KIKI MARINE

Insurance Marine Survey

Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor



Vessel	[redacted]
Year / Make / Model	2006 Beneteau Oceanis 373
HIN:	[redacted] (sighted at Starboard side at transom)
Survey Conducted For	[redacted]
Date of Inspection	[redacted]
Date of Report	[redacted]
Surveyor	Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor

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USE OF RATINGS

Rating	Definition	Action
Type A – Critical	Direct safety or environmental risk, or a recorded breach of an applicable requirement.	Immediate correction required.
Type B – Needs Attention (Moderate)	Moderate deficiencies. Not immediately hazardous but should be addressed.	Schedule repairs.
Type C – Serviceable	The item appeared generally serviceable in the condition and within the inspection scope described in its detailed finding.	Refer to the detailed finding for any maintenance, minor repairs or inspection limitations.
NT – Not Tested / Not Verified	The condition or operation was not established. The recorded reason identifies the inspection or testing limitation.	Further inspection is recommended where conditions permit.

Rating	Definition	Action
PO – Powered Up Only	The equipment was powered on and basic response was observed, but full testing under normal operating conditions was not completed.	Function-test under normal operating conditions when practical.
SE – Safety Equipment	Findings concerning safety equipment requiring correction or verification, and separately identified recommended safety precautions.	Required safety equipment must be supplied, serviced, or verified before operation. Address recommended precautions according to their recorded observations and recommendations.
N/A – Not Applicable	The item was marked not applicable or not fitted, as described in its finding.	This rating alone does not establish whether absent equipment is required.

EXECUTIVE SUMMARY

The was inspected and found to be in Above Average condition overall for its age and type, subject to the findings and limitations in this report.

The survey identified one SE – Safety Equipment finding relating to Radar reflector, which must be corrected or verified before the vessel is next operated or placed underway.

Because the vessel was inspected only while out of the water, propulsion and machinery serviceability were not established. Before routine operation, have a qualified marine mechanic inspect the propulsion and machinery components whose serviceability was not established. Complete a controlled Limited Trial Run when the vessel can be safely launched and tested, after correcting any deficiencies that prevent safe testing.

See Findings and Recommendations for the concise action list. Detailed Survey Findings contain the supporting evidence, full recommendations and photographs.

No limited trial run was performed.

The mast was stepped at the time of survey. Inspection was limited to accessible areas unless otherwise stated in the detailed findings.

Subject to verification or correction of the SE – Safety Equipment findings, the vessel was considered suitable for insurance underwriting review within the limits of this inspection.

FINDINGS & RECOMMENDATIONS

This section lists corrective actions for Type A – Critical, SE – Safety Equipment, and Type B – Needs Attention (Moderate) findings. Full observations, Type C – Serviceable entries, N/A entries, NT / PO limitations, and photographs are recorded in Detailed Survey Findings.

Finding #	Finding	Issue & recommendation	Section
SE-1	Radar reflector	**Issue:** The radar reflector was not seen during the inspection. Its presence and serviceability were not verified. **Recommendation:** Before the vessel is next operated or placed underway, verify the radar reflector against the recorded requirement and confirm serviceability. Provide or correct the equipment if a shortfall is identified. *Relevant standards and requirements: Transport Canada TP 511*	Safety Equipment

BASIS, METHODOLOGY AND LIMITATIONS

Purpose and Scope

This survey was conducted to assess the apparent condition and fair market value of the vessel on the date of inspection. The accessible hull, deck, superstructure, interior, spars and rigging, propulsion, and installed systems were visually inspected, as recorded in the Detailed Survey Findings. Applicable standards are listed under Applicable Standards below. This report states the surveyor's opinion of the vessel's visible and accessible condition only. It is not an inventory, warranty, or guarantee, and does not include naval architectural or stability analysis. It is intended solely for the client and the client's lender and insurer, and is not assignable.

Methodology and Limitations

Inspection: The survey was visual and non-invasive. Testing was limited to the procedures recorded in the Detailed Survey Findings. No core samples were taken.

Access: Fixed partitions, panels, furniture and stored gear were not removed. Locked or inaccessible areas were not surveyed.

Concealed defects: Antifouling, barrier coat, marine growth, corrosion, stored gear and dirt may have concealed defects.

Electrical and electronics: Systems were powered where possible. Only the items recorded in the findings were assessed, and the overall condition of the wiring was not established. A full wiring evaluation requires a qualified marine electrician.

Machinery: Engines, transmissions, drives and generators were not opened. Their internal condition should be assessed by a manufacturer-certified technician.

Tanks: Accessible tanks were inspected visually. They were not filled or pressure tested, and leaks were assessed visually only.

Impedance testing

Impedance testing used Protimeter Aquant. Scale: Relative 0–999. Interpretation: 0–299 low/acceptable. 300–599 elevated. 600–999 high. These are relative indications, not moisture-content percentages. Readings must be interpreted for the material and meter mode used. Coatings, metal and surface conditions may affect results. The readings alone do not establish the presence or extent of a defect.

Applicable Standards

The survey used generally accepted marine-survey practice, with reference to applicable Transport Canada requirements and guidance and ABYC standards. References identify the basis of the assessment. They do not certify compliance. Applicability depends on the vessel, its use, operating waters, construction date and any later alterations. Recorded departures and their recommendations are identified with the relevant findings.

Any stated non-compliance is limited to the evidence and requirements identified in the relevant finding.

No limited trial run, underway testing, or operation under load was performed unless specifically stated elsewhere in this report. Machinery, propulsion, steering, and related systems were not verified under underway operating loads.

Definitions of Terms

ABYC	American Boat and Yacht Council, which develops boat construction and systems standards.
U.S. Coast Guard (USCG)	United States Coast Guard, the federal authority responsible for U.S. recreational boating safety requirements.
Transport Canada	The Canadian federal department responsible for marine transportation requirements and guidance.
TC TP 511	Transport Canada's Safe Boating Guide for pleasure craft. The regulations take precedence where they differ from the guide.
Impedance testing	Meter testing using electrical impedance response. Readings depend on the instrument, scale, mode and material. They do not by themselves establish moisture content or damage.
Fair Market Value (FMV)	The estimated price in an open market between a willing, informed buyer and seller, neither under compulsion.
Estimated Replacement Cost	The estimated cost to replace the vessel with one of like kind and quality, on the basis stated in the valuation.

Limited Trial Run	An operational test of the vessel underway, within the conditions and scope stated in this report.
Percussion Testing	Sounding accessible surfaces with a hammer or similar tool to identify changes in tone.
AC / DC	Alternating current / direct current electrical supply.
GFCI	Ground-fault circuit interrupter: protection that interrupts a circuit when a ground-fault imbalance is detected.
ELCI	Equipment leakage circuit interrupter: a device that interrupts supply when leakage exceeds its rated threshold.
LPG	Liquefied petroleum gas, such as propane or butane.

VESSEL OVERVIEW PHOTOGRAPHS

The following photographs documented the vessel's exterior as inspected.



Port Bow



Starboard Bow



Port Stern



Starboard Stern

VESSEL DESCRIPTION

was a 2006 Beneteau Oceanis 373, a fibreglass, sloop-rigged displacement monohull. Reported specifications listed an overall length of 36'11", a beam of 12'4", a fin keel with a maximum draft of 4'11", and a displacement of 15,013 lb, with reported ballast of 4,844 lb. was fitted with an aluminium mast and an aluminium boom. Total sail area was reported as 710 sq. ft.

Auxiliary power was provided by a Yanmar 3JH4E diesel engine. The engine data plate indicated an output of 26.7 kW. The engine was coupled to a Tuff Torq by Kanzaki KM35P gearbox, and drove one feathering bronze 3-blade propeller through a shaft drive.

The vessel was assigned an Above Average overall condition rating for its age and use and appeared to have been well maintained.

GENERAL VESSEL INFORMATION

Vessel Name:	
Year / Make / Model:	2006 Beneteau Oceanis 373
Client / Owner:	

VESSEL SPECIFICATIONS

Dimensions, weights, and sail-area figures are reported or published specifications and were not measured by the surveyor.

Boat style:	Sailboat
Construction:	Fibreglass
LOA:	36'11"
LWL:	32'10"
Beam:	12'4"
Max draft:	4'11"
Displacement:	15,013 lb
Ballast:	4,844 lb
Total sail area:	710 sq. ft.
Hull type:	Displacement
Keel type:	Fin
Mast material:	Aluminium

Boom material:	Aluminium
Specification limitation:	The listed ballast is for the shallow-draft keel. The manufacturer also offered a deep keel with 1,754 kg (3,867 lb) ballast. Source: Beneteau Oceanis Clipper 373 general specifications, 02/11/2005, code 068346 ANG.

PROPULSION DETAILS

Engine:	Make: Yanmar. Model: 3JH4E. Nameplate output: 26.7 kW. Serial number: Unreadable at inspection. Observed appearance: Clean
Engine hours:	Engine hours were not available.
Drive type:	Shaft drive
Transmission / gearbox:	Tuff Torq by Kanzaki KM35P serial

SURVEY CONDITIONS

Type of Survey:	Insurance survey
Date of Survey Inspection:	
Date of Report:	
Location of Survey Inspection:	
Persons in Attendance:	Dave Seagrim, surveyor.
Independent Surveys:	No independent specialist engine, electrical or ultrasonic survey was recorded. The surveyor's inspection and any additional procedures are described in the detailed findings.
Surveyor:	Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor
Inspection scope and limitations:	The vessel was inspected on shore. Accessible underwater hull surfaces, appendages, and shaft-drive running gear were visually inspected.
Limited trial run:	No
Power at time of inspection:	DC power from the vessel's batteries was available. AC power was not available.
Water at time of inspection:	No stored freshwater was available. The vessel was not fitted with a shore-water connection.

VESSEL DOCUMENTATION DATA

HIN (Hull Identification Number)	[redacted]
HIN location	Starboard side at transom
TC licence type and number	Registered under the vessel name: [redacted]

DETAILED SURVEY FINDINGS

Hull/Bottom and Running Gear

Hull condition (below the waterline) - Type C – Serviceable (Finding C-1)

The hull below the waterline had no visible damage and appeared intact and serviceable.



Hull condition (below the waterline) - photo 1 of 6



Hull condition (below the waterline) - photo 2 of 6



Hull condition (below the waterline) - photo 3 of 6



Hull condition (below the waterline) - photo 4 of 6



Hull condition (below the waterline) - photo 5 of 6



Hull condition (below the waterline) - photo 6 of 6

Antifouling and barrier coats - Type C – Serviceable (Finding C-2)

The antifouling was in serviceable condition but was worn in places. Sand the individual worn areas and recoat them with antifouling.



Antifouling and barrier coats - photo 1 of 2



Antifouling and barrier coats - photo 2 of 2

Hull percussion testing - Type C – Serviceable (Finding C-3)

Percussion testing was carried out on the hull by lightly striking the surface with a sounding hammer. The hull produced a clear and even tone throughout.

Hull impedance testing - Type C – Serviceable (Finding C-4)

Readings for the hull ranged from 116 to 141. These readings fell within the low/acceptable band defined in the survey introduction.



Hull impedance testing - photo 1 of 4



Hull impedance testing - photo 2 of 4



Hull impedance testing - photo 3 of 4



Hull impedance testing - photo 4 of 4

Bow thruster - N/A – Not Applicable

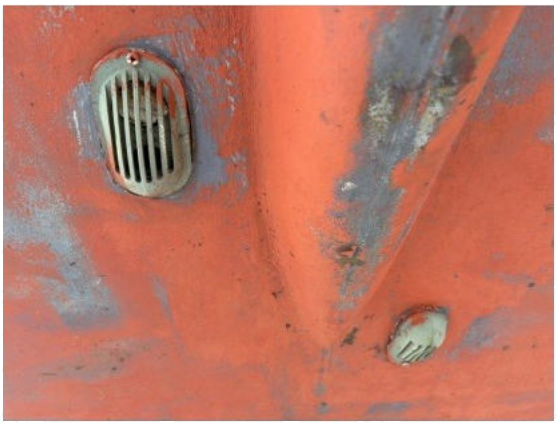
No bow thruster was installed on this vessel.

Exterior through-hulls and strainers (below the waterline) - Type C – Serviceable (Finding C-5)

The 7 exterior through-hulls and strainers below the waterline were solidly affixed and free of debris.



Exterior through-hulls and strainers (below the waterline) - photo 1 of 3



Exterior through-hulls and strainers (below the waterline) - photo 2 of 3



Exterior through-hulls and strainers (below the waterline) - photo 3 of 3

Depth transducer and speed wheel - Type C – Serviceable (Finding C-6)

The one speed wheel and one depth transducer were solidly affixed and free of antifouling and marine growth. The depth transducer face was clean, and the speed wheel turned freely.



Depth transducer and speed wheel

Keel and keel-hull joint - Type C – Serviceable (Finding C-7)

There was no cracking at the keel-hull joint and no significant impact damage to the keel.



Keel and keel-hull joint - photo 1 of 5



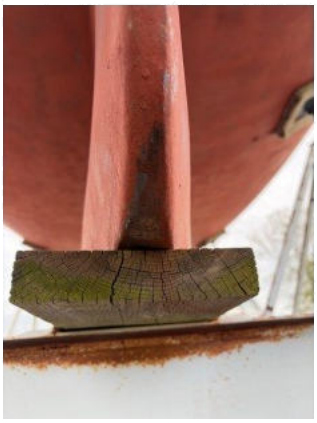
Keel and keel-hull joint - photo 2 of 5



Keel and keel-hull joint - photo 3 of 5



Keel and keel-hull joint - photo 4 of 5



Keel and keel-hull joint - photo 5 of 5

Propeller shaft condition - Type C – Serviceable (Finding C-8)

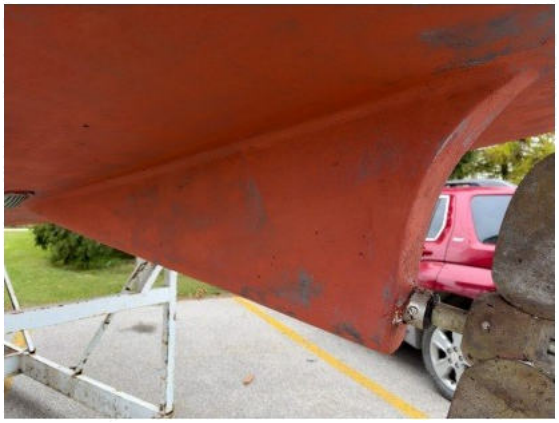
The propeller shaft appeared to be true and to rotate smoothly.



Propeller shaft condition

Skeg condition - Type C – Serviceable (Finding C-9)

The skeg was fibreglass, was sound and in serviceable condition.



Skeg condition - photo 1 of 2



Skeg condition - photo 2 of 2

Cutless bearing - Type C – Serviceable (Finding C-10)

The cutless bearing had some minor cracking and very little play. It should be monitored for additional cracking and increased play.



Cutless bearing

Propeller condition - Type C – Serviceable (Finding C-11)

The vessel was fitted with one feathering bronze 3-blade propeller. The propeller appeared serviceable, with minor corrosion typical of age. The anode had approximately 75% of its material remaining, above the 50% remaining replacement guideline. Monitor the propeller for increasing corrosion and change the anode as required.



Propeller condition

Rudder condition - Type C – Serviceable (Finding C-12)

The rudder had no visible damage and very little play.



Rudder condition - photo 1 of 2



Rudder condition - photo 2 of 2

Rudder percussion testing - Type C – Serviceable (Finding C-13)

Percussion testing was carried out on the rudder by lightly striking the surface with a sounding hammer. The response produced a clear and even tone throughout.

Rudder impedance testing - Type C – Serviceable (Finding C-14)

Readings for the rudder ranged from 159 to 217. These readings fell within the low/acceptable band defined in the survey introduction.



Rudder impedance testing - photo 1 of 3



Rudder impedance testing - photo 2 of 3



Rudder impedance testing - photo 3 of 3

Underwater lighting - N/A – Not Applicable

Underwater lighting was not installed on this vessel.

Hull condition above the waterline - Type C – Serviceable (Finding C-15)

The hull above the waterline was in good condition, with minor scratches, and had recently been buffed and waxed.



Hull condition above the waterline - photo 1 of 4



Hull condition above the waterline - photo 2 of 4



Hull condition above the waterline - photo 3 of 4



Hull condition above the waterline - photo 4 of 4

Hull side windows / portholes - Type C – Serviceable (Finding C-16)

The five hull side windows were intact, well seated and had no discernible crazing.



Hull side windows / portholes - photo 1 of 4



Hull side windows / portholes - photo 2 of 4



Hull side windows / portholes - photo 3 of 4



Hull side windows / portholes - photo 4 of 4

Transom condition - Type C – Serviceable (Finding C-17)

The transom was in good condition with minor scratches.



Transom condition

Swim platform - Type C – Serviceable (Finding C-18)

The swim platform, ladder and teak were in good condition. The ladder feet were protected, and the ladder was solidly mounted.



Swim platform

Deck and Coachroof

Deck and coachroof condition - Type C – Serviceable (Finding C-19)

The deck and coachroof were in serviceable condition with very few stress or spider cracks in the gelcoat.



Deck and coachroof condition - photo 1 of 3



Deck and coachroof condition - photo 2 of 3



Deck and coachroof condition - photo 3 of 3

Deck and coachroof percussion testing - Type C – Serviceable (Finding C-20)

Percussion testing was carried out on the deck and coachroof by lightly striking the surface with a sounding hammer. The response produced a clear and even tone throughout.

Deck and coachroof impedance testing - Type C – Serviceable (Finding C-21)

Readings for the deck and coachroof ranged from 73 to 112. These readings fell within the low/acceptable band defined in the survey introduction.



Deck and coachroof impedance testing - photo 1 of 6



Deck and coachroof impedance testing - photo 2 of 6



Deck and coachroof impedance testing - photo 3 of 6



Deck and coachroof impedance testing - photo 4 of 6



Deck and coachroof impedance testing - photo 5 of 6



Deck and coachroof impedance testing - photo 6 of 6

Pulpit - Type C – Serviceable (Finding C-22)

The pulpit was solidly attached, with no stress cracks at the bases.



Pulpit

Primary anchor / chain / rode - Type C – Serviceable (Finding C-23)

The anchor was a 15 kg Plow and was properly sized, and the chain and rode were adequate. The anchor, chain, and rode were removed and disconnected from each other and from the boat for the season.



Primary anchor / chain / rode - photo 1 of 2



Primary anchor / chain / rode - photo 2 of 2

Windlass - NT – Not Tested / Not Verified (Finding NT-1)

The windlass was not operated, as the vessel was on shore. Operation should be confirmed once the vessel is launched.

Windlass remote - NT – Not Tested / Not Verified (Finding NT-2)

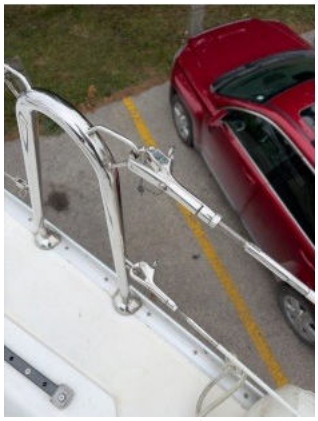
The windlass remote was not tested, as the vessel was on shore. Operation should be confirmed once the vessel is launched.

Stanchions - Type C – Serviceable (Finding C-24)

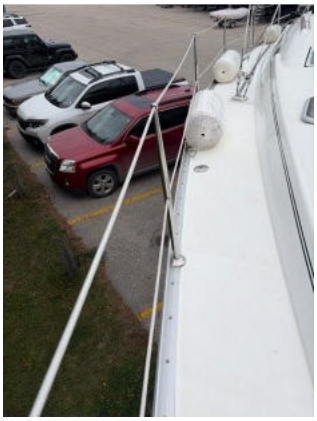
The lifeline stanchions were solidly mounted, with four stanchions on each side, and no cracking at the bases. The lifelines were serviceable, and the pelican clips appeared to function properly.



Stanchions - photo 1 of 4



Stanchions - photo 2 of 4



Stanchions - photo 3 of 4



Stanchions - photo 4 of 4

Grab rails - Type C – Serviceable (Finding C-25)

The teak grab rails were well finished and solidly mounted.



Grab rails - photo 1 of 2



Grab rails - photo 2 of 2

Mooring cleats and chocks - Type C – Serviceable (Finding C-26)

The mooring cleats and chocks were firmly affixed, with no cracks at their bases.



Mooring cleats and chocks - photo 1 of 5



Mooring cleats and chocks - photo 2 of 5



Mooring cleats and chocks - photo 3 of 5



Mooring cleats and chocks - photo 4 of 5



Mooring cleats and chocks - photo 5 of 5

Shore water hookup - N/A – Not Applicable

No shore water hookup was installed on this vessel.

Standing Rigging

Mast condition - NT – Not Tested / Not Verified (Finding NT-3)

As viewed from the deck, the visible mast attachments appeared secure, with no visible signs of loose fittings or bending. Inspection was limited to that deck-level view. The mast and attachments outside that view remained unverified. Inspection of the mast and its attachments with the mast removed from the boat was required to corroborate these observations and assess the inaccessible areas.



Mast condition

Spreaders - Type C – Serviceable (Finding C-27)

The integrated spreader ends appeared serviceable, with no visible issues as seen from the deck.



Spreaders

Boom and gooseneck - Type C – Serviceable (Finding C-28)

The boom and gooseneck had all pins in place and secure attachments.



Boom and gooseneck

In-mast roller furling - Type C – Serviceable (Finding C-29)

The in-mast roller furling line ran freely. The mainsail had been removed, so loaded operation was not assessed.



In-mast roller furling

Port shrouds, swages, turnbuckles and retaining pins - Type C – Serviceable (Finding C-30)

The port shrouds were secured through deck-mounted escutcheons rather than chainplates. The turnbuckles and swages were serviceable, with no stress cracks or signs of movement at the deck and no broken strands.



Port shrouds, swages, turnbuckles and retaining pins

Starboard shrouds, swages, turnbuckles and retaining pins - Type C – Serviceable (Finding C-31)

The starboard shrouds were secured through deck-mounted escutcheons rather than chainplates. The turnbuckles and swages were serviceable, with no stress cracks or signs of movement at the deck and no broken strands.



Starboard shrouds, swages, turnbuckles and retaining pins

Forestay - NT – Not Tested / Not Verified (Finding NT-4)

All retaining pins appeared to be in place, although the forestay was hidden by the furling foil.



Forestay

Boom vang, outhaul and reefing - Type C – Serviceable (Finding C-32)

The boom vang and outhaul appeared to run smoothly, and the control lines and tackle were serviceable.



Boom vang, outhaul and reefing - photo 1 of 2



Boom vang, outhaul and reefing - photo 2 of 2

Jib/genoa furler, furling line and tackle - Type C – Serviceable (Finding C-33)

The jib/genoa furler appeared functional, and the furling line was free of fraying, appeared to run smoothly, and ran to a clutch at the cockpit that appeared to function properly.



Jib/genoa furler, furling line and tackle - photo 1 of 2



Jib/genoa furler, furling line and tackle - photo 2 of 2

Jib cars and tracks - Type C – Serviceable (Finding C-34)

The jib cars moved freely, and the tracks were secure with the stops in place.



Jib cars and tracks - photo 1 of 4



Jib cars and tracks - photo 2 of 4



Jib cars and tracks - photo 3 of 4



Jib cars and tracks - photo 4 of 4

Halyards - Type C – Serviceable (Finding C-35)

The halyards were sufficiently pliable, showed very little fraying, and ran through serviceable clutches.



Halyards

Main sheet and tackle - Type C – Serviceable (Finding C-36)

The main sheet and tackle were sufficiently pliable, had very little fraying, and included a clutch that appeared to function properly.



Main sheet and tackle - photo 1 of 2



Main sheet and tackle - photo 2 of 2

Deck organizers, blocks, fairleads and clutches - Type C – Serviceable (Finding C-37)

The deck organizers, blocks, fairleads and clutches had no stress cracks at their bases, and all blocks were intact and appeared to function properly and to run smoothly.



Deck organizers, blocks, fairleads and clutches - photo 1 of 2



Deck organizers, blocks, fairleads and clutches - photo 2 of 2

Backstay - Type C – Serviceable (Finding C-38)

The backstay had a split configuration. The chainplates, turnbuckles, swages and pins were in serviceable condition, with no visible cracks at the bases.



Backstay - photo 1 of 3



Backstay - photo 2 of 3



Backstay - photo 3 of 3

Cockpit

Cockpit percussion testing - Type C – Serviceable (Finding C-39)

Percussion testing was carried out on the cockpit by lightly striking the surface with a sounding hammer. The response produced a clear and even tone throughout, which was interpreted as consistent with solid laminate.

Cockpit impedance testing - Type C – Serviceable (Finding C-40)

Cockpit readings ranged from 99 to 116, within the low/acceptable band defined in the survey introduction.



Cockpit impedance testing - photo 1 of 3



Cockpit impedance testing - photo 2 of 3



Cockpit impedance testing - photo 3 of 3

Pushpit - Type C – Serviceable (Finding C-41)

The pushpit was solidly attached, with no stress cracks at the bases, and the lifelines and pelican clips appeared functional.



Pushpit - photo 1 of 2



Pushpit - photo 2 of 2

LPG locker / valve / regulator area - Type C – Serviceable (Finding C-42)

The LPG locker tubing, connections, regulator and gauge were undamaged, and the drain appeared clear.



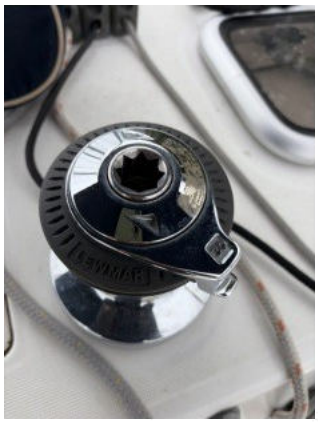
LPG locker / valve / regulator area

Winches and cleats (cabin-top and cockpit) - Type C – Serviceable (Finding C-43)

Two Lewmar size 30, two-speed, self-tailing cabin-top winches and two Lewmar size 48, two-speed, self-tailing sheet winches were fitted. The winches appeared to operate smoothly, and the self-tailing components were sound.



Winches and cleats (cabin-top and cockpit) - photo 1 of 4



Winches and cleats (cabin-top and cockpit) - photo 2 of 4



Winches and cleats (cabin-top and cockpit) - photo 3 of 4



Winches and cleats (cabin-top and cockpit) - photo 4 of 4

Engine Gauges and Cockpit Instrumentation

Binnacle / pedestal - Type C – Serviceable (Finding C-44)

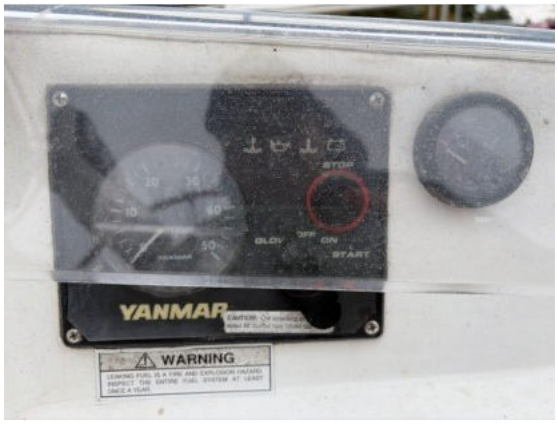
The binnacle pedestal was securely mounted to the cockpit sole.



Binnacle / pedestal

Engine gauges / instrumentation - NT – Not Tested / Not Verified (Finding NT-5)

The engine gauges were not tested because the engine was not started. Operation should be confirmed with the engine running.



Engine gauges / instrumentation

Compass - Type C – Serviceable (Finding C-45)

The Plastimo Olympic 135 compass at the binnacle was unclouded, but deviation was not confirmed.



Compass

Chartplotter / MFD - PO – Powered Up Only (Finding PO-1)

The Garmin GPSMAP chartplotter/MFD powered up, but its functions were not tested. Operation should be confirmed before use.



Chartplotter / MFD

Autopilot controls - PO – Powered Up Only (Finding PO-2)

The Raymarine ST6001 autopilot controls powered up, but the autopilot was not function-tested because the vessel was on shore. Operation should be confirmed once the vessel is launched.



Autopilot controls

Depth sounder - PO – Powered Up Only (Finding PO-3)

The Raymarine ST60 Tridata depth sounder powered up but was not function-tested because the vessel was on shore. Operation should be confirmed once the vessel is launched.



Depth sounder

Cabin and Conveniences

Companionway - Type C – Serviceable (Finding C-46)

The companionway was in good condition, the top lid appeared to open and close smoothly, and the washboards were in good condition.



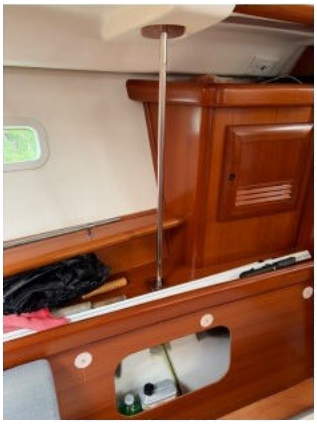
Companionway

Signs of water ingress - Type C – Serviceable (Finding C-47)

No signs of water ingress were observed in accessible areas. Concealed areas remained unverified.

Port chainplates (interior) - Type C – Serviceable (Finding C-48)

The port chainplates showed no sign of water ingress or movement and were solidly fixed to the internal bracing.



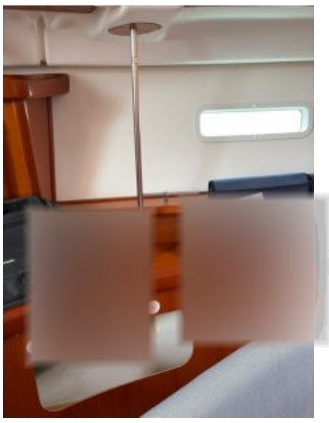
Port chainplates (interior) - photo 1 of 2



Port chainplates (interior) - photo 2 of 2

Starboard chainplates (interior) - Type C – Serviceable (Finding C-49)

The starboard chainplates showed no sign of water ingress or movement and were solidly fixed to the internal bracing.



Starboard chainplates (interior) - photo 1 of 2



Starboard chainplates (interior) - photo 2 of 2

Cabin accessible bilge, stringers and ribs - Type C – Serviceable (Finding C-50)

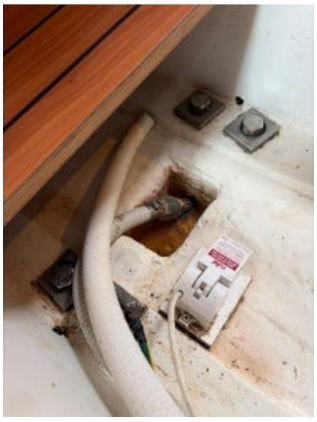
The stringers and ribs appeared to be in serviceable condition within the limited areas visible from the cabin, with no indication of damage potentially caused by a hard grounding.



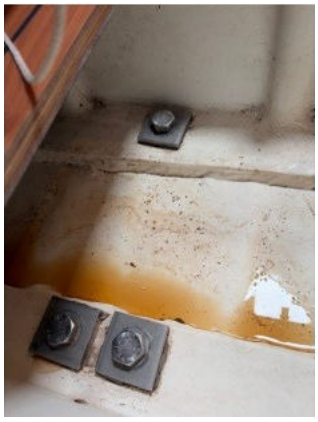
Cabin accessible bilge, stringers and ribs

Keel bolts - NT – Not Tested / Not Verified (Finding NT-6)

The keel bolts had no evident corrosion or looseness. Torque was not tested. The keel bolts should be tested for torque every five years while on shore.



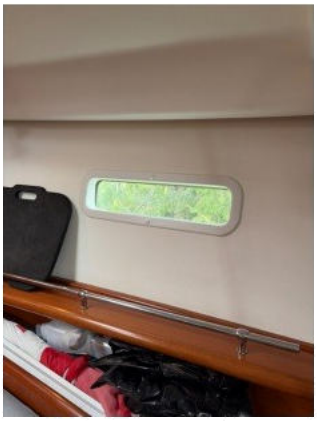
Keel bolts - photo 1 of 2



Keel bolts - photo 2 of 2

Interior hatches, windows and portholes - Type C – Serviceable (Finding C-51)

The four hatches, four windows and four portholes opened and closed as expected. The window acrylic had minimal crazing, the seals were in good condition, and there was no leaking.



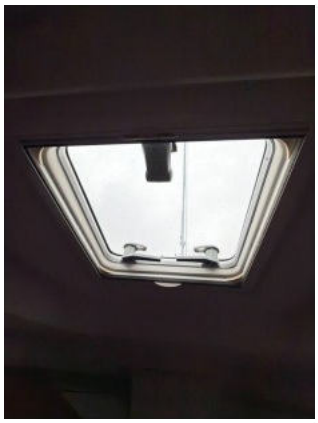
Interior hatches, windows and portholes - photo 1 of 14



Interior hatches, windows and portholes - photo 2 of 14



Interior hatches, windows and portholes - photo 3 of 14



Interior hatches, windows and portholes - photo 4 of 14



Interior hatches, windows and portholes - photo 5 of 14



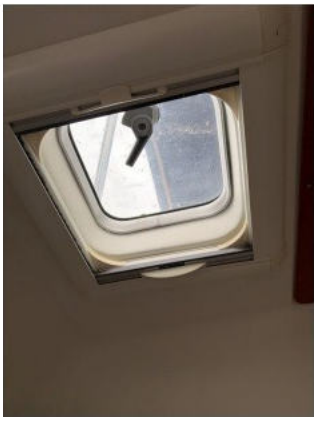
Interior hatches, windows and portholes - photo 6 of 14



Interior hatches, windows and portholes - photo 7 of 14



Interior hatches, windows and portholes - photo 8 of 14



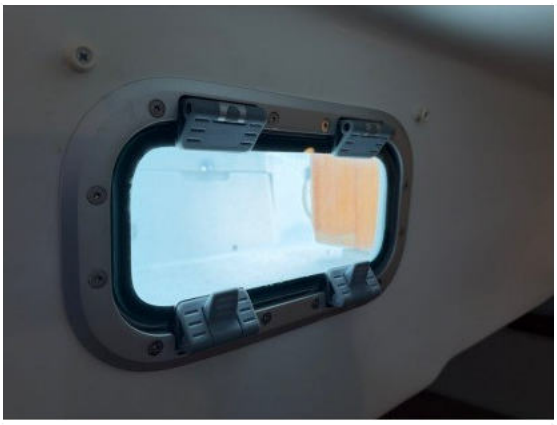
Interior hatches, windows and portholes - photo 9 of 14



Interior hatches, windows and portholes - photo 10 of 14



Interior hatches, windows and portholes - photo 11 of 14



Interior hatches, windows and portholes - photo 12 of 14



Interior hatches, windows and portholes - photo 13 of 14



Interior hatches, windows and portholes - photo 14 of 14

Cabin Instruments

VHF - PO – Powered Up Only (Finding PO-4)

The Icom IC-M402 VHF radio powered up, but its functions were not tested. Operation should be confirmed before use.



VHF - photo 1 of 2



VHF - photo 2 of 2

Galley and Domestic Appliances

Stove and oven - NT – Not Tested / Not Verified (Finding NT-7)

The stove and oven were not tested because the owner was not present. The stove and oven should be tested under well-ventilated conditions to confirm proper operation.



Stove and oven

Galley sink, faucet and drain - NT – Not Tested / Not Verified (Finding NT-8)

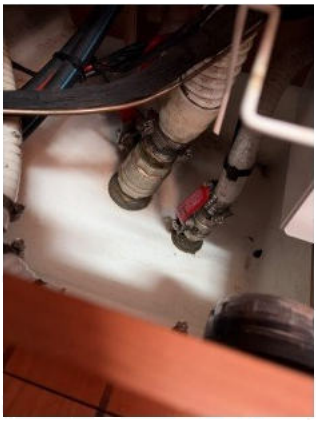
The galley sink faucet and drain were not tested because no water was available. The drain seacock was solidly affixed and appeared to open and close easily.



Galley sink, faucet and drain - photo 1 of 3



Galley sink, faucet and drain - photo 2 of 3



Galley sink, faucet and drain - photo 3 of 3

Head(s), Shower and Sanitation

Toilet and seacock - NT – Not Tested / Not Verified (Finding NT-9)

The toilet was not tested because the vessel was on shore. Its seacock turned on and off easily and was securely attached.



Toilet and seacock - photo 1 of 2



Toilet and seacock - photo 2 of 2

Head sink, faucet, drain and seacock - NT – Not Tested / Not Verified (Finding NT-10)

The head sink faucet and drain were not tested because no water was available. The drain seacock was solidly affixed and appeared to open and close easily.

Fuel, Water and Waste Systems

Fuel tank - Type C – Serviceable (Finding C-52)

The CAN-SB 140 L fuel tank was located under the aft berth. No damage, looseness or leakage was observed on the accessible tank body and mountings. The correct SAE-rated hose was in good condition, and the shut-off valve turned easily.



Fuel tank - photo 1 of 3



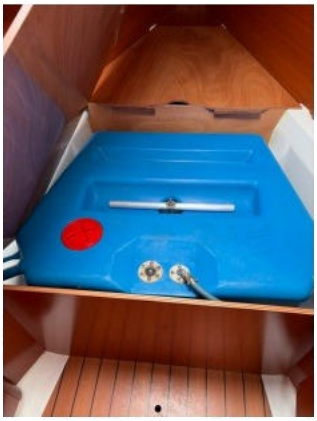
Fuel tank - photo 2 of 3



Fuel tank - photo 3 of 3

Freshwater tank and plumbing - Type C – Serviceable (Finding C-53)

The freshwater tank under the forepeak bed had potable-water-grade plumbing. No damage, looseness or visible signs of leakage were observed on the accessible tank body and mountings. No stored freshwater was available, so the tank and plumbing were not tested with water.



Freshwater tank and plumbing - photo 1 of 2



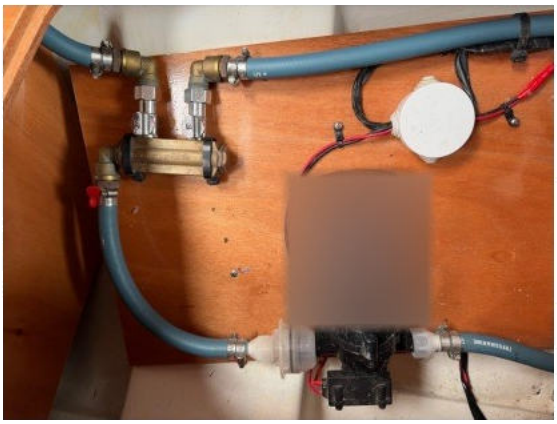
Freshwater tank and plumbing - photo 2 of 2

Freshwater pump and accumulator - NT – Not Tested / Not Verified (Finding NT-11)

The freshwater pump under the starboard settee powered up, but was not tested and water transfer remained unverified.



Freshwater pump and accumulator - photo 1 of 2



Freshwater pump and accumulator - photo 2 of 2

Hot water tank - NT – Not Tested / Not Verified (Finding NT-12)

The Atwood hot water tank, model EHM6-SM, serial was rated at 120 V AC with a capacity of 6.0 gal (22.7 L). It was properly wired, and its temperature-and-pressure relief valve discharged to the bilge away from electrical components. The tank was heated by 120 V AC and/or recirculated engine coolant. Operational testing was not performed.



Hot water tank - photo 1 of 2



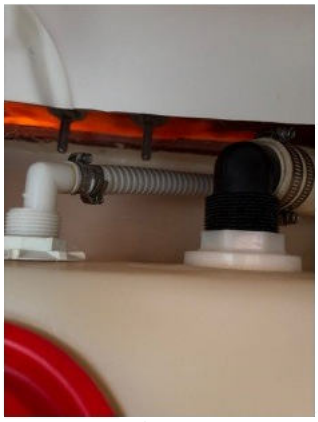
Hot water tank - photo 2 of 2

Black water tank and plumbing - Type C – Serviceable (Finding C-54)

The black water tank was a polyethylene tank with proper sanitary hose and connections, with no sign of leaking or odour.



Black water tank and plumbing - photo 1 of 3



Black water tank and plumbing - photo 2 of 3



Black water tank and plumbing - photo 3 of 3

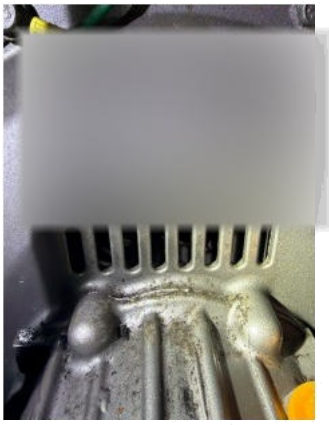
Engine, Generator and Drive

The conclusions in this section are limited to observations from a visual, non-invasive survey. Mechanical diagnosis, compression testing, oil analysis, service recommendations, and confirmation of mechanical serviceability should be provided by a qualified marine mechanic where required. Before routine operation, have a qualified marine mechanic inspect the propulsion and machinery components whose serviceability was not established. Complete a controlled Limited Trial Run when the vessel can be safely launched and tested, after correcting any deficiencies that prevent safe testing.

Nameplate photographs



Engine nameplate



Gearbox nameplate

Recorded nameplate data
Engine: Yanmar 3JH4E
Serial number: Unreadable at inspection
Identification source: Nameplate

Recorded nameplate data
Make: Tuff Torq by Kanzaki
Model: KM35P
Serial number:
Nameplate details: Gear ratio 2.36, Oil SAE 20/30 HD, Oil quantity 0.50 L



Machinery space photos

Engine general condition - Type C – Serviceable (Finding C-55)

The engine was clean and appeared well maintained.

Engine hours

Engine hours were not available.

Engine oil - Type C – Serviceable (Finding C-56)

The engine oil appeared clean. The vessel was on a cradle. Therefore, the oil level could not be ascertained.



Engine oil

Gear oil - Type C – Serviceable (Finding C-57)

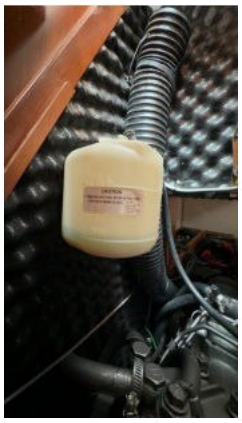
The gear oil appeared clean. The vessel was on a cradle. Therefore, the oil level could not be ascertained.



Gear oil

Engine coolant - Type C – Serviceable (Finding C-58)

The engine coolant appeared clean and at the correct level.



Engine coolant

Engine mounts - Type C – Serviceable (Finding C-59)

The engine mounts showed no visible cracking or degradation.



Engine mounts - photo 1 of 4



Engine mounts - photo 2 of 4



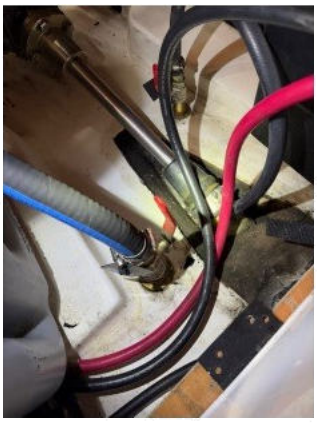
Engine mounts - photo 3 of 4



Engine mounts - photo 4 of 4

Cooling water intake seacock and strainer - Type C – Serviceable (Finding C-60)

The cooling water intake seacock turned easily and was solidly affixed, and the strainer appeared clean.



Cooling water intake seacock and strainer - photo 1 of 2



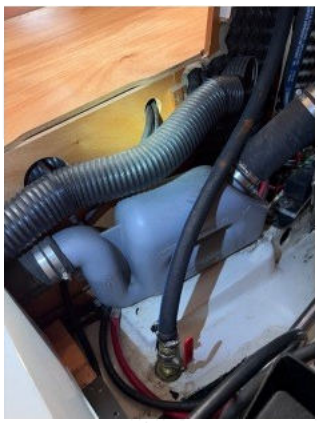
Cooling water intake seacock and strainer - photo 2 of 2

Exhaust condition - Type C – Serviceable (Finding C-61)

The marine exhaust hose was proper, showed no signs of degradation or cracking, and had two hose clamps at all connections.



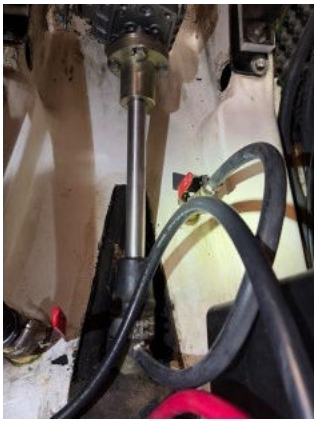
Exhaust condition - photo 1 of 2



Exhaust condition - photo 2 of 2

Drive coupling, interior shaft, shaft seal, stern tube - Type C – Serviceable (Finding C-62)

The dripless shaft seal had no observed leakage, and the drive coupling fasteners appeared secure.



Drive coupling, interior shaft, shaft seal, stern tube

Electrical - DC / AC / Shore Power

Electrical observations are limited to a visual, non-invasive survey and should be verified by a qualified marine electrician where noted. This limitation applies to the electrical findings in this section.

House battery(ies) - Type C – Serviceable (Finding C-63)

The two house batteries were Lifeline AGM batteries manufactured in the USA by Concorde Battery Corp, which were sealed valve-regulated, non-spillable, intended for deep-cycle applications and installed under the aft berth. Their connections appeared tight, they were properly restrained with movement limited to less than half an inch, and their positive terminals were properly protected.



House battery(ies) - photo 1 of 2



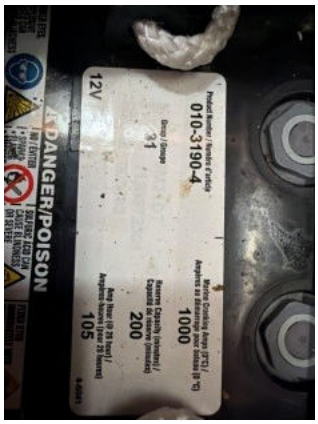
House battery(ies) - photo 2 of 2

Starter battery(ies) - Type C – Serviceable (Finding C-64)

The single starter battery was a Nautilus 010-3190-4 installed ahead of the engine, rated at 12 V, 105 Ah at the 20-hour rate and 1000 MCA at 0°C, with a BCI size of 31 and a reserve capacity of 200 minutes. The connections appeared tight, the battery was properly restrained with movement limited to less than half an inch, and the positive battery terminals were properly protected.



Starter battery(ies) - photo 1 of 2



Starter battery(ies) - photo 2 of 2

Battery selector / combiner / VSR / ACR - Type C – Serviceable (Finding C-65)

The battery selectors appeared to function properly and included the house bank, starter battery and a negative disconnect option.



Battery selector / combiner / VSR / ACR

Battery ventilation - Type C – Serviceable (Finding C-66)

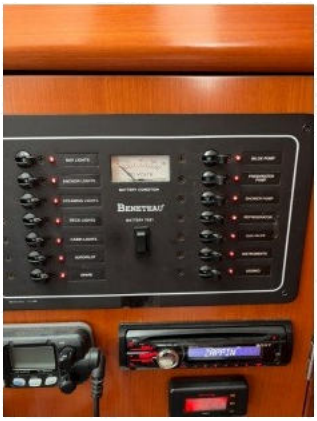
The battery ventilation appeared sufficient.

Wire bundling and support - Type C – Serviceable (Finding C-67)

The wiring was properly supported and had chafe protection fitted.

12V DC panel - Type C – Serviceable (Finding C-68)

The 12V DC panel was located above the chart table. All switches and lights on the 12V DC panel appeared to function properly, and the labels were legible.



12V DC panel

120V AC panel - NT – Not Tested / Not Verified (Finding NT-13)

The 120V AC panel was located above the chart table. It was not tested because no AC power was available.



120V AC panel

Voltmeter (12V) - Type C – Serviceable (Finding C-69)

The 12V voltmeter appeared to function properly.



Voltmeter (12V)

Reversed polarity - NT – Not Tested / Not Verified (Finding NT-14)

Reverse polarity was not tested because AC power was unavailable during the inspection.



Reversed polarity

AC outlets - NT – Not Tested / Not Verified (Finding NT-15)

The AC outlets were not tested because AC power was unavailable during the inspection.

Inverter / charger / converter - NT – Not Tested / Not Verified (Finding NT-16)

The inverter / charger / converter was not tested because AC power was unavailable during the inspection.

GFCI / ELCI - NT – Not Tested / Not Verified (Finding NT-17)

The GFCI / ELCI was not tested because AC power was unavailable during the inspection.

Shore power inlet / receptacle - NT – Not Tested / Not Verified (Finding NT-18)

The 30-amp shore power connection showed no sign of heat damage or burning. However, it was not tested because AC power was unavailable during the inspection.



Shore power inlet / receptacle

Other Safety Equipment

Manual bilge pump - Type C – Serviceable (Finding C-70)

The manual bilge pump was tested and appeared to work as expected.

Primary electric bilge pump - Type C – Serviceable (Finding C-71)

The primary automatic electric bilge pump was tested and appeared to work as expected.

Portable fire extinguishers - NT – Not Tested / Not Verified (Finding NT-19)

Two portable fire extinguishers, each rated 10-B:C or higher, were present, properly mounted, and had charge indicators in the service range. Their service status was verified visually. The NT rating records that discharge operation was not tested and discharge performance was not established.

INSTRUMENTS, ELECTRONICS AND APPLIANCES

Location	Item	Manufacturer	Model	Serial number
Cabin	VHF radio	Icom	IC-M402	Not recorded
Cockpit	Autopilot control	Raymarine	ST6001	Not recorded
Cockpit	Chartplotter / MFD	Garmin	GPSMAP	Not recorded
Cockpit	Combined depth/speed instrument	Raymarine	ST60 Tridata	Not recorded
Cockpit	Compass	Plastimo	Olympic 135	Not recorded
Deck and coachroof	Windlass	Manufacturer not recorded	Model not recorded	Not recorded
Electrical — DC / AC / shore power	Inverter / charger / converter	Manufacturer not recorded	Model not recorded	Not recorded
Fuel, water and waste systems	Hot water tank	Atwood	EHM6-SM	[redacted]
Galley and domestic appliances	Stove and oven	Manufacturer not recorded	Model not recorded	Not recorded

SAFETY EQUIPMENT

Vessel class: sail - Length bracket: Over 9 m, not over 12 m LOA (29'6.3"-39'4.4"). The Transport Canada equipment items below use TP 511E Safe Boating Guide and Small Vessel Regulations. ABYC requirements are identified separately.

Thirteen of 14 items were recorded as on board. One required-equipment category requires follow-up.

Personal lifesaving appliances

Approved PFD or lifejacket for each person on board - On board

Requirement: 1 per person

The lifejackets were present. Their approval labels and observed condition were satisfactory.



Approved PFD or lifejacket for each person on board - photo 1 of 2



Approved PFD or lifejacket for each person on board - photo 2 of 2

Reboarding device - On board

Requirement: 1

Required when a person must climb more than 0.5 m to reboard from the water.

The swim-platform ladder was the reboarding device and was usable.



Reboarding device

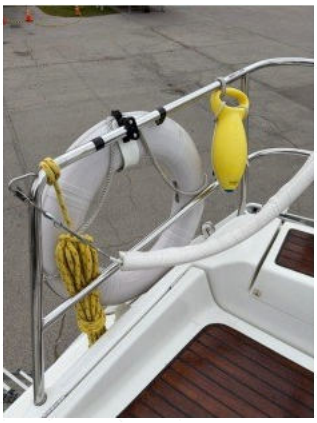
Buoyant heaving line - minimum 15 m - On board

Requirement: 1

The buoyant heaving line was in satisfactory condition and was at least 15 m long.

Lifebuoy attached to buoyant line - minimum 15 m - On board

Requirement: 1



Lifebuoy attached to buoyant line - minimum 15 m

Visual signals

Watertight flashlight - On board

Requirement: 1

The watertight flashlight was tested and appeared to work properly.



Watertight flashlight

Flares or eVDSD alternative - On board

Requirement: 12 flares with no more than 6 smoke signals, or 1 eVDSD plus 1 smoke signal

Flares may be reduced or replaced only under the listed Transport Canada alternatives. An eVDSD alternative requires an RTCM 13200.0 device with accepted certification or USCG listing, the required documentation, and an approved smoke signal.

The flares were present and in date.



Flares or eVDSD alternative - photo 1 of 3



Flares or eVDSD alternative - photo 2 of 3



Flares or eVDSD alternative - photo 3 of 3

Vessel safety equipment

Anchor with minimum 30 m cable, rope, or chain - On board

Requirement: 1

Small Vessel Regulations s. 206 lists this minimum for pleasure craft more than 9 m but not more than 12 m. TP 511 anchoring guidance also states anchor, chain, and line should suit vessel size, water depth, and location conditions.



Anchor with minimum 30 m cable, rope, or chain - photo 1 of 2



Anchor with minimum 30 m cable, rope, or chain - photo 2 of 2

Manual bilge pump or bilge-pumping arrangements - On board

Requirement: 1



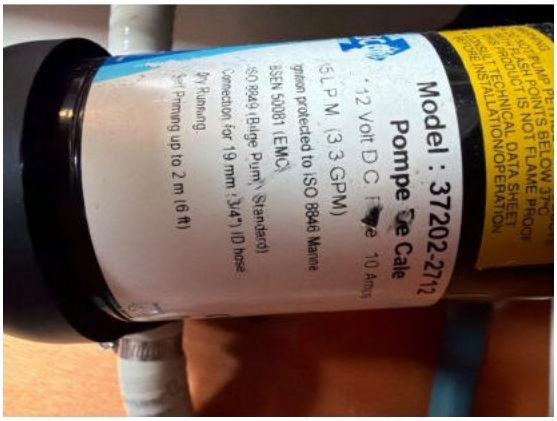
Manual bilge pump or bilge-pumping arrangements - photo 1 of 4



Manual bilge pump or bilge-pumping arrangements - photo 2 of 4



Manual bilge pump or bilge-pumping arrangements - photo 3 of 4



Manual bilge pump or bilge-pumping arrangements - photo 4 of 4

Navigation equipment

Sound-signalling device or appliance - On board

Requirement: 1



Sound-signalling device or appliance

Navigation lights per Collision Regulations - On board

Requirement: 1 set

Required on board for a vessel over 9 m. Display the lights as required by the Collision Regulations.

Navigation lights were present. An operating-test result was not recorded.



Navigation lights per Collision Regulations - photo 1 of 3



Navigation lights per Collision Regulations - photo 2 of 3



Navigation lights per Collision Regulations - photo 3 of 3

Magnetic compass - On board

Requirement: 1

Not required if the boat is 8 m or less and operated within sight of navigation marks.



Magnetic compass

Radar reflector - Not sighted

Requirement: 1

Carry a radar reflector or equivalent radar-detection means where practicable under Collision Regulations Rule 40. An exception applies only where operation is in limited traffic, by daylight and in favourable conditions and the reflector is not essential for safety, or where small size or operation away from radar navigation makes compliance impracticable. No exception is established by the inspection alone.

The radar reflector was not seen during the inspection. Its presence and serviceability were not verified. Before the vessel is next operated or placed underway, verify the radar reflector against the recorded requirement and confirm serviceability. Provide or correct the equipment if a shortfall is identified.

Fire-fighting equipment

Fire extinguisher - 10BC - On board

Requirement: 1 if equipped with a motor. One additional 10BC extinguisher is required because a fuel-burning cooking, heating, or refrigerating appliance was recorded.



Fire extinguisher - 10BC - photo 1 of 2



Fire extinguisher - 10BC - photo 2 of 2

ABYC safety equipment — carbon monoxide detection

Carbon monoxide detector - On board

Requirement: Carbon monoxide detection in habitable spaces, with placement and installation according to the manufacturer's instructions.

Required by ABYC A-24 for habitable spaces. Use a detector tested for recreational-boat use under UL 2034. This is an ABYC requirement, separate from the TP 511 minimum-equipment table.

A carbon monoxide detector was present. Its identification, installation conformity and operating-test result were not established in the inspection record.



Carbon monoxide detector

RATING & VALUATION

Overall Condition Rating

Rating System:	BUC Marine Grading System
Assigned Rating:	Above Average - The Above Average rating describes the vessel's overall observed condition for its age and type. It is subject to the findings and recorded inspection and testing limitations in this report. The SE – Safety Equipment finding requires the actions stated in this report.
Definition:	Above-average care, extra electrical and electronic gear.
Adjustment Applied:	The assigned condition rating was considered in the final valuation together with observed condition, equipment, location, known history, and the findings in this report.

Valuation Methodology

Method: BUC with market comparison.

Engine-hour readings were not available or reliable for one or more engines at the time of inspection and were considered as a limitation in the valuation.

The surveyor considered better than a typical Above Average example, but below Bristol condition. BUCValuPro, edition, gave a current retail range of USD and a Better Condition range for the Great Lakes & Midwest of USD verified All four same-model listings were considered together as asking-price evidence. No listing was given greater weight solely because of its location. Asking prices may be above or below actual sale prices. The concluded fair market value of USD is at the lower end of the BUC condition-adjusted range and slightly above the highest checked asking price. It reflects the surveyor's stronger assessment of observed condition, its freshwater market basis and recorded equipment, within the inspection limitations. Machinery operation under load was not established, and the radar reflector was not seen.

Fair Market Value is assessed in the vessel's current condition, including outstanding repairs. It does not assume the repairs have been completed. Type A – Critical, SE – Safety Equipment, and Type B – Needs Attention (Moderate) findings were considered as condition and suitability factors rather than as a completed repair allowance.

Market Data Reviewed

Comparable listings are asking prices only and are not confirmed sold-price data.

Comparable listing prices are shown in their listing currency and normalized to USD for the range and median. CAD listings were converted using USD/CAD (Bank of Canada, rate for valuation date October

Vessel	Location	Source	Asking price
Beneteau Oceanis Clipper - Pookie	Mississauga, Ontario, Canada	- Accessed	**CAD** Advertised CAD USD equivalent USD
Context: Sunnybrook Yachts listing. Advertised as freshwater-only with engine hours, air conditioning, solar charging, electric winch and four-blade feathering propeller. The header and specification table identify but the narrative also refers to The model-year discrepancy remains unverified. Condition and equipment are seller statements.			
Beneteau Oceanis	St. Clair Shores, Michigan, United States	- Accessed	**USD** Advertised USD
Context: St. Clair Sailboat Centre listing, marked Sale Pending. Advertised with ft in shoal draft, in-mast furling, feathering propeller, and sails and electronics updated in Engine-hour entries conflict: in the table and approximately in the narrative. No hour-based adjustment is made. Freshwater operating history was not expressly established.			
Beneteau - Anejo	Gloucester, Massachusetts, United States	- Accessed	**USD** Advertised USD
Context: Sailboats Northeast listing. Advertised as very clean and well maintained, with approximately engine hours, ft in draft, furling sails, Raymarine radar/chartplotter, three-blade Max-Prop and canvas replaced in Operating-water and charter histories were not established.			
Beneteau - Indigo	New Bern, North Carolina, United States	- Accessed	**USD** Advertised USD
Context: S&J Yachts listing. Advertised with solar charging, lithium batteries, radar, autopilot, air conditioning and tender. Sails were described as serviceable but needing cleaning, with some canvas-window fogging. Engine model entries conflict between and Hours and operating-water history were not established. The detail page shows USD which takes precedence over older search-summary prices.			

Appraisal Summary

Overall Condition Rating:	Above Average
Valuation effective date:	
BUCValuPro Indicated Range:	USD - USD
Comparable Listings Reviewed:	priced comparable asking listings
Comparable Asking Range:	USD - USD
Median Comparable Asking Price:	USD
Concluded Fair Market Value:	USD
Valuation scope:	Boat and motor, including fitted equipment. No separate support equipment is included in this valuation.
Fair Market Value in CAD:	CAD rounded from a calculated conversion of CAD
Estimated Replacement Cost:	USD
Replacement cost basis:	Source/basis: BUCValuPro, edition, Beneteau Replacement-value indication in USD, verified Published guide indication, not a current builder quotation. Replacement cost is a current like-kind-and-quality replacement benchmark separate from the depreciated fair market value of the inspected vessel and excludes taxes unless otherwise stated.
Replacement Cost in CAD:	CAD
Exchange rate used:	USD/CAD (Bank of Canada, rate for valuation date October
Taxes:	Not included

No cradle or trailer were included in the survey and concluded Fair Market Value.

Insurance Suitability Statement

Subject to the observations, recommendations, and recorded inspection and testing limitations in this report, the vessel is considered suitable for insurance underwriting review. Resolve recorded deficiencies in required safety equipment before operation.

SURVEYOR'S CERTIFICATION

Regarding the vessel surveyed on and this report dated I certify that to the best of my knowledge and belief, the statements of fact contained in this report are true and correct. The analyses, opinions, and conclusions 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. My compensation is not contingent on any finding contained herein.

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. Except for specific procedures expressly recorded in this report, the information was obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. Inspection and testing were limited to the methods and accessible areas described in this report. No other tests for tightness or soundness were conducted. Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed. Acceptance and use of this report acknowledges the client's understanding that Kiki Marine does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission. The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions. Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense

has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

KIKI MARINE

Dave Seagrim
SAMS Surveyor Associate, ABYC Master Advisor
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Signed: [redacted]