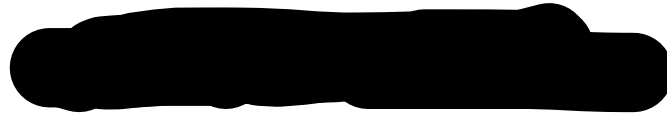


**IAN WHITE**  
ACCREDITED MARINE SURVEYOR®

**1969 Seafarer 31**



MEMBER OF THE SOCIETY OF ACCREDITED MARINE SURVEYORS®(SAMS®)

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# Report of Marine Survey

Of The Vessel

"[REDACTED]"

1969 Seafarer 31

Conducted by  
Ian M. White

ACCREDITED MARINE SURVEYOR®

PREPARED FOR:

[REDACTED]  
May 01, 2014

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of [REDACTED] the attending surveyor did attend onboard the *1969 Seafarer* 31 [REDACTED] on , May 01, 2014, 1000-1245. where an out-of the water inspection of und [REDACTED] machinery and the exterior of the hulls wetted surface area was performed at , Collins Bay Marina, Kingston, Ontario. The Hull Identification Number [REDACTED] was verified from the transom. A sea trial was not performed. The reason for the [REDACTED] was to ascertain the physical condition and value of the vessel. Moisture readings taken and referenced throughout the body of the report, were taken with the Skipper Plus moisture meter. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

### CONDUCT OF SURVEY:

TRANSPORT CANADA "CONSTRUCTION STANDARDS FOR SMALL VESSELS, TP1332E," AND TRANSPORT CANADA "SAFE BOATING GUIDE, TP 511E," AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

NOTE: It is recommend and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, coolers, etc.

NOTE: It is recommend and understood that all sails be surveyed by a qualified Sail maker to determine their condition, etc.

# I. INTRODUCTION

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## VESSEL DESCRIPTION

The 1969 Seafarer 31 is a sloop rigged sailing vessel. She has a deck stepped mast and large keel with skeg hung rudder and tiller. She has an ample foredeck with raised cabin and aft cockpit. Below decks she has a large V berth cabin with head aft to port and the galley to starboard. The main saloon has a U shaped settee to port with a table and a settee to starboard. There is a quarter berth on the port side. The vessel is white FRP with blue bottom and waterline stripe and cove. There is a blue canvas dodger with cockpit enclosure.

## II. GENERAL INFORMATION

### GENERAL INFORMATION

SURVEY PREPARED FOR: ..... [REDACTED]

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NAME OF VESSEL: ..... [REDACTED]

TYPE OF SURVEY: ..... Re-Insurance

OVERALL VESSEL RATING: ..... ABOVE AVERAGE

ESTIMATED MARKET VALUE: ..... [REDACTED]

ESTIMATED REPLACEMENT COST: ..... [REDACTED]

BUILDER: ..... Seafarer

YEAR BUILT: ..... 1969

MODEL YEAR: ..... 1969

MAKE OF VESSEL: ..... Seafarer

MODEL OF VESSEL: ..... 31

HULL IDENTIFICATION NUMBER (HIN): ..... 31150

OFFICIAL NUMBER: ..... N/A

OWNER'S NAME: ..... [REDACTED]

PLACE OF SURVEY: ..... Collins Bay Marina, Kingston, Ontario

DATE/TIME OF SURVEY: ..... May 01, 2014, 1000-1245.

HULL MATERIAL: ..... Reported to be FRP (Fiber Reinforced Plastic).

HULL TYPE: ..... Full displacement hull, fin keel and skeg mounted rudder.

LENGTH OVER ALL (L.O.A.): ..... 31.25' \*\*\*\*

(LOAD) LENGTH WATERLINE (L.W.L.): ..... 21' \*\*\*\*

BEAM: ..... 8.75' \*\*\*\*

DRAFT: ..... 4.58' \*\*\*\*

DISPLACEMENT: ..... 8800# \*\*\*\*

PROPULSION SYSTEM: ..... Inboard Yanmar

FUEL TYPE: ..... Diesel

## II. GENERAL INFORMATION

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AC POWER: .....	<b>Yes 110 volt.</b>
DC POWER: .....	<b>Yes, 12 volt.</b>
FRESH WATER CAPACITY: .....	<b>unknown</b>
HOLDING TANK: .....	<b>Yes</b>
INTENDED USE/BUYER: .....	<b>Recreational near coastal cruising.</b>
BUYER'S EXPERIENCE: .....	<b>Not Known.</b>
INTENDED CRUISING AREA: .....	<b>Great Lakes</b>
INTENDED USE: .....	<b>Inland Cruising</b>

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS:

The terms and words used in this report have the following meanings as used in this Report of survey:

#### APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

#### FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser(present or prospective owner).

#### SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

#### POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

#### EXCELLENT CONDITION:

New or like new.

#### GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted.

#### FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

#### POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

#### USE OF \*:

Use of \* in the body of this report will indicate that a finding will be listed in the "Findings and Recommendations" section pertaining to the \* item.

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS: *(continued)*

Asterisks \* in this General Information section refers to the source of such information as follows:

- \* Per Manufacturer's Specifications
- \*\*Refer to Summary and Valuation Section
- \*\*\* Per Transport Canada Documentation
- \*\*\*\* Per Buc Book

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**TYPE:**

Full displacement hull, fin keel and skeg mounted rudder.

**MATERIAL:**

Reported to be FRP (Fiber Reinforced Plastic).

**EXTERIOR HULL:**

White AwlGrip paint White with blue boot top, and moderate sheer .

**PORTLIGHTS:**

None in hull.

**BULKHEADS:**

Athwartships reinforcement enhanced by wood bulkheads bonded to the hull with FRP (fiber reinforced plastic).

**STRINGERS:**

Hull stiffness provided by FRP longitudinal stringers. Complete inspection not possible due to limited access. Appears serviceable where observed.

**STEM:**

Sharply raked stem with no indication of damage.

**TRANSOM:**

FRP slightly rounded with tumble home design.

**BILGE:**

Clean.

**CHAIN LOCKER (DRAINAGE):**

Yes. Overboard drainage through stem.

**KEEL:**

Keel mounting not visible.

**KEEL EXTERNAL:**

An FRP keel stub. Sound.

**BALLAST (KEEL BOLTS):**

Material unknown. Attachment not visible.

**LIMBER HOLES:**

None sighted.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION (*continued*)

#### MOISTURE CONTENT:

The anti foul paint is serviceable. Hull is protected with Interprotect. There are no signs of blisters. The hull was percussion tested throughout with no remarkable findings.

The Skipper Plus meter was used to check the full area of the hull of the vessel using a comparative scale of 0-100 where 0 is dry and 100 is the maximum readable by the meter. The findings are as follows:

-Rudder: 80-95. Percussion test indicates sound.

-Port side:

-above the waterline: 20

-at the waterline: 20

-below the waterline:40-50, occasionally 60

-Starboard side:

-above the waterline:20

-at the waterline:20

-below the waterline:35-45, occasionally 55

It was noted that there was a 20 point jump in the readings from the boot strip to the upper portion of the anti foul painted area and a similar jump of 20 points from areas where there is anti foul paint to areas where there is none. This jump may be attributed to the characteristic of the paint and may account for some of the higher bottom readings.

### DECK CONSTRUCTION

#### TYPE:

Molded FRP with integral cockpit and cabin coach roof.

#### MATERIAL:

FRP with Algrip finish.FRP

#### COCKPIT:

FRP and Awlgrip.

### HULL-TO-DECK JOINT

#### TYPE:

Not sighted. No indications of water intrusion.

#### FASTENERS:

Not sighted.

#### BEDDING COMPOUND:

Not sighted

#### REINFORCEMENT:

None Sighted.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### DECK FITTINGS

#### STANCHIONS:

Stainless steel stanchions and cable lifelines, run perimeter of deck from boarding gate to boarding gate port to starboard. Appears serviceable.

#### BOW PULPIT (BOW RAIL):

SS rails. Sound.

#### TOE RAILS:

Varnishedteak.

#### VENTILATION:

Adequate as provided by ports and hatches and cowls.

#### SCUPPERS:

Cockpit and decks drain overboard. No scuppers sighted.

#### CHOCKS AND CLEATS:

Chocks and cleats sighted were thru-bolted and serviceable.

#### WINDLASS/GIPSY:

Windlass with chain. Serviceable.

#### HAWSE PIPES:

None sighted.

#### DECKBOX:

Aft wooden deck box with canvas cover.

#### PUSHPIT (STERN PULPIT):

SS tubularSteel. Sound.

#### DECK SURFACE:

The general condition of the non-skid on the deck surface and cockpit seating area is in excellent condition.

#### HATCHES:

One openinghatch in forward cabin. Sound. No indications of water intrusion.

#### GRAB RAIL:

SS rails in either side of dodger. Sound.

#### LIFE LINES:

Stainless steel stanchions with single stainless steel cable vinyl covered safety lines.

#### DAVITS:

DinghyTow davit system for inflatable dinghy.

### SUPERSTRUCTURE

#### MATERIAL:

Cabin house and deck are one unit molded FRP (fiber reinforced plastic).

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### **SUPERSTRUCTURE** (*continued*)

DECK HATCHES:

One aluminum framed deck hatch. Sound.

WINDOWS/PORTS/DOORS:

Fixed ports on both sides with aft entrance hatch and forward deck hatch.

FITTINGS AND HARDWARE:

All sound.

JOINERY STRESS:

None Sighted.

CANVAS AND SUPPORT STRUCTURE:

All appear sound and serviceable.

MOISTURE CONTENT:

The deck and top sides were percussion tested throughout with no remarkable findings. Weather prevented the use of a moisture meter at the time of the survey. Percussion testing indicates no presence of moisture in the core or laminates which could cause delamination. The appearance of the deck and top sides indicates there is no blistering.

### **BRIDGE DECK**

MATERIAL:

FRP

TYPE:

Cockpit with tiller.

COCKPIT:

FRP

SEATS:

FRP

BIMINI:

Blue canvas. Serviceable

WINDSHIELD:

vinyl. Serviceable.

### **ADDITIONAL EQUIPMENT AND ACCESSORIES**

DINGHY/TENDERS:

1 sighted in davits. Zodiac C240 (2007) with 2hp outboard engine (not sighted.)

CANVAS AND COVERS:

Blue canvas covers for deck box and boom are in like new condition.

FENDERS:

Some sighted.

# III. SYSTEMS

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## HULL DECK AND SUPERSTRUCTURE

### ADDITIONAL EQUIPMENT AND ACCESSORIES (*continued*)

DOCK LINES:

Many sighted. Sound.

AUXILIARY MOTORS:

2 HP outboard for dinghy ( not sighted.)

BOAT TRAILER:

None sighted.

OTHER:

Cradle sighted. New winter tarp sighted.

## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION:

JOINERY AND FINISH:

Well kept and maintained.

CABIN BRIGHT WORK:

Satin varnish finish. Appeared serviceable.

INTERIOR BULKHEADS:

Well maintained.

WATER INTRUSION SIGNS:

None Sighted.

STORAGE AREAS:

Clean and dry. Most areas recently painted.

HEADLINERS:

Clean and well maintained.

DOORWAYS:

Solid wood cabin and head doors throughout vessel. Appeared serviceable.

FABRIC AND CUSHIONS:

Appeared Serviceable.

Note:

The general appearance of the cushions and fabrics reflect good care and normal wear and tear for a vessel of this age.

FLOOR AND WINDOW COVERINGS:

Clean and well maintained.

ACCOMMODATIONS:

Two Cabins, the forward stateroom and main saloon. Head forward to port, between cabins. Galley to forward, starboard of main saloon.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### INTERIOR DESCRIPTION: *(continued)*

HEADS:

1 Manual head. Not tested.

SHOWERS:

None sighted.

FAUCET FIXTURES:

None sighted in head. Galley fixtures are serviceable.

LIGHT FIXTURES:

12 volt cabin lights throughout the vessel were operable.

CABIN SOLE:

Wood with carpet over. Serviceable.

VENTILATION:

Adequate

AIR CONDITIONING UNITS:

None sighted.

CABIN HEATING:

None sighted.

TELEVISIONS:

None Sighted.

STEREO, ETC.:

AM/FM Stereo Tape sighted in galley area.

CONDITION AND DEFICIENCIES:

The overall house keeping for this vessel was above average. It reflects the care of a conscientious crew, with good sea keeping skills.

### GALLEY

LOCATION:

Forward starboard in main saloon.

SINKS:

A single stainless steel rectangle shaped sink in the galley. Condition good.

REFRIGERATION:

Ice box and portable 12v unit. Serviceable.

STOVE/OVEN:

2 burner alcohol countertop unit. Not tested.

HEAT PROTECTION (INSULATION):

None sighted.

# III. SYSTEMS

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## CABIN APPOINTMENTS

### **GALLEY (continued)**

MICROWAVE:  
None Sighted.

## PROPULSION

### **MAIN ENGINES**

TYPE:  
Diesel Inboard

MANUFACTURER:  
Yanmar 2 GM

SERIAL NUMBERS:  
11241

HORSE POWER:  
16

NUMBER OF CYLINDERS:  
2

INDICATED HOURS:  
Not sighted.

THROTTLE CONTROLS:  
Mechanical lever at helm. Sound

FLAME ARRESTOR:  
None sighted

EMERGENCY SHUT DOWN:  
Pull cable at helm.

ENGINE MOUNTS AND BED:  
Percussion sound. Moisture 20-30. Sound

DRIP PANS:  
None sighted.

LUBRICATION:  
Appears serviceable. Filters: Engine mounted.

VENTILATION:  
2 Power blowers with flex tubing appears adequate. Natural, flow ventilation provided by cowl vents at stern.

EXHAUST SYSTEM:  
The Water lift type exhaust system was serviceable where sighted.

LUBE TRANSFER:  
None sighted.

# III. SYSTEMS

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## PROPULSION

### MAIN ENGINES *(continued)*

PROP SHAFTS:

Stainless Steel 1". Appears serviceable.

ENGINE ALARMS:

At helm. Not tested.

ENGINE SHUT DOWN:

Pull cable at helm

STUFFING BOX:

Appears serviceable.

CONDITION AND DEFICIENCIES:

Appears in sound condition. wires and hoses are in good condition and chafe protected. Belt is in good condition. Engine was reportedly rebuilt in 2007.

### COOLING SYSTEM

TYPE:

Raw water cooled.

RAW WATER STRAINERS:

Strainer located on port side aft of engine. Sound.

HOSES AND CLAMPS:

Sound.

BELTS AND PULLEYS:

Belts condition appears serviceable.

SEACOCKS AND STRAINERS:

Raw water seacocks were ball valve type and were operable, and in like new condition.

### TRANSMISSIONS

MANUFACTURER:

Kanzaki

CONTROLS:

Mechanical lever at helm.

PROP SHAFT:

SS 1". Sound

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM *(continued)*

MATERIAL:

Reportedly Aluminum.

NUMBER OF TANKS:

1

TANKS CAPACITY:

Unknown.

LOCATION:

Forward underV berth.

MANUFACTURING LABEL:

None Sighted.

FILL PIPE LOCATIONS:

Port foredeck marked "FUEL."

FILL PIPE GROUNDED:

Not sighted due to access.

FILL PIPE MATERIAL:

Not sighted due to access.

FILL PIPE FITTINGS:

Not sighted due to access.

HOSE CONNECTIONS, CLAMPS:

Appears serviceable and approved where sighted.

VENT LOCATION:

Port top sides.

SHUT-OFF VALVE:

Yes. under port settee.

ANTI-SIPHON VALVE:

None Sighted.

FUEL FILTERS:

Under port settee.

FUEL PUMP TO CARB HOSE:

Yanmar.

FILTER/FUEL CONDITION:

Appears serviceable.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (D.C. SYSTEM)

**VOLTAGE:**

Gel type 12 volt system.

**BATTERIES:**

Three batteries, 2 12 volt batteries under quarter berth (1 house, 1 engine), and one 12 volt battery under forward berth for windlass.

**MAIN BATTERY SWITCHES:**

Under companion way step.

**PANEL:**

At galley.

**BREAKERS/FUSES:**

Yes

**TYPE CONNECTORS:**

**\*A1**

Twist on type sighted behind panel.

**ROUTING/SUPPORT:**

Well supported and secured where sighted.

**JUNCTION BOXES:**

Junction boxes in engine compartment appeared serviceable.

**CHARGING SYSTEM:**

ProNautic 12.15P. Appears serviceable. Also engine mounted alternator.

**TERMINAL BLOCKS:**

Plastic double sided terminal block with captive lugs, well mounted and supported where sighted.

### ELECTRICAL SYSTEM (A.C. SYSTEM)

**SHORE POWER INLET:**

Starboard side of cockpit forward. Weather protected.

**SHORE POWER:**

30 amp cord sighted.

**AC SOURCE SELECTOR SWITCH:**

Switch type: Manual plastic slide type. Located in main salon in main electric panel.

**MAIN BREAKER:**

Yes in the main electrical panel at galley.

**BRANCH BREAKERS:**

two circuits - outlets.

**CIRCUIT LOAD MONITORS:**

None sighted.

# III. SYSTEMS

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## ELECTRICAL SYSTEMS

### ELECTRICAL SYSTEM (A.C. SYSTEM) *(continued)*

CONNECTIONS (TYPE):

Captive lug type. Appears serviceable where sighted.

WIRE TYPE (SIZE AND RATING):

Size and rating, where sighted, appears well routed and supported, serviceable for intended use.

OUTLETS:

Various A.C. outlets available throughout yacht, appear adequate and conveniently located. Tested ok for proper polarity. GFCI (ground fault circuit interrupter) outlets sighted at engine room.

POLARITY:

Indicator on panel.

JUNCTION BOXES:

None sighted.

GALVANIC ISOLATOR:

None Sighted.

### GENERATORS AND INVERTERS

OTHER:

None sighted.

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER)

STORAGE TANKS:

Yes, two. Not sighted.

CAPACITY:

unknown.

INSPECTION/CLEANING ACCESS:

None Sighted.

MATERIAL:

not sighted.

FILL PIPE LOCATION:

Port side deck.

VENT PIPE LOCATION:

Appears to be port topsides.

ACCUMULATOR TANK:

None Sighted.

PUMPS:

Located uner port settee forward. Powers up.

# III. SYSTEMS

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## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (POTABLE WATER) *(continued)*

FILTERS:

None Sighted.

HOSES AND CLAMPS:

Serviceable as sightwed.

DOCK SIDE PRESSURE REGULATOR:

None Sighted.

### FRESH WATER SYSTEM (HOT WATER SYSTEM)

OTHER:

None sighted.

### FRESH WATER SYSTEM (WATER MAKING SYSTEM)

OTHER:

None sighted.

## SANITATION

### SANITATION (BLACK WATER)

MANUFACTURER:

1 manual. Jabsco. Not tested.

LOCATION OF HEADS:

Forward, port side.

RAW WATER SUPPLY AND CLAMPS:

Yes, appears serviceable where sighted.

DISCHARGE HOSES AND CLAMPS:

Sound as sighted at head and holding tank.

PUMP-OUT LOCATION:

Port side deck midships. Marked "WASTE."

VENT LOOP:

None sighted.

HOLDING TANK:

Located underv berth.

CAPACITIES:

unknown.

### SANITATION (GREY WATER)

BASINS, SHOWERS, HOSES AND CLAMPS:

Galley sink drains over board above the waterline.

## III. SYSTEMS

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### SANITATION

#### SANITATION (GREY WATER) *(continued)*

SUMP TANK LOCATION:  
None sighted.

### STEERING SYSTEM

#### STEERING SYSTEM

TYPE:  
Tiller. appears sound.

MOUNTING:  
Appeared serviceable.

RUDDER STOCK:  
Stainless steel rudder stock.

UPPER RUDDER BEARING SUPPORT:  
Not sighted.

PACKING GLAND:  
Not sighted.

### GROUND TACKLE

#### GROUND TACKLE

ANCHORS:  
**\*B1**

2 sighted. 1 plow type on rollers with 150' of chain. 1 danforth type in storage locker at bow with chain and nylon rode. Both sound.

WINDLASS:  
Electric windlass with remote controller in anchor well.

### ELECTRONICS AND NAVIGATION EQUIPMENT

#### ELECTRONICS AND NAVIGATION EQUIPMENT

VHF:  
Uniden Solara DSC. Powers up.

GPS:  
None sighted.

CHART PLOTTER:  
None sighted.

DEPTH SOUNDER:  
Yes.

# III. SYSTEMS

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS AND NAVIGATION EQUIPMENT (*continued*)

COMPASSES:

1 Ritchie located on cabin top.

BAROMETER:

Yes

SHIPS CLOCK:

Yes

### ELECTRONICS (ENTERTAINMENT)

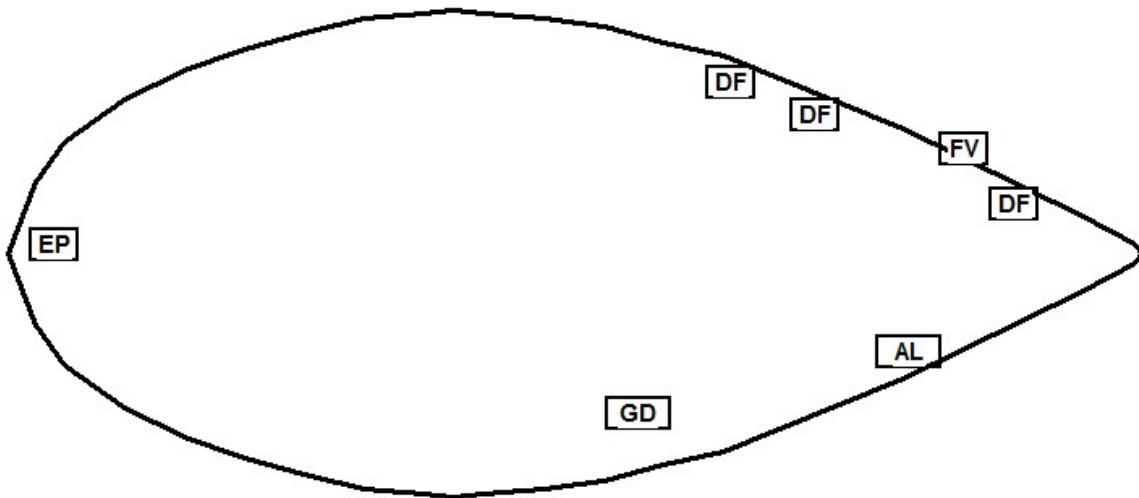
STEREO SYSTEM:

1 AM/FM Tape player sighted. Powers up.

### THRU-HULLS

#### THRU-HULLS:

THRU-HULLS ABOVE WATER LINE (DIAGRAM):



Abbreviation	Description
AL	Anchor Locker Drain
DF	Deck Fill
EP	Exhst Ports
FV	Fuel Vent
GD	Galley Drain

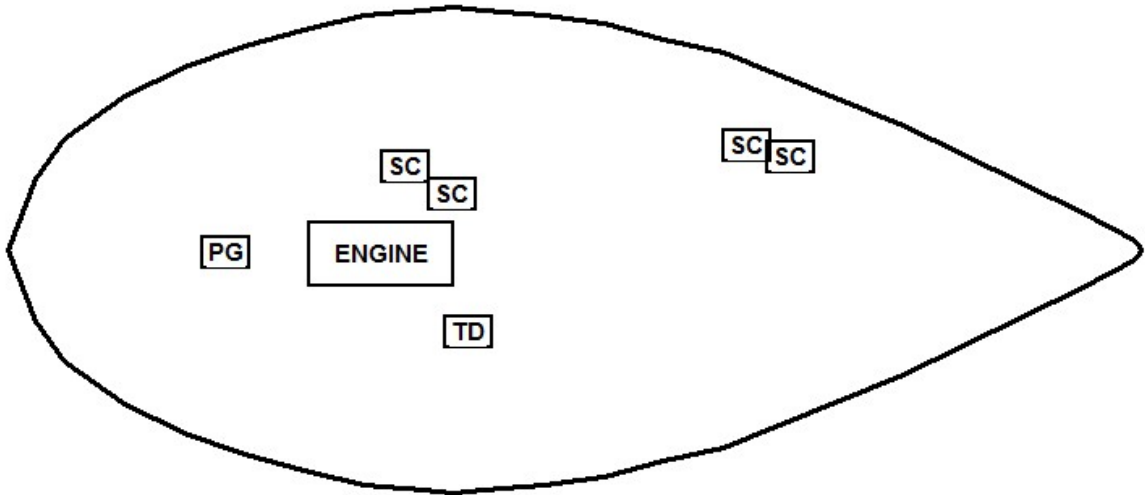
\*\*Red Icon(s) with white text indicates inoperable item.

# III. SYSTEMS

## THRU-HULLS

### THRU-HULLS: (continued)

THRU-HULLS BELOW WATER LINE (DIAGRAM):



Abbreviation	Description
ENGINE	Engine
PG	Pkng Gland
SC	Seacock
TD	Transducer

\*\*Red Icon(s) with white text indicates inoperable item.

## BONDING SYSTEM

### BONDING SYSTEM

OTHER:  
None sighted.

## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (TRANSPORT CANADA)

NUMBER AND TYPE OF PFD'S:  
Several sighted.

NUMBER OF THROWABLE PFD'S:  
1 Life ring sighted.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (TRANSPORT CANADA) *(continued)*

FIRE EXTINGUISHERS:

**\*A2**

3 Sighted. All pressurized but not tagged.

VISUAL DISTRESS SIGNALS:

None sighted.

SOUND DEVICES:

None sighted.

NAVIGATION LIGHTS:

Sighted on deck and on mast. Not tested.

OTHER:

**\*A3**

Transport Canada requirements.

### AUXILIARY SAFETY EQUIPMENT

LIFE RAFT:

None sighted.

E.P.I.R.B.:

None Sighted. But highly recommended.

SMOKE DETECTOR:

None Sighted. Highly recommended.

BILGE WATER ALARM AND SAFETY SWITCHES:

No. This item is very highly recommended.

FIXED FIRE EXTINGUISHING SYSTEM (HALON TYPE):

None sighted.

SEARCH LIGHT:

Hand held sighted.

FIRST AID KIT:

Yes.

FUME SNIFFER ALARM SYSTEMS:

Carbon monoxide fume detectors are highly recommended.

MAN OVERBOARD SYSTEM:

No. This item is highly recommended.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### BILGE PUMPS

LIST:

Yes 3 aft. 1 diaphragm type with remote float switches appears to be operable and serviceable. 1 Manual electric powers up. 1 manual pump not tested.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

PROPELLER(S):

1 3 blade bronze 13r11. In new condition.

PROPELLER SHAFT(S):

Stainless steel 1".

SHAFT BEARING (CUTTLESS BEARING):

Cuttless bearings showed no signs of sloppiness or end play.

STRUTS:

None.

RUDDER(S) MATERIAL:

FRP

SKEGS:

Hull mounted FRP, Appears serviceable.

KEEL BOLTS:

Not sighted

THRU-HULLS:

4 thru hulls below water line are all bronze type and serviceable.

STRAINERS/SCOOPS/SCREENS:

Clean and clear.

ZINCS:

None sighted.

### CONDITION OF HULL (WETTED SURFACE)

BLISTERS:

None Sighted.

BORERS:

None sighted.

CONDITION OF BOTTOM PAINT:

Serviceable condition. Anti foul over Imron.

# III. SYSTEMS

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## LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

### LIQUIFIED PETROLEUM GAS SYSTEM (LPG)

OTHER:

LPG tank for BBQ is stored in deck locker aft.

## STANDING RIGGING

### STANDING RIGGING

MAST:

Sound as inspected in stands.

MAST STEP:

Sound.

SPREADERS:

Mast fittings are sound. spreaders not attached but appear sound.

SHROUDS AND STAYS:

Wire rig in serviceable condition. Reported to have been re rigged within 5 years.

BOOMS:

Not sighted.

TURNBUCKLES:

Stainless turnbuckles of the open design appeared serviceable.

TANG ENDS:

Appeared serviceable where sighted.

CHAIN PLATES:

Not visible blow tangs.

## RUNNING RIGGING

### RUNNING RIGGING

WINCHES:

Two bronze sail winches on cockpit combings appear sound.

SAIL TRACK:

Two deck mounted sail tracks with cars both port and starboard. Appeared serviceable.

ROLLER FURLING GEAR:

Hood furler. Appears sound.

## SAILS

### SAILS

MAINSAIL:

Sighted in Bag. Appears in like new condition. Not inspected.

### III. SYSTEMS

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#### SAILS

##### *SAILS (continued)*

HEADSAIL:

Sighted in Bag. Appears in like new condition. Not inspected.

NOTE:

**\*C1**

Sails not inspected.

## IV. FINDINGS AND RECOMMENDATIONS

Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. *Findings may also be in violation of Transport Canada regulations.*

Deficiencies noted under "**OTHER DEFICIENCIES**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Deficiencies will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER DEFICIENCIES NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

### A. SAFETY DEFICIENCIES:

#### A.1 (PAGE 16) TYPE CONNECTORS:

Twist on type sighted behind panel.	
FINDINGS	RECOMMENDATIONS
<b>Twist type connectors in use behind panel.</b>	<i>Replace twist on type connectors with marine approved connectors in accordance with ABYC E-11.</i>

#### A.2 (PAGE 22) FIRE EXTINGUISHERS:

3 Sighted. All pressurized but not tagged.	
FINDINGS	RECOMMENDATIONS
<b>Fire extinguishers not tagged.</b>	<i>Have Fire extinguishers inspected annually and tagged in accordance with NFPA 10, CHP 7.</i>

#### A.3 (PAGE 22) OTHER:

Transport Canada requirements.	
FINDINGS	RECOMMENDATIONS
<b>It is the responsibility of the vessel operator to ensure that all required equipment is carried aboard the vessel each time the vessel is used.</b>	<i>Ensure the vessel is equipped with the required functioning safety equipment as per Transport Canada TP 511E prior to setting sail.</i>

## IV. FINDINGS AND RECOMMENDATIONS

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### B. OTHER DEFICIENCIES NEEDING ATTENTION:

#### B.1 (PAGE 19) ANCHORS:

2 sighted. 1 plow type on rollers with 150' of chain. 1 danforth type in storage locker at bow with chain and nylon rode. Both sound.

FINDINGS	RECOMMENDATIONS
Shackle attaching plow anchor to the rode is not wired.	Lock wire main shackle bolt to chassis to prevent backing off.

### C. SURVEYOR'S NOTES AND OBSERVATIONS:

#### C.1 (PAGE 25) NOTE:

Sails not inspected.

FINDINGS	RECOMMENDATIONS
Sails not inspected.	Have sails inspected by a qualified sail maker.



## V. SUMMARY AND VALUATION

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### STATEMENT OF VALUATION:

1. 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, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "**FAIR MARKET VALUE**" of the subject vessel is:

[REDACTED]

2. 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. "**ESTIMATED REPLACEMENT COST**" of the subject vessel is:

[REDACTED]

## V. SUMMARY AND VALUATION

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### SUMMARY:

In accordance with the request for a marine survey of the "Blithe Spirit", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on "Blithe Spirit" and was found to be a well constructed, appointed and comfortable vessel. The vessel is very capably captained and well-kept. Subject to correction of deficiencies listed in section IV A. (Safety), the vessel is considered to be suitable for its intended use. Other deficiencies list should be attended to in a timely fashion.

### SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

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

ATTENDING SURVEYOR:



Ian M. White



## VI. PHOTOGRAPHS



[REDACTED] .JPG



Cradle and Cover.JPG



HIN plate.JPG



Twist Caps behind Panel.JPG

