KIKI MARINE

Pre-purchase Marine Survey

Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor



Vessel	[redacted]
Year / Make / Model	2005 Beneteau Oceanis 323
HIN:	[redacted] (sighted at Starboard side of transom)
Survey Conducted For	[redacted]
Date of Inspection	[redacted] - Afloat at dock for the remaining survey and in the slings for bottom inspection
Date of Report	[redacted]
Surveyor	Dave Seagrim, SAMS Surveyor Associate, ABYC Master Advisor

TABLE OF CONTENTS

1. Executive Summary 3
2. Findings & Recommendations 5
3. Basis, Methodology and Limitations 9
4. Vessel Description 12
5. General Vessel Information 12
6. Vessel Specifications 13
7. Propulsion Details 13
8. Survey Conditions 13
9. Vessel Documentation Data 14
10. Detailed Survey Findings 15
11. Instruments, Electronics and Appliances 85
12. Safety Equipment 86
13. Rating & Valuation 91
14. Surveyor's Certification 95

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 Average condition overall for its age and type, subject to the findings and limitations in this report.

The survey identified two Type A – Critical findings requiring immediate correction before operation:

A-1 Boom vang/outhaul/reefing – reefing lines.

A-2 Starter battery – unprotected positive terminal.

The survey identified five SE – Safety Equipment findings relating to Buoyant heaving line - minimum 15 m, Watertight flashlight, Flares or eVDSD alternative, Radar reflector, and Carbon monoxide detector, which must be corrected or verified before the vessel is next operated or placed underway.

15 Type B – Needs Attention (Moderate) findings were recorded in Limited trial run, Hull/bottom and running gear, Deck and coachroof, Standing rigging, Cockpit, Head(s), shower and sanitation, Fuel, water and waste systems, and Engine, generator and drive.

Key Not Tested items: Mast condition, Masthead fitting and sheaves, Forestay, Port chainplates (interior), Starboard chainplates (interior) (inspection when the mast is unstepped), fuel tank, stove, AC systems (120V AC panel, Reversed polarity, AC outlets).

Arrange verification before completing the purchase. If verification is deferred, agree the scope and timing before closing and complete it immediately after purchase, before relying on the affected systems. These are inspection limitations, not confirmed defects.

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

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

Suitability for the stated purpose should be considered after the Type A – Critical findings are corrected, the SE – Safety Equipment findings are corrected or verified, and the Type B – Needs Attention (Moderate) findings are addressed in accordance with their detailed recommendations.

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
A-1	Boom vang, outhaul and reefing	**Issue:** No reefing line was installed on this vessel. **Recommendation:** install and test proper reefing lines prior to sailing the vessel. See detailed finding for full recommendation. (A-1)	Standing Rigging
A-2	Starter battery(ies)	**Issue:** The positive battery terminal was not properly protected, which could cause electric shock, fire or explosion. **Recommendation:** place protective boots on positive battery terminals. See detailed finding for full recommendation. (A-2) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels. ABYC E-10 - Storage Batteries. ABYC E-11 - AC and DC Electrical Systems on Boats*	Electrical - DC / AC / Shore Power
SE-1	Buoyant heaving line - minimum 15 m	**Issue:** The buoyant heaving line was not verified on board. **Recommendation:** Verify the buoyant heaving line against the recorded requirement and confirm serviceability. Provide or correct equipment only where the inspection identifies a shortfall. *Relevant standards and requirements: Transport Canada TP 511*	Safety Equipment
SE-2	Watertight flashlight	**Issue:** The watertight flashlight was not verified on board. **Recommendation:** Verify the watertight flashlight against the recorded requirement and confirm serviceability. Provide or correct equipment only where the inspection identifies a shortfall. *Relevant standards and requirements: Transport Canada TP 511*	Safety Equipment
SE-3	Flares or eVDSD alternative	**Issue:** The visual distress signals were observed but expired and therefore not serviceable. **Recommendation:** Replace the unserviceable visual distress signals. *Relevant standards and requirements: Transport Canada TP 511*	Safety Equipment

Finding #	Finding	Issue & recommendation	Section
SE-4	Radar reflector	**Issue:** The radar reflector was not verified on board. **Recommendation:** Install a radar reflector. *Relevant standards and requirements: Transport Canada TP 511*	Safety Equipment
SE-5	Carbon monoxide detector	**Issue:** The carbon monoxide detector was not verified on board. **Recommendation:** Verify the carbon monoxide detector against the recorded requirement and confirm serviceability. Provide or correct equipment only where the inspection identifies a shortfall before operation. *Relevant standards and requirements: Transport Canada TP 511. ABYC A-24 - Installation of Carbon Monoxide Detectors and Alarms*	Safety Equipment
B-1	Instruments underway: Depth, speed, wind	**Issue:** Speed not functioning. **Recommendation:** Because the speed meter wheel was spinning freely, the electrical connection and the unit itself should be investigated and repaired. See detailed finding for full recommendation. (B-1) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels*	Limited Trial Run
B-2	Antifouling and barrier coats	**Issue:** The antifouling was in serviceable condition but was worn in places, which reduced its effectiveness. Additionally, the type of antifouling used was not known. This needs to be ascertained as some antifouling paint may not adhere to the existing base. **Recommendation:** Pending discovery of the original coating and sourcing anti-fouling which will adhere, individual areas should be sanded and recoated with compatible antifouling. See detailed finding for full recommendation. (B-2) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels*	Hull/Bottom and Running Gear
B-3	Keel and keel-hull joint	**Issue:** The keel-hull joint had repaired cracking at its forward edge. **Recommendation:** This may be caused by keel bolts which are not properly torqued. Recommend torquing the keel bolts. See detailed finding for full recommendation. (B-3) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels*	Hull/Bottom and Running Gear

Finding #	Finding	Issue & recommendation	Section
B-4	Swim platform	**Issue:** The teak finish was coming away in places and the wood was quite worn. **Recommendation:** Repair wood accordingly and refinish. See detailed finding for full recommendation. (B-4)	Hull/Bottom and Running Gear
B-5	Swim platform shower	**Issue:** The swim platform shower had water flow, but the spray nozzle was cracked and leaking. **Recommendation:** Replace the spray nozzle. See detailed finding for full recommendation. (B-5)	Hull/Bottom and Running Gear
B-6	Grab rails	**Issue:** Minor movement was present in the port rail. **Recommendation:** The port rail should be monitored for looseness and moisture and removed and re-bedded when necessary. See detailed finding for full recommendation. (B-6)	Deck and Coachroof
B-7	Deck fills / pump-out fittings	**Issue:** The retaining chains were missing at the freshwater and waste fittings. **Recommendation:** Fit retaining chains to prevent loss. See detailed finding for full recommendation. (B-7)	Deck and Coachroof
B-8	Mast step/partner	**Issue:** Wiring was not properly sealed at the mast partner going into the cabin-top. Additionally, some fittings were sealed with electrical tape and could not be inspected. **Recommendation:** Reseal around the electrical connections where they pass through the deck using appropriate fittings and sealant. Also, remove the electrical tape to investigate whether replacement or repairs are necessary. See detailed finding for full recommendation. (B-8) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels*	Standing Rigging
B-9	Cockpit lockers / lazarettes	**Issue:** The fibreglass at the propane locker hinges was cracked and the hinges were loose. **Recommendation:** Repair the cracking and tighten the hinges. See detailed finding for full recommendation. (B-9) *Relevant standards and requirements: ABYC A-1 - Liquefied Petroleum Gas (LPG) Systems*	Cockpit

Finding #	Finding	Issue & recommendation	Section
B-10	LPG locker / valve / regulator area	**Issue:** The seal was coming away, which presented a risk of water ingress. **Recommendation:** Re-secure the seal. See detailed finding for full recommendation. (B-10) *Relevant standards and requirements: ABYC A-1 - Liquefied Petroleum Gas (LPG) Systems*	Cockpit
B-11	Winches and cleats (cabin-top and cockpit)	**Issue:** The self-tailing components were sound. However, the port side winches were stiff. **Recommendation:** Disassemble, clean and lubricate the port cabin-top and port sheet winches. See detailed finding for full recommendation. (B-11)	Cockpit
B-12	Dodger	**Issue:** The zippers were broken on the upper port and starboard sides. **Recommendation:** Replace both zippers. See detailed finding for full recommendation. (B-12)	Cockpit
B-13	Head shower and sump pump	**Issue:** The head floor shower drain required a valve in the cabinet to be turned horizontally and the bilge float to be raised in order to drain the shower water overboard. **Recommendation:** The arrangement should be repaired so the shower can drain without affecting bilge drainage. See detailed finding for full recommendation. (B-13) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels. ABYC H-27 - Seacocks, Thru-Hull Fittings, and Drain Plugs*	Head(s), Shower and Sanitation
B-14	Freshwater pump and accumulator	**Issue:** No sign of leakage was observed, water transfer was observed, the mounting was secure, and accessible hose connections were dry, but the pump took longer than expected to shut off once the taps were closed. **Recommendation:** repair or replace pump. See detailed finding for full recommendation. (B-14) *Relevant standards and requirements: ABYC H-23 - Water Systems on Boats*	Fuel, Water and Waste Systems

Finding #	Finding	Issue & recommendation	Section
B-15	Engine oil	**Issue:** The engine oil appeared somewhat dirty. **Recommendation:** oil should be changed. verify level using manufacturer procedure. assess contamination. confirm service history. See detailed finding for full recommendation. (B-15) *Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels*	Engine, Generator and Drive

BASIS, METHODOLOGY AND LIMITATIONS

Purpose and Scope

This survey was conducted to determine the apparent physical condition and fair market value of the vessel as observed on the date of inspection. The accessible hull, deck, superstructure, interior spaces, spars and rigging, propulsion, and installed components and systems documented in the detailed findings were visually inspected. Any additional testing was limited to procedures expressly recorded in the detailed findings. Electrical scope was limited to the specific electrical items documented in the detailed findings, and no broader electrical-system condition was established. The standards used and their applicability are stated under Applicable Standards below. This report reflects the surveyor's opinion only as to the visible and accessible condition of the vessel on the date of inspection and is intended solely for the client and associated lenders or underwriters. It is not assignable.

Methodology and Limitations

Visual inspection: Only accessible structures and systems were examined. Except for specific procedures recorded in the detailed findings, the inspection did not include core sampling or invasive testing.

Obstructions: Coating buildup, such as epoxy barrier coat and antifouling, corrosion, marine growth, gear, or dirt may have hidden defects.

Electrical and electronic systems were powered where possible. Detailed wiring analysis requires a qualified marine electrical specialist.

Engines, transmissions, drives, and generators were not opened or internally inspected. Inspection by a manufacturer-certified technician is advised.

Tankage was visually inspected where accessible. Filling, pressure testing, and fuel polishing were not performed unless specifically stated. Water leaks were assessed visually only.

No removal of fixed partitions, panels, furniture, or stored gear was performed. Locked or inaccessible areas were not surveyed.

Impedance testing

Impedance testing used Protimeter Aquant. Scale: Relative 0–999. Interpretation: 0–299 low/acceptable; 300–599 elevated; 600–999 high. 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; readings alone do not establish the presence or extent of a defect.

This report reflects the surveyor's professional opinion on visible and accessible conditions only. It is not an inventory, warranty, or guarantee, and does not include naval architectural or stability analysis. Dimensions and weights are from published sources or owner supplied information unless otherwise stated.

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.

Testing the vessel in the water under load shall be referred to with the term "Limited Trial Run". This term has no bearing on the wind or weather conditions, or body of water upon which the vessel was tested, and provides no guarantee of how the vessel will perform under different conditions.

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.
TC TP 1332	Transport Canada's Construction Standards for Small Vessels.
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.
Through-Hull Fitting	A fitting through the hull for an intake, discharge or other penetration; valves or seacocks are fitted where applicable.
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 2005 Beneteau Oceanis 323, a fibreglass, sloop-rigged displacement monohull. Reported specifications listed an overall length of 32'10", a beam of 10'9", a fin keel with a maximum draft of 4'11", and a displacement of 9,568 lb, with reported ballast of 2,414 lb. was fitted with an aluminium mast and an aluminium boom. Total sail area was reported as 484 sq. ft.

Auxiliary power was provided by a YANMAR 2GM20F diesel engine. The engine data plate indicated an output of 11.8 kW. However, the marine propulsion rating was not independently verified. The engine was coupled to a Kanzaki KM2P-1 gearbox, and drove one folding bronze 2-blade propeller through a shaft drive.

Recorded navigation and communication fit-out included VHF radio, magnetic compass, depth sounder, and navigation lights. Testing status and limitations for each item are stated in the Detailed Survey Findings.

The vessel was rated in average overall condition after consideration of its age, equipment, observed condition, and the findings noted in this report, subject to correction of the Type A – Critical, Safety Equipment, and Type B – Needs Attention (Moderate) findings. Refer to the Findings and Recommendations section for details.

GENERAL VESSEL INFORMATION

Vessel Name:	
Year / Make / Model:	2005 Beneteau Oceanis 323
Client / Purchaser:	

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:	32'10"
LWL:	29'2"
Beam:	10'9"
Max draft:	4'11"
Displacement:	9,568 lb
Ballast:	2,414 lb
Total sail area:	484 sq. ft.
Hull type:	Displacement
Keel type:	Fin
Mast material:	Aluminium
Boom material:	Aluminium

PROPULSION DETAILS

Engine:	Make: YANMAR. Model: 2GM20F. Rated power: CONT. RATING 11.8 kW; MAX. OUT PUT 13.4 kW. Serial number:
Engine hours:	1325 hours. Readings observed at inspection; not mechanically verified.
Drive type:	Shaft drive
Transmission / gearbox:	KANZAKI KM2P-1 serial

SURVEY CONDITIONS

Type of Survey:	Pre-purchase survey
Date of Survey Inspection:	- Afloat at dock for the remaining survey and in the slings for bottom inspection

Date of Report:	[redacted]
Location of Survey Inspection:	[redacted]
Persons in Attendance:	[redacted] (Owner), [redacted] (Broker), [redacted] (Buyer)
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:	For the inspection scope and general limitations, see Purpose and Scope and Methodology and Limitations. A Limited Trial Run was performed. Underway operation was limited to the conditions described in this report. Accessible underwater hull surfaces, appendages, and shaft-drive running gear were visually inspected.
Power at time of inspection:	AC power via shore power connection and DC power from the vessel's batteries were both available.
Water at time of inspection:	Freshwater storage contained water. The vessel was not fitted with a shore-water connection.
Weather:	October 16, 2026: Station observation for [redacted] at [redacted] 14:00 UTC: Temperature 18.2°C; wind WSW 7.6 kn; gust 16.7 kn; humidity 74%. Station: Burlington Lift Bridge (12.6 km away). Data source: Environment and Climate Change Canada.

VESSEL DOCUMENTATION DATA

HIN (Hull Identification Number)	[redacted] US- [redacted]
HIN location	Starboard side of transom
TC licence type and number	PCL - [redacted]

DETAILED SURVEY FINDINGS

Limited Trial Run

Conditions: Wind 15 knots north easy; sea state 0.3 metres; location / route Immediately south of [redacted] duration 45 mins; persons aboard 4.

Readings: Max rpm 3000; cruise rpm 2800; coolant temp Unknown; oil pressure Unknown.

Spinnaker and gennaker gear were outside the scope of the limited trial run.

Cold start - Type C – Serviceable (Finding C-1)

Satisfactory during the limited trial run.

Idle quality and warm-up - Type C – Serviceable (Finding C-2)

Satisfactory during the limited trial run.



Idle quality and warm-up

Cooling water discharge at the exhaust - Type C – Serviceable (Finding C-3)

Satisfactory during the limited trial run.



Cooling water discharge at the exhaust

Exhaust quality and smoke at start, cruise and under load - Type C – Serviceable (Finding C-4)

Satisfactory during the limited trial run.

Instruments underway: Depth, speed, wind - Type B – Needs Attention (Moderate) (Finding B-1)

Speed not functioning. Because the speed meter wheel was spinning freely, the electrical connection and the unit itself should be investigated and repaired.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels



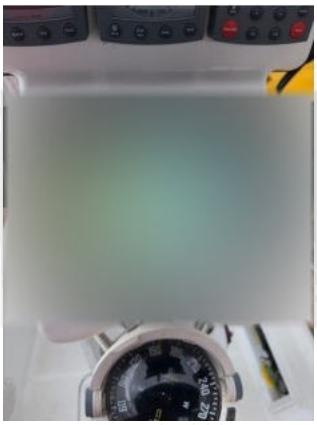
Instruments underway: Depth, speed, wind - photo 1 of 2



Instruments underway: Depth, speed, wind - photo 2 of 2

Chartplotter / GPS and radar - Type C – Serviceable (Finding C-5)

Satisfactory during the limited trial run.



Chartplotter / GPS and radar

Performance under load: Maximum RPM reached against rated RPM - Type C – Serviceable (Finding C-6)

3000 RPM.

Transmission engagement: Forward, neutral, reverse - Type C – Serviceable (Finding C-7)

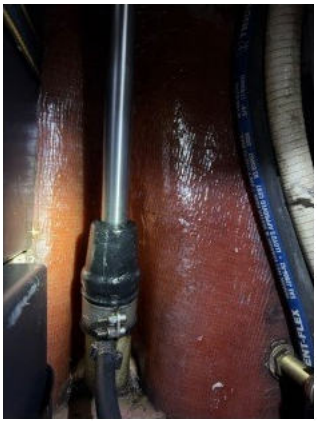
Satisfactory during the limited trial run.

Reverse under load: Shaft and cutless bearing movement - Type C – Serviceable (Finding C-8)

Satisfactory during the limited trial run.

Stuffing box or dripless shaft seal while running - Type C – Serviceable (Finding C-9)

Satisfactory during the limited trial run.



Stuffing box or dripless shaft seal while running

Engine mounts and movement under load - Type C – Serviceable (Finding C-10)

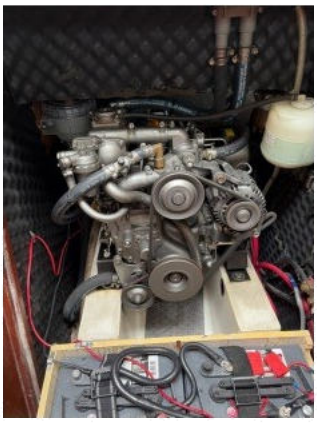
Satisfactory during the limited trial run.



Engine mounts and movement under load

Vibration and noise at cruise - Type C – Serviceable (Finding C-11)

Satisfactory during the limited trial run.



Vibration and noise at cruise

Engine compartment after running: Oil, coolant, fuel, exhaust and raw-water leaks - Type C – Serviceable (Finding C-12)

Satisfactory during the limited trial run.

Steering block to block and helm response - Type C – Serviceable (Finding C-13)

Satisfactory during the limited trial run.

Steering quadrant / tiller arm, cables or hydraulics inspected while operated - NT – Not Tested / Not Verified (Finding NT-1)

These are under a screwed down panel in the cockpit floor and could not be inspected.

Autopilot - Type C – Serviceable (Finding C-14)

Satisfactory during the limited trial run.



Autopilot

Headsail unfurling and furling - Type C – Serviceable (Finding C-15)

Satisfactory during the limited trial run.



Headsail unfurling and furling

Mainsail hoisting and lowering, or in-mast furling - Type C – Serviceable (Finding C-16)

Satisfactory during the limited trial run.

Sail controls: Mainsheet, traveller, boom vang, outhaul, cunningham, backstay adjuster - Type C – Serviceable (Finding C-17)

Satisfactory during the limited trial run.

Sail condition when set: Mainsail and headsail - Type C – Serviceable (Finding C-18)

Satisfactory during the limited trial run.



Sail condition when set: Mainsail and headsail - photo 1 of 2



Sail condition when set: Mainsail and headsail - photo 2 of 2

Blocks, tracks and cars - Type C – Serviceable (Finding C-19)

Satisfactory during the limited trial run.

Winches under load, including self-tailers and handles - Type C – Serviceable (Finding C-20)

Satisfactory during the limited trial run.

Tacking and gybing - Type C – Serviceable (Finding C-21)

Satisfactory during the limited trial run.

Rig under load: Shroud tension and mast movement - Type C – Serviceable (Finding C-22)

Satisfactory during the limited trial run.

Handling and tracking at cruise - Type C – Serviceable (Finding C-23)

Satisfactory during the limited trial run.

Toilets: Flushing, macerator, holding tank - Type C – Serviceable (Finding C-24)

Satisfactory during the limited trial run.

Freshwater pump and pressure system - Type C – Serviceable (Finding C-25)

Satisfactory during the limited trial run.

Bilge after running - Type C – Serviceable (Finding C-26)

Satisfactory during the limited trial run.

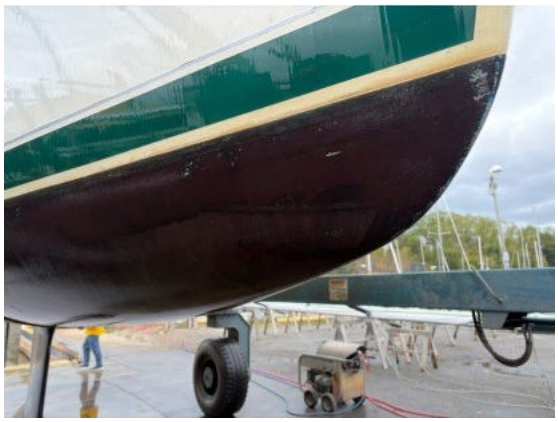
Engine shutdown - Type C – Serviceable (Finding C-27)

Satisfactory during the limited trial run.

Hull/Bottom and Running Gear

Hull condition (below the waterline) - Type C – Serviceable (Finding C-28)

The hull below the waterline showed 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



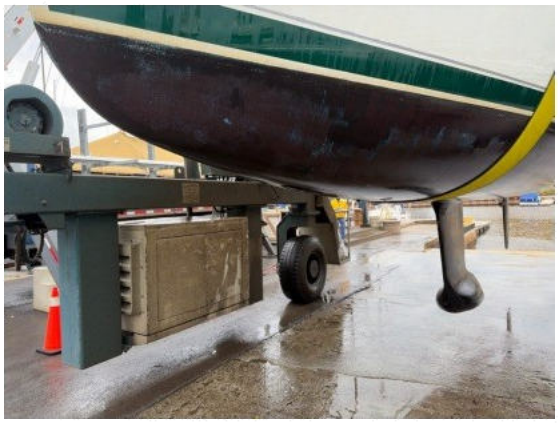
Hull condition (below the waterline) - photo 3 of 6



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

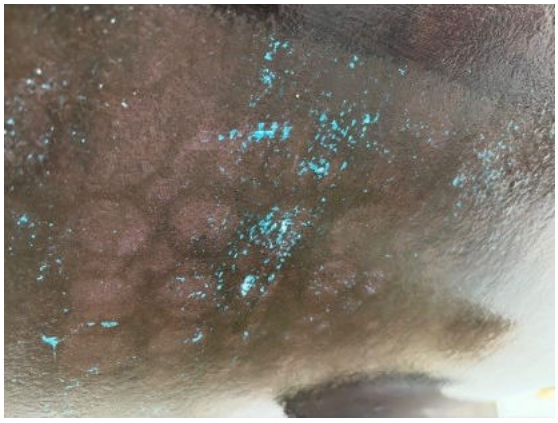
Antifouling and barrier coats - Type B – Needs Attention (Moderate) (Finding B-2)

The antifouling was in serviceable condition but was worn in places, which reduced its effectiveness. Pending discovery of the original coating and sourcing anti-fouling which will adhere, individual areas should be sanded and recoated with compatible antifouling.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels



Antifouling and barrier coats - photo 1 of 2



Antifouling and barrier coats - photo 2 of 2

Hull percussion testing - Type C – Serviceable (Finding C-29)

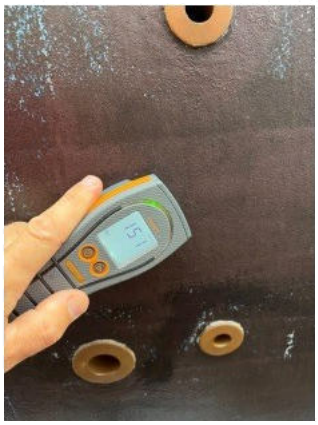
Percussion testing was carried out on the hull by lightly striking the surface with a sounding hammer. The response produced a clear and even tone throughout, which was consistent with solid laminate.

Hull impedance testing - Type C – Serviceable (Finding C-30)

Readings for the hull ranged from 127 to 192. These readings fell within the low/acceptable band defined in the survey introduction.



Hull impedance testing - photo 1 of 6



Hull impedance testing - photo 2 of 6



Hull impedance testing - photo 3 of 6



Hull impedance testing - photo 4 of 6



Hull impedance testing - photo 5 of 6



Hull impedance testing - photo 6 of 6

Bow thruster - N/A – Not Applicable

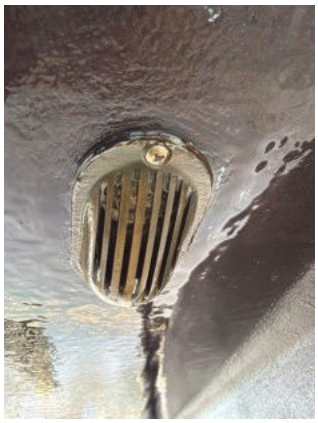
No bow thruster was installed on this vessel.

Exterior through-hulls and strainers - Type C – Serviceable (Finding C-31)

The seven exterior through-hulls and strainers were solidly affixed and free of debris.



Exterior through-hulls and strainers - photo 1 of 4



Exterior through-hulls and strainers - photo 2 of 4



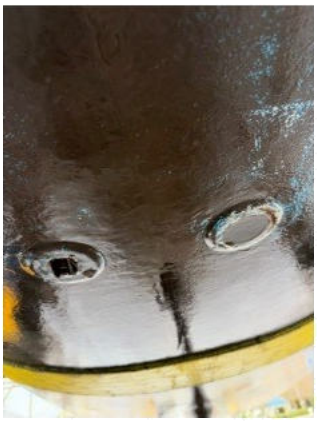
Exterior through-hulls and strainers - photo 3 of 4



Exterior through-hulls and strainers - photo 4 of 4

Depth transducer and speed wheel - Type C – Serviceable (Finding C-32)

The speed wheel and one depth transducer were solidly affixed, free of antifouling, and free of marine growth.



Depth transducer and speed wheel

Keel and keel-hull joint - Type B – Needs Attention (Moderate) (Finding B-3)

The keel-hull joint had repaired cracking at its forward edge. This may have been caused by keel bolts that were not properly torqued. This may be caused by keel bolts which are not properly torqued. Recommend torquing the keel bolts.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels



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-33)

The propeller shaft appeared true and rotated smoothly.

Skeg condition - Type C – Serviceable (Finding C-34)

The skeg was fibreglass and appeared to be in good condition.



Skeg condition - photo 1 of 2



Skeg condition - photo 2 of 2

Cutless bearing - Type C – Serviceable (Finding C-35)

The cutless bearing had no visible wear and very little play.



Cutless bearing

Propeller condition - Type C – Serviceable (Finding C-36)

The vessel was fitted with one folding bronze 2-blade propeller. Minor corrosion typical of age was present, and the correct nuts and pins were in place. The propeller appeared serviceable.



Propeller condition - photo 1 of 2



Propeller condition - photo 2 of 2

Rudder condition - Type C – Serviceable (Finding C-37)

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-38)

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

Rudder impedance testing - Type C – Serviceable (Finding C-39)

Most readings for the rudder ranged from 155 to 156. These readings fell within the low/acceptable band defined in the survey introduction and were not considered concerning. An outlier reading at the bottom edge (393) fell within the elevated band and should be monitored or investigated in context.



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.

Exhaust discharge position and condition - Type C – Serviceable (Finding C-40)

The exhaust discharge was properly bedded and affixed, with no stress cracks and light carbon staining. The carbon staining should be cleaned.



Exhaust discharge position and condition

Hull condition above the waterline - Type C – Serviceable (Finding C-41)

The hull above the waterline appeared to be in good condition, with oxidation typical of its age and minor impact damage at the bow consistent with dock contact or impacts from floating debris.



Hull condition above the waterline - photo 1 of 7



Hull condition above the waterline - photo 2 of 7



Hull condition above the waterline - photo 3 of 7



Hull condition above the waterline - photo 4 of 7



Hull condition above the waterline - photo 5 of 7



Hull condition above the waterline - photo 6 of 7



Hull condition above the waterline - photo 7 of 7

Hull side windows / portholes - Type C – Serviceable (Finding C-42)

The two hull side windows and one porthole were intact and well seated, with no discernible crazing.



Hull side windows / portholes - photo 1 of 3



Hull side windows / portholes - photo 2 of 3



Hull side windows / portholes - photo 3 of 3

Transom condition - Type C – Serviceable (Finding C-43)

The transom was in serviceable condition with minor scratches. Minor damage was present at the port and starboard edges.



Transom condition - photo 1 of 3



Transom condition - photo 2 of 3



Transom condition - photo 3 of 3

Swim platform - Type B – Needs Attention (Moderate) (Finding B-4)

The swim platform was in serviceable condition and integrated with the transom. The teak required refinishing for improved appearance. Repair wood accordingly and refinish.



Swim platform - photo 1 of 2



Swim platform - photo 2 of 2

Swim ladder - Type C – Serviceable (Finding C-44)

The swim ladder was in serviceable condition and lowered and raised easily.

Swim platform shower - Type B – Needs Attention (Moderate) (Finding B-5)

The swim platform shower had water flow, but the spray nozzle was cracked and leaking. Replace the spray nozzle.



Swim platform shower

Hull/deck joint and rubrail - Type C – Serviceable (Finding C-45)

The hull/deck joint and rubrail were solidly affixed throughout.



Hull/deck joint and rubrail

Deck and Coachroof



Deck and coachroof photos - photo 1 of 3



Deck and coachroof photos - photo 2 of 3



Deck and coachroof photos - photo 3 of 3

Deck and coachroof condition - Type C – Serviceable (Finding C-46)

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

Deck and coachroof percussion testing - Type C – Serviceable (Finding C-47)

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

Deck and coachroof impedance testing - Type C – Serviceable (Finding C-48)

Readings for the deck and coachroof ranged from 83 to 146. These readings fell within the low/acceptable band defined in the survey introduction.



Deck and coachroof impedance testing - photo 1 of 13



Deck and coachroof impedance testing - photo 2 of 13



Deck and coachroof impedance testing - photo 3 of 13



Deck and coachroof impedance testing - photo 4 of 13



Deck and coachroof impedance testing - photo 5 of 13



Deck and coachroof impedance testing - photo 6 of 13



Deck and coachroof impedance testing - photo 7 of 13



Deck and coachroof impedance testing - photo 8 of 13



Deck and coachroof impedance testing - photo 9 of 13



Deck and coachroof impedance testing - photo 10 of 13



Deck and coachroof impedance testing - photo 11 of 13



Deck and coachroof impedance testing - photo 12 of 13



Deck and coachroof impedance testing - photo 13 of 13

Pulpit - Type C – Serviceable (Finding C-49)

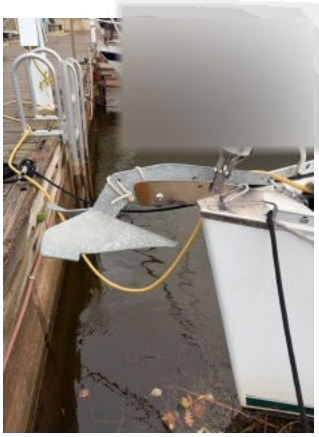
The pulpit was solidly attached, with no stress cracks at the bases.



Pulpit

Primary anchor / chain / rode - Type C – Serviceable (Finding C-50)

The primary anchor was a Plow, was properly sized and secured, and the chain and rode were adequate.



Primary anchor / chain / rode

Bow roller - Type C – Serviceable (Finding C-51)

The bow roller was intact, and the roller turned freely.



Bow roller

Windlass - N/A – Not Applicable

No windlass was installed on this vessel.

Anchor locker - Type C – Serviceable (Finding C-52)

The anchor locker lid was secure, the hinges appeared to operate normally, the drain was clear, and the bitter end was secured. Minor spider cracks were observed and should be monitored for water ingress and softness.



Anchor locker - photo 1 of 2



Anchor locker - photo 2 of 2

Outside deck hatches, windows and portholes - Type C – Serviceable (Finding C-53)

The two outside deck hatches, two windows and six portholes had seals in good condition, and very little crazing was present. The aft deck hatch had minor damage to a hinge. The damaged hinge should be monitored and replaced if required.



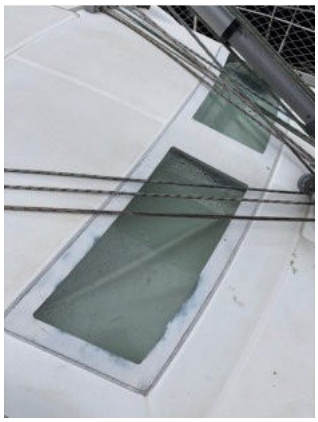
Outside deck hatches, windows and portholes - photo 1 of 6



Outside deck hatches, windows and portholes - photo 2 of 6



Outside deck hatches, windows and portholes - photo 3 of 6



Outside deck hatches, windows and portholes - photo 4 of 6



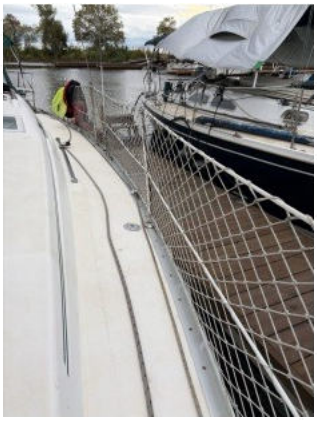
Outside deck hatches, windows and portholes - photo 5 of 6



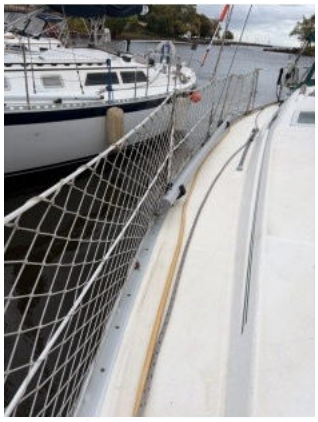
Outside deck hatches, windows and portholes - photo 6 of 6

Stanchions - Type C – Serviceable (Finding C-54)

The lifeline stanchions were solidly mounted, the lifelines were serviceable, and the pelican clips appeared to be functional.



Stanchions - photo 1 of 2



Stanchions - photo 2 of 2

Grab rails - Type B – Needs Attention (Moderate) (Finding B-6)

The teak grab rails were well finished. Movement was present in the port rail. The port rail should be monitored for looseness and moisture and removed and re-bedded when necessary.



Grab rails - photo 1 of 5



Grab rails - photo 2 of 5



Grab rails - photo 3 of 5



Grab rails - photo 4 of 5



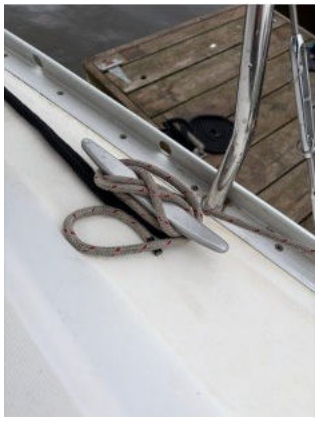
Grab rails - photo 5 of 5

Mooring cleats and chocks - Type C – Serviceable (Finding C-55)

The mooring cleats and chocks were firmly affixed, with no cracks at their bases. No amidships cleats were installed. The owner may wish to install track-mounted cleats.



Mooring cleats and chocks - photo 1 of 3



Mooring cleats and chocks - photo 2 of 3



Mooring cleats and chocks - photo 3 of 3

Toerail / gunwale - Type C – Serviceable (Finding C-56)

The toerail was aluminium, with no visible separation at the aluminium cover of the hull/deck joint.



Toerail / gunwale

Deck fills / pump-out fittings - Type B – Needs Attention (Moderate) (Finding B-7)

The deck-fill and pump-out fittings were labelled correctly, and their caps were in place. The retaining chain was missing at the freshwater and waste fittings. Fit retaining chains to prevent loss.



Deck fills / pump-out fittings - photo 1 of 3



Deck fills / pump-out fittings - photo 2 of 3



Deck fills / pump-out fittings - photo 3 of 3

Shore water hookup - N/A – Not Applicable

No shore water hookup was installed on this vessel.

Arch condition and equipment - N/A – Not Applicable

An arch was not fitted on this vessel.

Standing Rigging

Mast condition - NT – Not Tested / Not Verified (Finding NT-2)

As viewed from the deck, the mast showed no visible signs of released fittings, malfunction or bending. The mast must be observed after removal from the boat to corroborate these findings.



Mast condition

Mast step/partner - Type B – Needs Attention (Moderate) (Finding B-8)

The mast step/partner was solidly affixed to the deck, and its blocks and pins were correctly installed and appeared functional. The electrical connections passing through the deck were not properly sealed. Some electrical connections were covered with tape, and their condition could not be accurately ascertained. Reseal around the electrical connections where they pass through the deck using appropriate fittings and sealant. Also, remove the electrical tape to investigate whether replacement or repairs are necessary.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels



Mast step/partner - photo 1 of 2



Mast step/partner - photo 2 of 2

Spreaders - Type C – Serviceable (Finding C-57)

The spreaders, as seen from the deck, had integrated ends and no visible issues.



Spreaders

Masthead fitting and sheaves - NT – Not Tested / Not Verified (Finding NT-3)

The masthead fitting and sheaves were not tested. They should be checked when the mast is unstepped.

Boom and gooseneck - Type C – Serviceable (Finding C-58)

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



Boom and gooseneck

Port shrouds, swages, turnbuckles and retaining pins - Type C – Serviceable (Finding C-59)

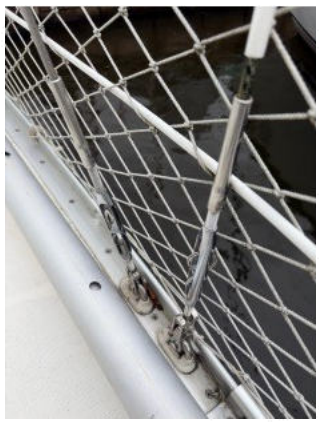
The port shrouds had no visible corrosion or broken strands in the wire, were secured to deck-mounted half rings, and had serviceable turnbuckles with retaining pins in place.



Port shrouds, swages, turnbuckles and retaining pins

Starboard shrouds, swages, turnbuckles and retaining pins - Type C – Serviceable (Finding C-60)

The starboard shrouds had no visible corrosion or broken strands in the wire, the deck-mounted half rings and turnbuckles were serviceable, and the retaining pins were in place.



Starboard shrouds, swages, turnbuckles and retaining pins

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

The forestay was not tested and was hidden by the furling foil and furled headsail, limiting visual inspection. All retaining pins appeared in place.



Forestay

Boom vang, outhaul and reefing - Type A – Critical (Finding A-1)

The boom vang, outhaul and reefing controls appeared to run smoothly, and the control lines and tackle were serviceable. As is typical for many boats, no cunningham was installed. However, no reefing line was installed. Installation of a reefing line was recommended to support safe sailing in heavier winds.



Boom vang, outhaul and reefing - photo 1 of 3



Boom vang, outhaul and reefing - photo 2 of 3



Boom vang, outhaul and reefing - photo 3 of 3

Jib/genoa furler, furling line and tackle - Type C – Serviceable (Finding C-61)

The jib/genoa furling line and tackle ran through blocks attached to the stanchions, appeared functional, and ran smoothly. Verification under safe operating conditions was recommended. Some minor fraying in the furling line was present at the furler, and replacement in the next season or two may be appropriate.



Jib/genoa furler, furling line and tackle - photo 1 of 3



Jib/genoa furler, furling line and tackle - photo 2 of 3



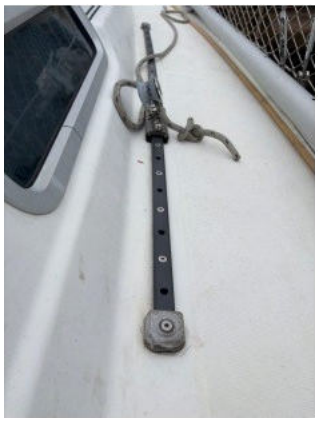
Jib/genoa furler, furling line and tackle - photo 3 of 3

Jib cars and tracks - Type C – Serviceable (Finding C-62)

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



Jib cars and tracks - photo 1 of 2



Jib cars and tracks - photo 2 of 2

Halyards - Type C – Serviceable (Finding C-63)

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



Halyards - photo 1 of 2



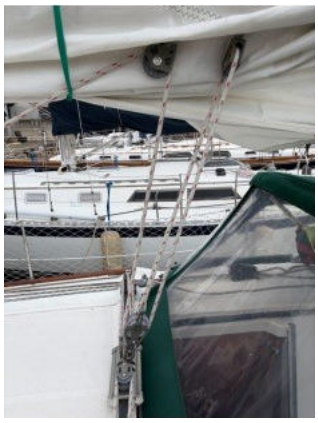
Halyards - photo 2 of 2

Main sheet and tackle - Type C – Serviceable (Finding C-64)

The main sheet and tackle were sufficiently pliable, showed very little fraying, and had a functional clutch.



Main sheet and tackle - photo 1 of 2



Main sheet and tackle - photo 2 of 2

Traveller, car and tackle - Type C – Serviceable (Finding C-65)

The traveller car and tackle appeared to function properly, the stops at each side were solid, and the cam cleats on each side appeared to function properly.



Traveller, car and tackle

Deck organizers, blocks, fairleads and clutches - Type C – Serviceable (Finding C-66)

The deck organizers, blocks, fairleads and clutches had no stress cracks at their bases. All blocks were intact and appeared to function properly, and the equipment ran smoothly.



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



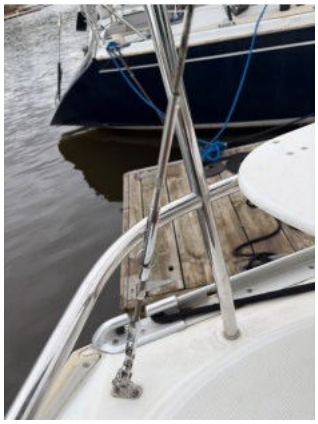
Deck organizers, blocks, fairleads and clutches - photo 2 of 2

Backstay - Type C – Serviceable (Finding C-67)

The backstay was split. The chainplates, turnbuckles, swages and pins were in serviceable condition.



Backstay - photo 1 of 2



Backstay - photo 2 of 2

Cockpit



Cockpit photos

Cockpit sole - Type C – Serviceable (Finding C-68)

The cockpit sole was in serviceable condition with no discernible damage or repairs.



Cockpit sole

Cockpit percussion testing - Type C – Serviceable (Finding C-69)

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

Cockpit impedance testing - Type C – Serviceable (Finding C-70)

Cockpit readings ranged from 71 to 128 and fell within the low/acceptable band defined in the survey introduction.



Cockpit impedance testing - photo 1 of 4



Cockpit impedance testing - photo 2 of 4



Cockpit impedance testing - photo 3 of 4



Cockpit impedance testing - photo 4 of 4

Cockpit seating / benches / coamings - Type C – Serviceable (Finding C-71)

The cockpit seating, benches and coamings were in serviceable condition, with the teak recently finished and no cracking.



Cockpit seating / benches / coamings - photo 1 of 3



Cockpit seating / benches / coamings - photo 2 of 3



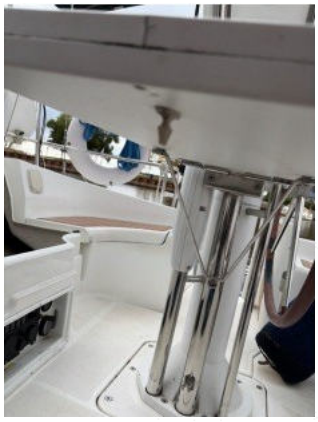
Cockpit seating / benches / coamings - photo 3 of 3

Cockpit table - Type C – Serviceable (Finding C-72)

The plastic cockpit table was raised and lowered easily, and its hinges were solidly attached.



Cockpit table - photo 1 of 2



Cockpit table - photo 2 of 2

Cockpit lockers / lazarettes - Type B – Needs Attention (Moderate) (Finding B-9)

The cockpit locker and lazarette lids were in serviceable condition. However, the propane locker hinges were loose, with cracking at the hinges. Repair the cracking and tighten the hinges.

Relevant standards and requirements: ABYC A-1 - Liquefied Petroleum Gas (LPG) Systems



Cockpit lockers / lazarettes - photo 1 of 3



Cockpit lockers / lazarettes - photo 2 of 3



Cockpit lockers / lazarettes - photo 3 of 3

Cockpit drains / scuppers / hoses - Type C – Serviceable (Finding C-73)

The cockpit drains were functional, and the openings were clear.



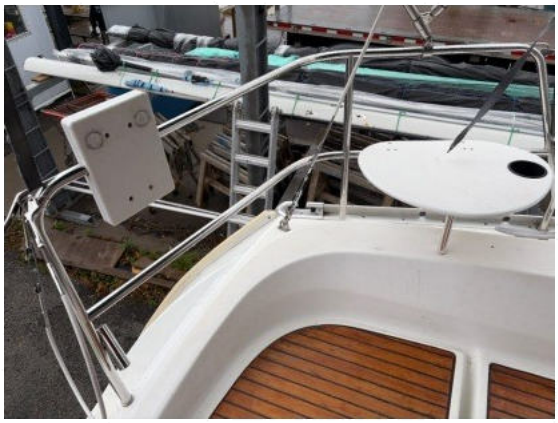
Cockpit drains / scuppers / hoses

Pushpit - Type C – Serviceable (Finding C-74)

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



Pushpit - photo 1 of 3



Pushpit - photo 2 of 3



Pushpit - photo 3 of 3

LPG locker / valve / regulator area - Type B – Needs Attention (Moderate) (Finding B-10)

The LPG locker, valve and regulator area had undamaged tubing, connections, regulator and gauge, and the drain appeared clear. The seal was coming away, which presented a risk of water ingress. Re-secure the seal.

Relevant standards and requirements: ABYC A-1 - Liquefied Petroleum Gas (LPG) Systems



LPG locker / valve / regulator area - photo 1 of 3



LPG locker / valve / regulator area - photo 2 of 3



LPG locker / valve / regulator area - photo 3 of 3

Stereo and speakers - Type C – Serviceable (Finding C-75)

Two Poly-Planar speakers were located in the cockpit. The stereo system powered up, and audio output was heard.



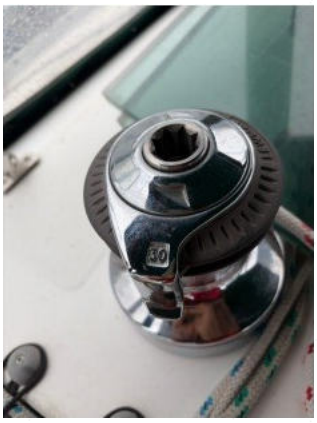
Stereo and speakers - photo 1 of 2



Stereo and speakers - photo 2 of 2

Winches and cleats (cabin-top and cockpit) - Type B – Needs Attention (Moderate) (Finding B-11)

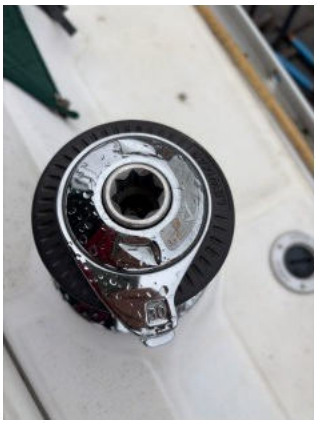
Two Lewmar size 30, two-speed, self-tailing cabin-top winches, one port and one starboard, and two Lewmar size 30, two-speed, self-tailing sheet winches, one port and one starboard, were fitted. The self-tailing components were sound. The port cabin-top winch and port sheet winch were stiff and required disassembly, cleaning and lubrication.



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

Dodger - Type B – Needs Attention (Moderate) (Finding B-12)

The dodger windows appeared clear, with no tears, and the stitching was intact. Replace both zippers.



Dodger - photo 1 of 3



Dodger - photo 2 of 3



Dodger - photo 3 of 3

Bimini - Type C – Serviceable (Finding C-76)

The Bimini zippers appeared functional, the frame was secure, and the fabric was in serviceable condition.



Bimini - photo 1 of 2



Bimini - photo 2 of 2

Engine Gauges and Cockpit Instrumentation

Binnacle / pedestal - Type C – Serviceable (Finding C-77)

The binnacle pedestal was securely mounted to the cabin sole.



Binnacle / pedestal

Compass - Type C – Serviceable (Finding C-78)

The Plastimo Olympic 135 compass at the binnacle was unclouded. Deviation was not confirmed.



Compass

Cabin and Conveniences

Companionway - Type C – Serviceable (Finding C-79)

The companionway top lid opened and closed smoothly, and the acrylic washboards were in good condition.



Companionway - photo 1 of 2



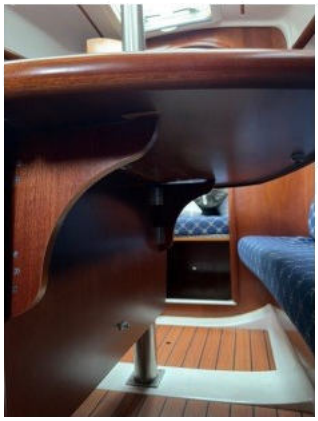
Companionway - photo 2 of 2

Salon table - Type C – Serviceable (Finding C-80)

The salon table was solidly affixed, its leaves raised and lowered easily, and its finish was well maintained.



Salon table - photo 1 of 2



Salon table - photo 2 of 2

Cabin stereo and speakers - Type C – Serviceable (Finding C-81)

The stereo system included a Fusion MS-RA70 controller in the cabin. In addition to the two speakers in the cockpit, speaker details included two Sony XS-MP61 speakers in the cabin. The stereo powered up, the controls responded, and audio output was heard.



Cabin stereo and speakers - photo 1 of 3



Cabin stereo and speakers - photo 2 of 3



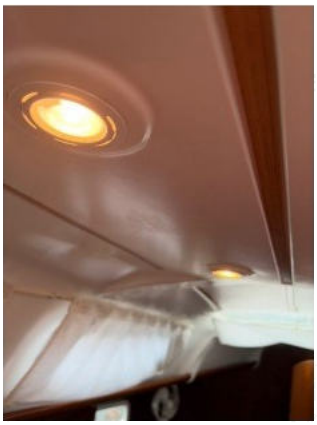
Cabin stereo and speakers - photo 3 of 3

Air conditioning - N/A – Not Applicable

No air conditioning was installed on this vessel.

Cabin lighting - Type C – Serviceable (Finding C-82)

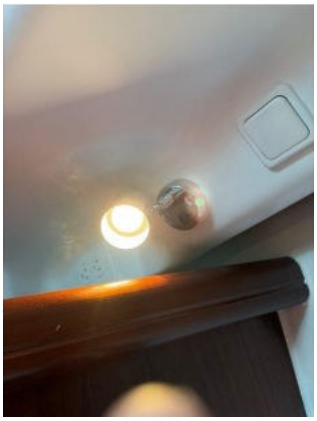
The cabin lights illuminated and the switches responded.



Cabin lighting - photo 1 of 6



Cabin lighting - photo 2 of 6



Cabin lighting - photo 3 of 6



Cabin lighting - photo 4 of 6



Cabin lighting - photo 5 of 6



Cabin lighting - photo 6 of 6

Overhead / headliner condition - Type C – Serviceable (Finding C-83)

The ceiling was in serviceable condition with minor scuffs typical of age.



Overhead / headliner condition - photo 1 of 3



Overhead / headliner condition - photo 2 of 3



Overhead / headliner condition - photo 3 of 3

Upholstery condition - Type C – Serviceable (Finding C-84)

The upholstery was serviceable, with intact fabric and seams.

Signs of water ingress - Type C – Serviceable (Finding C-85)

No signs of water ingress were observed, and the accessible areas were dry.

Port chainplates (interior) - NT – Not Tested / Not Verified (Finding NT-5)

The interior chainplates were not visible from the cabin, and their condition could not be assessed.

Starboard chainplates (interior) - NT – Not Tested / Not Verified (Finding NT-6)

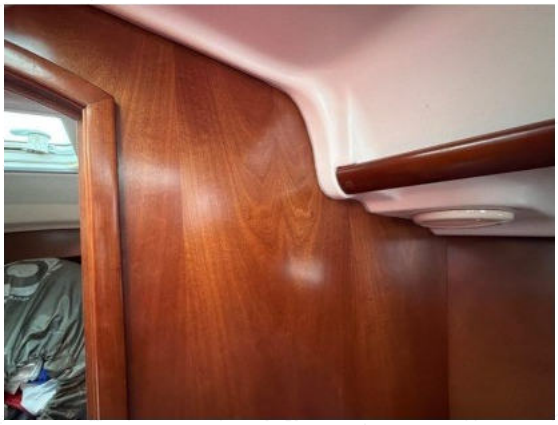
The interior chainplates were not visible from the cabin, and their condition could not be assessed.

Bulkheads - Type C – Serviceable (Finding C-86)

The bulkheads appeared solid without movement, and accessible surfaces were sound.



Bulkheads - photo 1 of 4



Bulkheads - photo 2 of 4



Bulkheads - photo 3 of 4



Bulkheads - photo 4 of 4

Cabin accessible bilge, stringers and ribs - Type C – Serviceable (Finding C-87)

The cabin-accessible bilge contained no water, and the visible stringers and ribs appeared to be in good condition. The view of the stringers and ribs from the cabin was limited, but no indication of damage potentially caused by a hard grounding was observed.



Cabin accessible bilge, stringers and ribs - photo 1 of 2



Cabin accessible bilge, stringers and ribs - photo 2 of 2

Keel bolts - Type C – Serviceable (Finding C-88)

The keel bolts had nuts and washers present, with 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



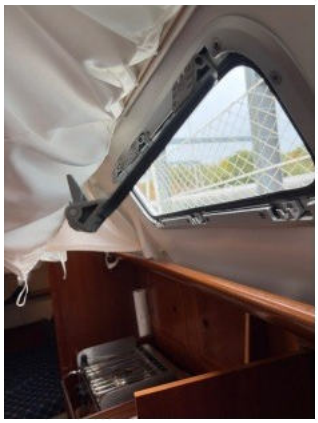
Keel bolts - photo 2 of 2

Interior hatches, windows and portholes - Type C – Serviceable (Finding C-89)

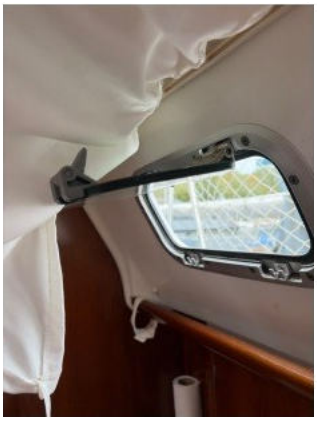
The two hatches, two windows and seven portholes appeared to open and close as expected, with hardware that appeared functional, seals in good condition and no leakage. The window acrylic had minimal crazing.



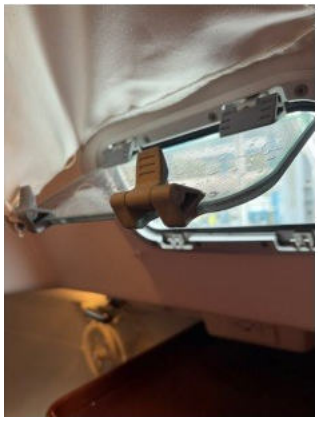
Interior hatches, windows and portholes - photo 1 of 11



Interior hatches, windows and portholes - photo 2 of 11



Interior hatches, windows and portholes - photo 3 of 11



Interior hatches, windows and portholes - photo 4 of 11



Interior hatches, windows and portholes - photo 5 of 11



Interior hatches, windows and portholes - photo 6 of 11



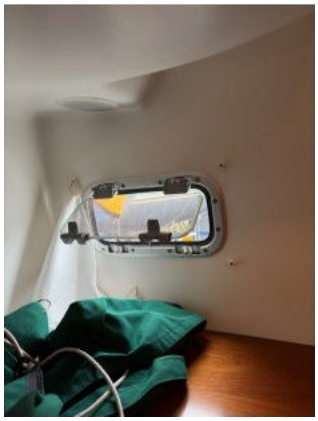
Interior hatches, windows and portholes - photo 7 of 11



Interior hatches, windows and portholes - photo 8 of 11



Interior hatches, windows and portholes - photo 9 of 11



Interior hatches, windows and portholes - photo 10 of 11



Interior hatches, windows and portholes - photo 11 of 11

Woodwork, doors and framing - Type C – Serviceable (Finding C-90)

The woodwork, doors and framing were in serviceable condition with secure attachments, and the hinges and latches appeared to operate. Minor finish wear was present.



Woodwork, doors and framing - photo 1 of 5



Woodwork, doors and framing - photo 2 of 5



Woodwork, doors and framing - photo 3 of 5



Woodwork, doors and framing - photo 4 of 5



Woodwork, doors and framing - photo 5 of 5

Drawers, cabinets and storage - Type C – Serviceable (Finding C-91)

The galley drawers opened and closed smoothly, the cabinet hinges were solidly affixed, and the hinges and latches appeared to operate normally.



Drawers, cabinets and storage - photo 1 of 5



Drawers, cabinets and storage - photo 2 of 5



Drawers, cabinets and storage - photo 3 of 5



Drawers, cabinets and storage - photo 4 of 5



Drawers, cabinets and storage - photo 5 of 5

Cabin Instruments

VHF - PO – Powered Up Only (Finding PO-1)

The Icom IC-M402 VHF radio powered up but was not tested. Its operation should be verified under appropriate test conditions.



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 was not tested because the owner was not present. It should be tested under well-ventilated conditions to confirm proper operation.



Stove and oven - photo 1 of 2



Stove and oven - photo 2 of 2

Refrigeration - Type C – Serviceable (Finding C-92)

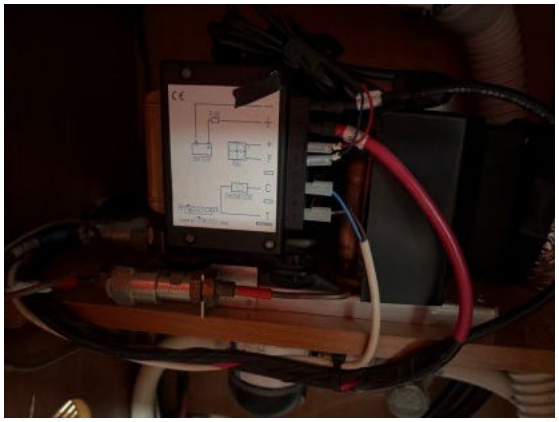
The Frigoboat F51135 refrigerator, serial number [redacted] was rated at 12 V, powered up, and cooling was observed. Cooling performance was not established.



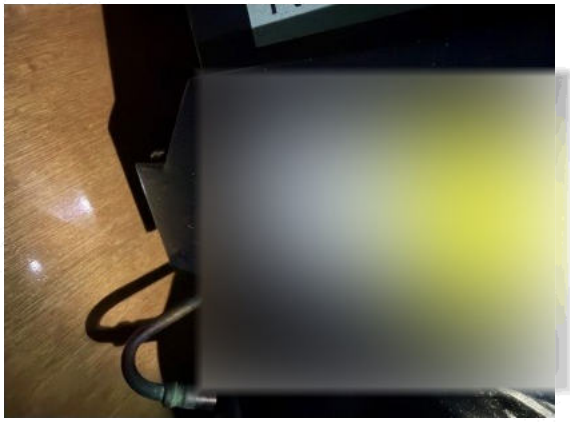
Refrigeration - photo 1 of 4



Refrigeration - photo 2 of 4



Refrigeration - photo 3 of 4



Refrigeration - photo 4 of 4

Microwave - N/A – Not Applicable

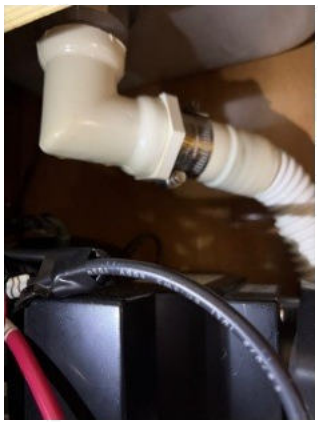
No microwave was installed on this vessel.

Galley sink, faucet and drain - Type C – Serviceable (Finding C-93)

The galley sink was in serviceable condition, the faucet appeared to work properly, the drain had no leaks, and the drain seacock was solidly affixed and opened and closed 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

Galley counter and surfaces - Type C – Serviceable (Finding C-94)

The galley counter and surfaces were in serviceable condition.



Galley counter and surfaces

Head(s), Shower and Sanitation

Toilet and seacock - Type C – Serviceable (Finding C-95)

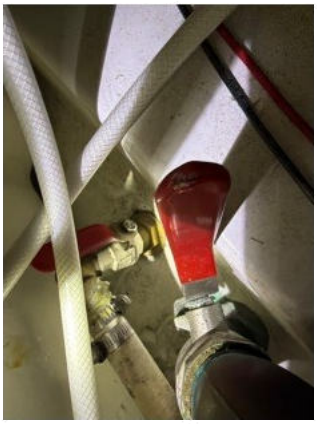
The toilet appeared to work as expected, and the seacock was securely attached and turned on and off easily.



Toilet and seacock - photo 1 of 3



Toilet and seacock - photo 2 of 3



Toilet and seacock - photo 3 of 3

Head sink, faucet, drain and seacock - Type C – Serviceable (Finding C-96)

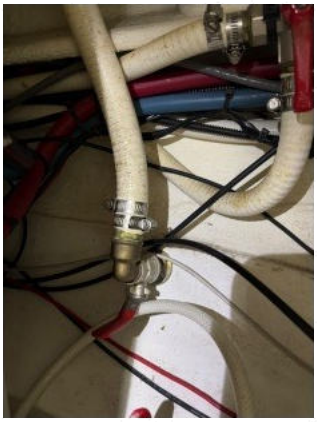
The head faucet, sink and drain were in serviceable condition. The faucet appeared to work properly, the drain had no leaks, and the drain seacock was solidly affixed and opened and closed easily.



Head sink, faucet, drain and seacock - photo 1 of 3



Head sink, faucet, drain and seacock - photo 2 of 3



Head sink, faucet, drain and seacock - photo 3 of 3

Head shower and sump pump - Type B – Needs Attention (Moderate) (Finding B-13)

The evacuation pump appeared to work properly. The drain seacock was firmly affixed and turned easily. The head floor shower drain required a valve in the cabinet to be turned horizontally and the bilge float to be raised. This arrangement presented a risk of the valve being left in the incorrect position after shower use, which could make the bilge pump non-functional. The arrangement should be repaired so the shower can drain without affecting bilge drainage.

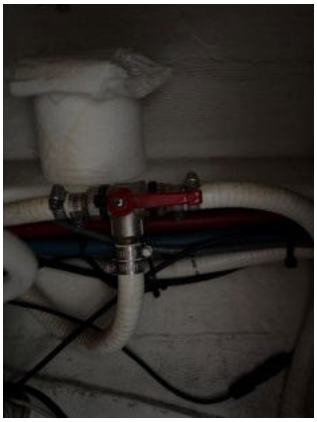
Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels. ABYC H-27 - Seacocks, Thru-Hull Fittings, and Drain Plugs



Head shower and sump pump - photo 1 of 3



Head shower and sump pump - photo 2 of 3



Head shower and sump pump - photo 3 of 3

Fuel, Water and Waste Systems

Fuel tank - NT – Not Tested / Not Verified (Finding NT-8)

The single fuel tank was located in the transom behind a screwed-down panel and was not tested.

Freshwater tank and plumbing - Type C – Serviceable (Finding C-97)

The single polyethylene freshwater tank under the forepeak bed had proper potable-water-grade plumbing, and no leaks were detected.



Freshwater tank and plumbing - photo 1 of 2

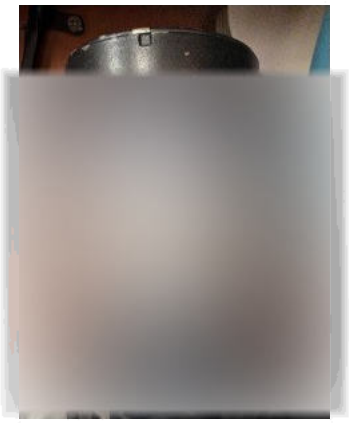


Freshwater tank and plumbing - photo 2 of 2

Freshwater pump and accumulator - Type B – Needs Attention (Moderate) (Finding B-14)

The SHURflo freshwater pump, model 2095-433-244, was rated at 12 V DC and 3.3 GPM (12.4 L/MIN). No sign of leakage was observed, water transfer was observed, the mounting was secure, and accessible hose connections were dry, but the pump took longer than expected to shut off once the taps were closed. The pump should be repaired or replaced.

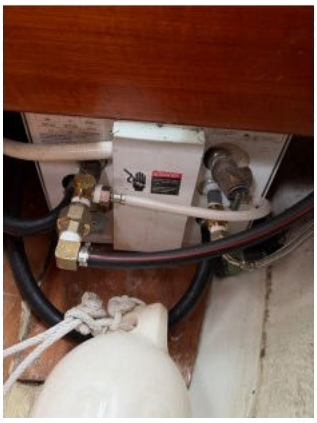
Relevant standards and requirements: ABYC H-23 - Water Systems on Boats



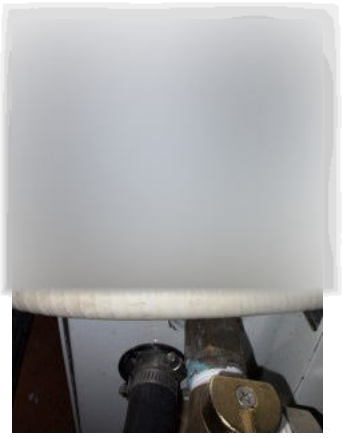
Freshwater pump and accumulator

Hot water tank - Type C – Serviceable (Finding C-98)

The Atwood EHM6-SM hot water tank, model EHM6-SM, rated 120 V A.C. And 6.0 GAL / 22.7 LTR, serial was located under the starboard cockpit locker and appeared to be properly wired. The temperature-and-pressure relief valve discharge was routed to the bilge away from electrical components. The unit was heated by 120 volt and/or engine coolant recirculation, and the water appeared to heat when the unit was energized.



Hot water tank - photo 1 of 2



Hot water tank - photo 2 of 2

Black water tank and plumbing - Type C – Serviceable (Finding C-99)

The plastic black water tank was in serviceable condition and had proper sanitary hose and connections, with no signs of leakage or odour.

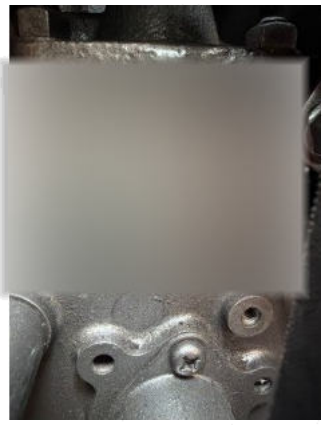


Black water tank and plumbing

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.

Nameplate photographs



Engine nameplate



Gearbox nameplate

Recorded nameplate data
Engine: YANMAR 2GM20F
Serial number:
Identification source: Nameplate

Recorded nameplate data
Make: KANZAKI
Model: KM2P-1
Serial number:
Nameplate details: Gear ratio 2.62, Oil SAE 20/30 HD, Oil quantity 0.30 L

Engine general condition - Type C – Serviceable (Finding C-100)

The accessible engine surfaces were clean, and the engine appeared well maintained.

Engine hours

1325 hours



Engine hours

Bilge condition - Type C – Serviceable (Finding C-101)

The bilge was clean and dry.



Bilge condition

Engine compartment ventilation blower - N/A – Not Applicable

No engine compartment ventilation blower was installed on this vessel.

Engine oil - Type B – Needs Attention (Moderate) (Finding B-15)

The engine oil appeared somewhat dirty. The vessel was on a cradle, so the oil level could not be ascertained. The oil should be changed, its level verified using the manufacturer's procedure, contamination assessed, and service history confirmed.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels



Engine oil

Gear oil - Type C – Serviceable (Finding C-102)

The gear oil was at the correct level and appeared clean.



Gear oil

Engine coolant - Type C – Serviceable (Finding C-103)

The engine coolant looked clean and was at the correct level.



Engine coolant

Belts and pulleys - Type C – Serviceable (Finding C-104)

The belts appeared to have the correct tension and were free of fraying.



Belts and pulleys

Engine mounts - Type C – Serviceable (Finding C-105)

The engine mounts showed no visible cracking or degradation.



Engine mounts - photo 1 of 4



Engine mounts - photo 2 of 4



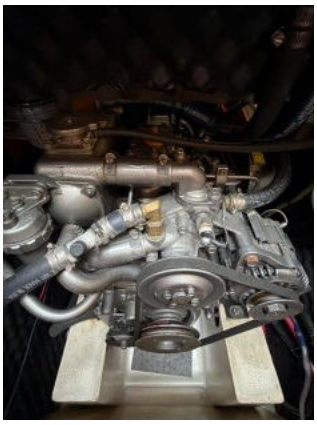
Engine mounts - photo 3 of 4



Engine mounts - photo 4 of 4

Engine hoses - Type C – Serviceable (Finding C-106)

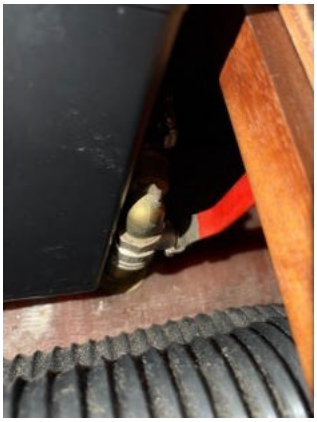
The engine hoses were in serviceable condition, with proper hose clamps in place and tight connections.



Engine hoses

Cooling water intake seacock and strainer - Type C – Serviceable (Finding C-107)

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



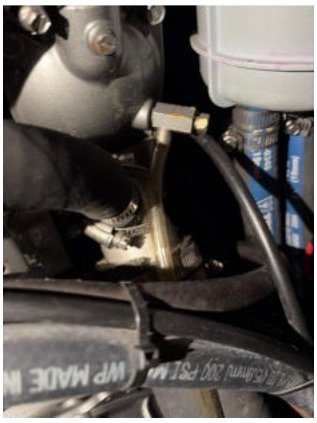
Cooling water intake seacock and strainer - photo 1 of 2



Cooling water intake seacock and strainer - photo 2 of 2

Exhaust condition - Type C – Serviceable (Finding C-108)

The exhaust system had proper marine exhaust hose without signs of degradation or cracking, with two hose clamps at all connections.



Exhaust condition - photo 1 of 2



Exhaust condition - photo 2 of 2

Gearbox general condition - Type C – Serviceable (Finding C-109)

The gearbox was relatively clean, and no corrosion was observed.



Gearbox general condition

Drive coupling, interior shaft, shaft seal, stern tube - Type C – Serviceable (Finding C-110)

The drive coupling fasteners were secure, and the accessible dripless shaft seal was dry with no leak observed.



Drive coupling, interior shaft, shaft seal, stern tube - photo 1 of 2



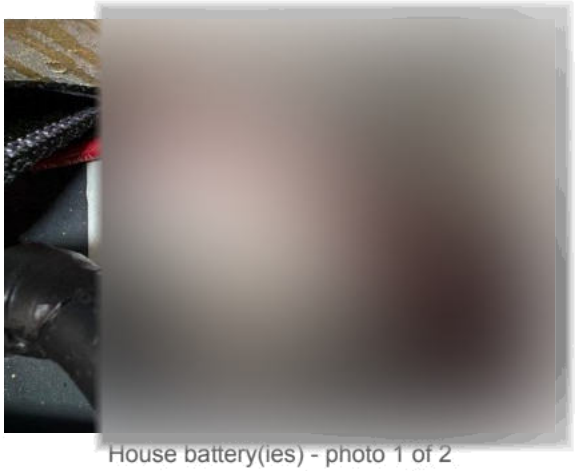
Drive coupling, interior shaft, shaft seal, stern tube - photo 2 of 2

Electrical - DC / AC / Shore Power

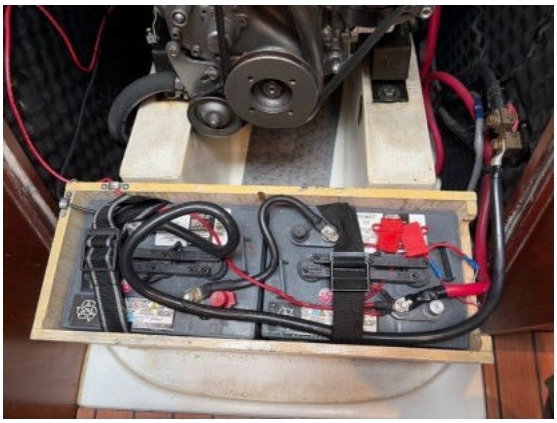
Electrical observations are limited to a visual, non-invasive survey and should be verified by a qualified marine electrician where noted. This limitation applies to the electrical findings in this section.

House battery(ies) - Type C – Serviceable (Finding C-111)

Place protective boots on positive battery terminals.



House battery(ies) - photo 1 of 2

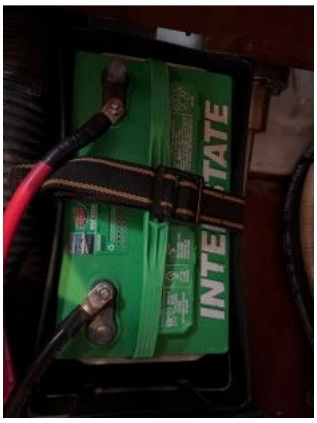


House battery(ies) - photo 2 of 2

Starter battery(ies) - Type A – Critical (Finding A-2)

The single starter battery was an Interstate Batteries SRM-27 Deep Cycle Marine/RV battery rated at 600 CCA and 750 MCA, with a reserve capacity of 160 minutes, with instructions to recharge it monthly when not in use. The connections appeared tight. The battery was restrained with movement limited to less than half an inch. The positive battery terminal was not properly protected, which could cause electric shock, fire or explosion. A protective boot should be placed on the positive battery terminal.

Relevant standards and requirements: Transport Canada TP 1332 - Construction Standards for Small Vessels. ABYC E-10 - Storage Batteries. ABYC E-11 - AC and DC Electrical Systems on Boats



Starter battery(ies) - photo 1 of 2



Starter battery(ies) - photo 2 of 2

Battery selector / combiner / VSR / ACR - Type C – Serviceable (Finding C-112)

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-113)

The battery ventilation appeared sufficient.

Wire bundling and support - Type C – Serviceable (Finding C-114)

The wiring was properly supported, and the bundles were secure.

12V DC panel - Type C – Serviceable (Finding C-115)

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



12V DC panel

120V AC panel - NT – Not Tested / Not Verified (Finding NT-9)

The 120V AC panel was located above the chart table. Operation was not tested because no AC power was available. Its operation should be verified when AC power is available.



120V AC panel

Voltmeter (12V) - Type C – Serviceable (Finding C-116)

The 12V voltmeter appeared to function properly.



Voltmeter (12V)

120V AC voltmeter - N/A – Not Applicable

No 120V AC voltmeter was installed on this vessel.

Reversed polarity - NT – Not Tested / Not Verified (Finding NT-10)

The reverse polarity indicator on the AC panel was not tested.



Reversed polarity

AC outlets - NT – Not Tested / Not Verified (Finding NT-11)

The AC outlets were not tested because no AC supply was available. A qualified electrical assessment should be obtained.

Inverter / charger / converter - NT – Not Tested / Not Verified (Finding NT-12)

The Xantrex TRUECHARGE 20+ battery charger under the starboard cockpit locker had 90-135 Vac input, 13.8-14.8 Vdc charge, 13.1-14.2 Vdc float, 15.5 Vdc nominal equalize and 20 Adc continuous duty capacity, and its connections were secure. The charger was not tested, so charging performance remained unverified. The charging output should be verified.



Inverter / charger / converter

Galvanic isolator / isolation transformer - N/A – Not Applicable

No galvanic isolator / isolation transformer was installed on this vessel.

GFCI / ELCI - NT – Not Tested / Not Verified (Finding NT-13)

The ELCI was sighted, but its operation was not tested.



GFCI / ELCI

Shore power inlet / receptacle - Type C – Serviceable (Finding C-117)

The 30-amp shore power connection showed no sign of heat damage or burning.



Shore power inlet / receptacle - photo 1 of 2

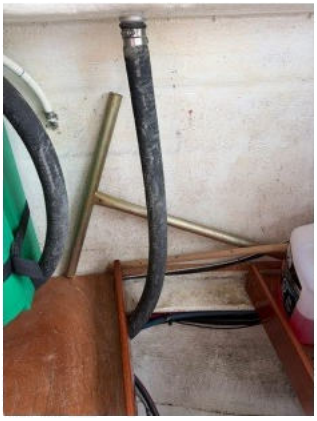


Shore power inlet / receptacle - photo 2 of 2

Other Safety Equipment

Emergency tiller - Type C – Serviceable (Finding C-118)

The emergency tiller was present in the starboard cockpit locker.



Emergency tiller

Primary electric bilge pump - Type C – Serviceable (Finding C-119)

The primary electric bilge pump behind the starboard settee appeared to work properly, and water transfer was observed.



Primary electric bilge pump - photo 1 of 2



Primary electric bilge pump - photo 2 of 2

INSTRUMENTS, ELECTRONICS AND APPLIANCES

Location	Item	Manufacturer	Model	Serial number
cabin	Speakers	Sony	XS-MP61	Not recorded
cabin	Stereo controller	Fusion	MS-RA70	Not recorded
Cabin	VHF radio	Icom	IC-M402	Not recorded
Cabin and conveniences	Speakers	Manufacturer not recorded	Model not recorded	Not recorded
Cockpit	Compass	Plastimo	Olympic 135	Not recorded
Cockpit	Speakers	Poly planer	Model not recorded	Not recorded

Location	Item	Manufacturer	Model	Serial number
Cockpit	Speakers	Poly-Planar	Model not recorded	Not recorded
Cockpit	Stereo controller	Manufacturer not recorded	Model not recorded	Not recorded
Electrical — DC / AC / shore power	Battery charger	Xantrex	TRUECHARGE 20+ battery	Not recorded
Fuel, water and waste systems	Hot water tank	Atwood	EHM6-SM	[redacted]
Galley and domestic appliances	Refrigerator	Frigoboat	F51135	[redacted]
Galley and domestic appliances	Stove and oven	Manufacturer not recorded	Model not recorded	Not recorded

SAFETY EQUIPMENT

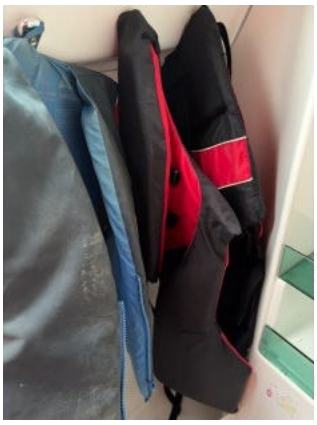
Vessel class: sail - Length bracket: Over 9 m, not over 12 m LOA (29'6.3"-39'4.4"). The Transport Canada equipment items below use TP 511E Safe Boating Guide and Small Vessel Regulations. ABYC requirements are identified separately.

Nine of 14 items were recorded as on board. Five required-equipment categories require follow-up.

Personal lifesaving appliances

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

Requirement: 1 per person



Approved PFD or lifejacket for each person on board

Reboarding device - On board

Requirement: 1

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

A separate swim platform/ladder finding is noted. Confirm the reboarding arrangement remains compliant and serviceable after that deficiency is corrected.

Buoyant heaving line - minimum 15 m - Not verified

Requirement: 1

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

Requirement: 1



Lifebuoy attached to buoyant line - minimum 15 m

Visual signals

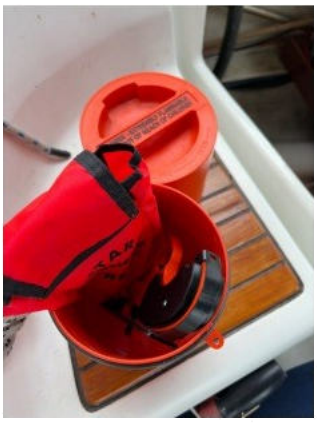
Watertight flashlight - Not verified

Requirement: 1

Flares or eVDSD alternative - Observed but not serviceable

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.



Flares or eVDSD alternative

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.

Presence was recorded elsewhere in the survey under “Primary anchor / chain / rode”.

Manual bilge pump or bilge-pumping arrangements - On board

Requirement: 1



Manual bilge pump or bilge-pumping arrangements

Navigation equipment

Sound-signalling device or appliance - On board

Requirement: 1

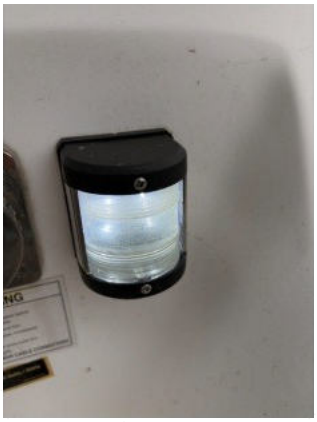


Sound-signalling device or appliance

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 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.

Presence was recorded elsewhere in the survey under “Compass”.



Magnetic compass

Radar reflector - Not verified

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. Install a radar reflector.

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 - Not verified

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

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

RATING & VALUATION

Overall Condition Rating

Rating System:	BUC Marine Grading System
Assigned Rating:	Average - The Average rating describes the vessel's overall observed condition for its age and type. The Type A – Critical, SE – Safety Equipment, and Type B – Needs Attention (Moderate) findings require the actions stated in this report. Critical findings must be corrected before normal use, regardless of this condition rating.
Definition:	Ready for sale, no additional work, normally equipped. The assigned Average rating is subject to the findings and recommendations in this report. It does not mean that no corrective work or monitoring remains outstanding.
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.

The surveyor's recorded valuation rationale follows.

The vessel was rated Average under the BUC condition scale. The BUC geography and market basis were Great Lakes / Ontario freshwater / Freshwater. BUCValuPro indicated USD - USD priced comparable asking listings were reviewed, with asking prices from USD - USD and a median asking price of USD Listings without a stated asking price are excluded from the comparable range. The concluded fair market value of USD reflects the BUCValuPro indicated range, priced asking-price comparables, observed condition, equipment, location, engine hours where known, freshwater/saltwater history where known, and the findings in this report. Asking-price comparables are factored in as market indicators, not as confirmed sold-price data. Estimated replacement cost was based on BUCValuPro replacement-cost indication.. It is a like-kind-and-quality current replacement benchmark for a new vessel of similar size, construction, propulsion, and equipment, separate from the depreciated fair market value of the inspected vessel and excluding taxes unless otherwise stated.

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.

Subject vessel propulsion details were stated from the recorded propulsion data. Comparable listing equipment descriptions were retained as listing-source wording only and did not change the subject engine model or rated power.

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	Bath, Ontario, Canada	BoatDealers.ca direct listing (boatdealers.ca) https://www.boatdealers.ca/boats-for-s Accessed	**CAD** Advertised CAD USD equivalent USD
Context: Tier exact-model comparable matching the target year, configuration and Yanmar diesel. The advertisement explicitly describes it as a freshwater boat and reports engine hours. It is represented as exceptionally clean, meticulously cared for and turnkey, with W solar, newer electronics, renewed running rigging and a restored enclosure; these features and the represented condition are superior to an Average-condition baseline and should be reconciled qualitatively. No charter history is stated. Public advertisement investigated; neither the app nor surveyor independently checked the vessel or listing.			
Beneteau	Penetanguishene, Ontario, Canada	Boats.com direct listing (boats.com) Accessed	**CAD** Advertised CAD USD equivalent USD
Context: Tier same-model comparable, two model years newer but with the same ft in LOA, two-cabin cruising layout and approximately hp diesel configuration. Equipped with a Yanmar rather than the target's and advertised with hours, roller-furling main and jib, newer Raymarine electronics, dodger and bimini. The seller represents the boat as well kept and the sails as potentially superior to an Average-condition target. Ontario location alone was not treated as proof of freshwater operating history. No charter history is stated. Public advertisement investigated; neither the app nor surveyor independently checked the vessel or listing.			
Beneteau Oceanis	Sausalito, California, United States	Machinio direct listing (machinio.com) n-sausalito-ca Accessed	**USD** Advertised USD
Context: Tier exact-year and exact-model comparable. The advertisement identifies a fin keel, in-mast mainsail, keel-stepped mast, roller-furling jib and Yanmar diesel. It describes the vessel as showing almost like new inside and out, which is materially better than an Average-condition assumption. The in-mast furling configuration also differs from conventionally reefed examples. A potentially transferable marina slip may affect buyer appeal but is not part of the vessel itself. Operating-water and charter histories are not explicitly documented. Public advertisement investigated; neither the app nor surveyor independently checked the vessel or listing.			
Beneteau	Ventura, California, United States	Boats.com direct listing (boats.com) Accessed	**USD** Advertised USD
Context: Tier same-model comparable only one year newer. The listing reports ft in LOA, a two-cabin/one-head layout and a hp Yanmar with approximately hours, compared with the target's older-design package. It is represented as a very-good-condition, low-hour coastal cruiser, suggesting potentially superior condition to the Average target. No explicit operating-water history or charter history is provided, so neither was inferred from its coastal location or marketing language. Public advertisement investigated; neither the app nor surveyor independently checked the vessel or listing.			

Appraisal Summary

Overall Condition Rating:	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
Exchange rate used:	USD/CAD (Bank of Canada, rate for valuation date October
Taxes:	Not included

Valuation Opinion and Suitability Statement

The valuation of is on a current-condition basis, including outstanding repairs. It does not assume those repairs have been completed. Suitability for normal use was conditional on satisfactory investigation and correction of the Type A – Critical findings and resolution of the specifically identified prerequisites to operation. Any recorded deficiencies in required safety equipment require correction, verification, or serviceability confirmation before operation. Separately identified recommended precautions should be addressed as described in their findings. Follow the recorded timing for Type B – Needs Attention (Moderate) findings and all untested items, including any work required before propulsion operation or sailing. Other noted deficiencies should be addressed in normal priority order and good marine maintenance practice.

Key Not Tested items: Mast condition, Masthead fitting and sheaves, Forestay, Port chainplates (interior), Starboard chainplates (interior) (inspection when the mast is unstepped), fuel tank, stove, AC systems AC panel, Reversed polarity, AC outlets). Arrange verification before completing the purchase. If verification is deferred, agree the scope and timing before closing and complete it immediately after purchase, before relying on the affected systems. These are inspection limitations, not confirmed defects.

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
· dave@kikimarine.ca · kikimarine.ca

Signed: