry an Onan genset (an 8kW unit appears in listings) plus air conditioning, hydraulic or cable steering, and other systems that may be original or partially updated. On the Loop these support living aboard for months, so their state materially affects cost. (Curtis Stokes / Trawler Forum listing)

Check: Ask for service records on the genset, AC, steering, and pumps, and get the age of each in writing before an offer.

CONTEXT

Windage from the tall superstructure affects docking

The sundeck-plus-cockpit profile gives a lot of side area, so this boat handles wind noticeably at low speed in locks and marinas. Twin engines help, but crosswind docking takes planning.

Check: Sea-trial the boat in wind if possible and practice a lock-approach and slow-speed spring-line dock before committing to long solo passages.

QUESTION

Has this block already been bored, and how much material is left in it?

About the Caterpillar 3208. Rebuildability is CONDITIONAL, not guaranteed — “rebuildable as long as you have enough material left in the block.” Once maximum overbore is reached, “it's often possible to press in sleeves to save the block provided there's enough meat to bore it enough to sleeve back to the original dimensions.” So “recently rebuilt” is NOT automatically good news on a 3208: a previous rebuild may have spent the block's overbore allowance, which means an engine sold as rebuilt can have LESS life left in it than an untouched one — the opposite of what a buyer assumes when they read “rebuilt engines” on a listing. (Trawler Forum and The Hull Truth — owner/mechanic discussion)

Check: Ask whether either engine has been rebuilt, and if so what the bore is NOW — standard, oversize, or sleeved back to standard. Get it from the machine-shop paperwork, not the seller's recollection: “rebuilt” on a listing is a Claim; the shop's work order is a document.

QUESTION

Is this a naturally aspirated 3208, or a turbo/aftercooled version — and if AC, was the aftercooler-drain fix done?

About the Caterpillar 3208. The 425/435-series aftercooled 3208s had a design fault: no drain in the aftercooler, so condensation dripped onto the middle cylinders and corroded valves. Caterpillar issued a program to address it, but not all engines received it. This concern applies only to aftercooled ratings, so the exact engine variant determines whether it matters. (Trawler Forum ('CAT 3208 failure'))

Check: Confirm the exact 3208 rating from the engine data plate; if it is turbo/aftercooled, ask the owner for documentation that the Caterpillar aftercooler-drain fix was performed.

☐ QUESTION

Is there fuel weeping behind the raw-water pump bracket or pooling in the block V?

About the Caterpillar 3208. A recurring 3208 issue across ratings is a fuel injection pump seal leak. The pump has a designed weep line that leaks fuel into the bilge when the seals fail, often showing up just behind the raw-water pump mounting bracket with no running symptoms. Referenced repair cost is around $2000 to disassemble, inspect, re-seal and test; on aftercooled models the leak can fill the engine block V and the fix is far more labor-intensive in a cramped install. (Trawler Forum ('Caterpillar 3208 Fuel Injection Pump Symptoms'))

Check: During survey, inspect behind the raw-water pump bracket and the block V for fuel weep and fuel smell; ask whether the injection pump has been resealed and when.

☐ QUESTION

Do the engines reach rated WOT RPM under load?

About the Caterpillar 3208. A shortfall against the rated figure usually points at propping, fouling or a tired engine, and it is cheap to check on a sea trial. Ask what she turns at wide open, loaded, and compare it to the rating for whichever 3208 she has. (Can I Loop? ledger — derived from our own Cat 3208 material)

Check: On sea trial, run each engine to WOT and record achieved RPM against the rated figure.

Also known on this model

- Parent-bore block — the bores are machined into the block, with no cylinder sleeves
- “Throw-away engine” is a design designation, not a verdict on the motor
- It IS rebuildable — two ways, and owners prefer one of them
- Air in the fuel supply is a common 3208 hard-start / lost-prime cause
- The naturally aspirated 3208 (210 hp) is regarded as a durable, easy-starting engine

What the tags above mean

QUESTION	open, and settled by looking at this hull
CONTEXT	background on how this model is built or used
CLAIM	stated by one source, not yet confirmed

4 On the sea trial, please note

The buyer will cruise the Loop at displacement speed, so the fuel burn at 7 to 8 knots matters as much as the top end. It decides her range on the longest legs.

Reading	Port	Starboard	Notes
RPM at wide-open throttle (rated: _____)			
Coolant temperature at cruise			
Oil pressure at cruise			

Reading	Port	Starboard	Notes
Speed at cruise RPM			
Fuel burn at 7 to 8 knots, if a flow meter is aboard			
Smoke, vibration or overheating noted			

5 After the survey

On a member's brief, this code opens their boat's page so they can enter what you measured, and her gates switch from the listing's claims to verified numbers. This one opens our page for surveyors.

This is a buyer's brief for the surveyor. It isn't a marine survey or an inspection, and everything in it is for the survey to confirm.

Marine surveyor — did we get something wrong?

If anything here is off, or you know something about this model we don't, tell us and it gets fixed for every buyer who looks at this boat next. A surveyor's correction is the strongest source we can carry.

Write to support@caniloop.net