

BLUE WATER MARINE SERVICES

Blue Water Marine Services

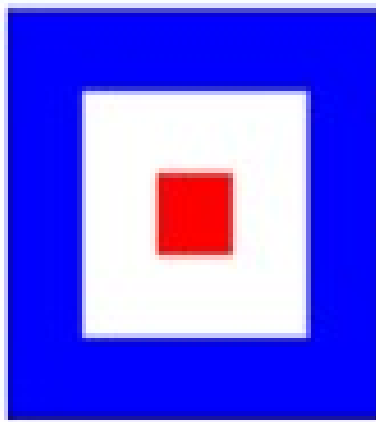
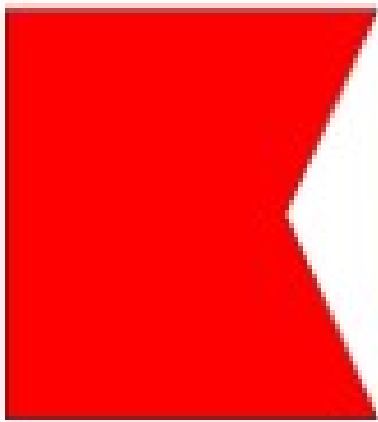
Catalina 36 Mk II

XXXXXX



Member of the Society of Accredited Marine Surveyors (SAMS)





**Blue
Water
Marine
Services**

Report of Marine Survey

Of The Vessel

XXXXXX

Catalina 36 Mk II

Conducted by
Geoff Wright

SAMS-SA Surveyor / ABYC Master Technician / ABYC Certified Electrical Technician / ABYC Certified Corrosion Technician

PREPARED FOR:
Anonymous

Whitheld

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I. INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Anonymous, the attending surveyor did attend onboard the Catalina 36 Mk II, XXXXXX beginning on May 25th, at 13:00, where she lay AFLOAT at , The Yacht Club. The ship's papers WERE on board and Appeared to be in order. The Hull Identification Number (HIN) WAS verified from the transom. A sea trial WAS NOT performed. A previous out of water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed prior to launch. The reason for the survey, was to ascertain the physical condition and value of the vessel. References to moisture readings throughout the body of this report were taken using a Rayplex Oasis Moisture Meter. AC and DC power was used to check operation of the systems specified in this report only. No reference or information should be construed to indicate any of the following:

1. Evaluation of the internal condition of the engines and the propulsion system's operating capacity.
2. Electronic equipment checked for power up only.
3. The mast was stepped at time of inspection and was inspected from deck-level only.

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied. Except where otherwise indicated, the Vessel's physical specifications (i.e. LOA, LWL, sizes of tankage) is based on the manufacturer's specifications and was not independently verified by the Surveyor.

The meteorological conditions at the time of inspection were 16 degrees Celcius 45% RH

The Parties present at the time of inspection were: Geoff Wright (the "Surveyor")

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

THE MANDATORY STANDARDS PROMULGATED BY TRANSPORT CANADA, THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USC); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

I. INTRODUCTION

The use of the word "Appears" is intended to indicate that a close or complete inspection of a component was not possible or it was not deemed appropriate at the time of inspection; however the component in question was free from obvious visual defects at time of inspection. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the Findings and Recommendations section pertaining to the asterisked item, following the body of the report.

I. INTRODUCTION

VESSEL DESCRIPTION

The Vessel is a 36 foot monohull mast-head sloop-rigged sailboat designed by Frank Butler and Gerry Douglas and built by Catalina Yachts first starting in 1994. She features a forward cabin / aft-cockpit design. The cabin is well appointed and features two sleeping berths; a galley; a head and ample seating with a table.

II. GENERAL INFORMATION

GENERAL INFORMATION

FILE NUMBER: **2023-0XX (Anonymous)**

SURVEY PREPARED FOR: **Anonymous**

DATE: **June 12th, 2023**

NAME OF VESSEL: **XXXXXX**

TYPE OF SURVEY: **Insurance**

OVERALL VESSEL RATING: **ABOVE AVERAGE**

ESTIMATED MARKET VALUE: **\$135,500.00**

ESTIMATED REPLACEMENT COST: **\$499,995.00**

YEAR BUILT: **2000**

MAKE OF VESSEL: **Catalina 36 Mk II**

HULL IDENTIFICATION NUMBER (HIN): **XXXXXXXXXXXX**

HULL NUMBER: **XXXX**

HOME PORT: **Toronto**

OFFICIAL NUMBER: **Not sighted.**

OWNER: **Anonymous**

PLACE OF SURVEY: **The Yacht Club**

DATE/TIME OF SURVEY: **April 10, 2023 and subsequently May 25th, 2023.**

HULL MATERIAL: **FRP (Fiber Reinforced Plastic - aka Fiberglass)**

HULL TYPE: **Full displacement hull, wing keel and spade rudder.**

LENGTH OVER ALL (L.O.A.): **36.33 ft / 11.07 m**

(LOAD) LENGTH WATERLINE (L.W.L.): **30.25 ft / 9.22 m**

BEAM: **11.92 ft / 3.63 m**

DRAFT: **5.83 ft / 1.78 m**

DISPLACEMENT (WEIGHT): **13,500.00 lb / 6,123 kg**

PROPULSION SYSTEM: **SAIL AND AUXILIARY DIESEL**

FUEL TYPE: **DIESEL**

II. GENERAL INFORMATION

FUEL CAPACITY: **Reportedly 25 gals / 95 L**
AC POWER: **120 V / 60 Hz.**
DC POWER: **12 VOLT**
FRESH WATER CAPACITY: **Reportedly 72 gals / 273 L**
HOLDING TANK CAPACITY: **Undetermined capacity.**
INTENDED USE/BUYER: **Pleasure Coastal Cruising**
INTENDED CRUISING AREA: **Great Lakes**

Size and capacity measurements given in this section are based on manufacturers specifications. Although presumed correct, they have not been independently verified by the Surveyor and their accuracy cannot therefore be guaranteed.

II. GENERAL INFORMATION

DEFINITION OF TERMS:

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

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests). The component showed no obvious visual defects at time of inspection, however functionality of the component could be validated.

FIT FOR INTENDED USE:

Use which is intended by Vessel operator, or owner (present or prospective owner); as observed/evaluated at time of inspection.

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement; as observed/evaluated at time of inspection.

POWERED UP:

The component powered up at time of inspection. Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

BRISTOL or EXCELLENT CONDITION:

New or like new at time of inspection.

GOOD CONDITION:

Nearly new, with only minor cosmetic or structural discrepancies noted at time of inspection.

FAIR CONDITION:

Denotes that system, component or item was functional at time of inspection with minor repairs required. (MONITOR OFTEN)

POOR CONDITION:

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

USE OF *:

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

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION

HULL:

FRP (fiber reinforced plastic) exterior laminate. Good condition.

STEM:

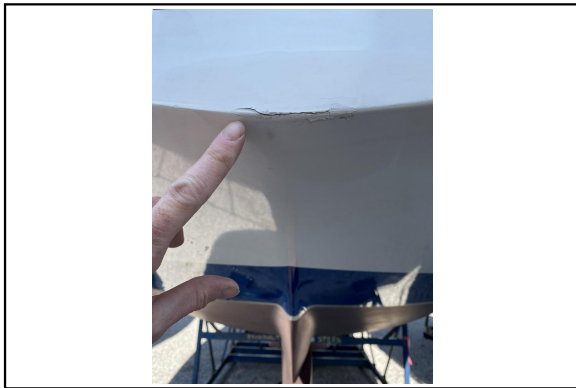
Raked

TRANSOM:

Reinforced, FRP with built in swim platform and swim ladder. Good condition. Serviceable.

***C.1**

Minor gelcoat damage at bottom center.



Transom (1)



Transom (2)

BULKHEADS/STRINGERS:

Transverse plywood bulkheads

BILGE/LIMBER HOLES:

Bilges are clean and limber holes are of adequate size and clear.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

HULL CONSTRUCTION(*continued*)

DECKS:

FRP covered with reportedly balsa core. Non-skid applied in the appropriate areas.

***C.2**

Some spider-cracking at forward edge of mast step.



Deck (Mast Step)

HULL-TO-DECK JOINT:

Mechanically fastened and caulked shoe-box style with integrated FRP toe-rail. Good condition where Sighted.

ANCHOR / CHAIN LOCKER (DRAINAGE):

Drainage overboard.

KEEL:

Lead

KEEL ATTACHMENT:

Solid lead keel with stainless steel keel bolts cast internally.

NOTE:

Except as otherwise noted, all components in Good visual condition and apparently serviceable at time of inspection.

SUPERSTRUCTURE

DESCRIPTION:

Molded inner liner and transverse bulkheads.

DECK HATCHES / VENTILATION:

The Vessel is fitted with six (6) deck hatches in Good condition. No signs of seepage. Lenses crazed.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

SUPERSTRUCTURE*(continued)*

WINDOWS / DEADLIGHTS (NON-OPENING):

The main salon is fitted with four (4) dead-lights (non-opening) in Good condition.

PORTLIGHTS (OPENING):

The Vessel is fitted with four (4) portlights. Good condition. No signs of seepage.

JOINERY STRESS:

None sighted

CANVAS AND SUPPORT STRUCTURE:

The Vessel features a full cockpit enclosure in Good condition. Dodger and Bimini frames are 1" stainless-steel in Good condition.

COCKPIT:

FRP. Seating on both sides with storage below top port and aft of helm. The binnacle is fitted with a table in Good condition.

COMPANIONWAY:

Swinging Zarcor saloon-style doors with a locking mechanism and a sliding FRP hatch. All components in Good condition and Serviceable at time of inspection.

NOTE:

The overall cosmetic exterior of the vessel was found to be in Good condition.

DECK FITTINGS

STANCHIONS:

1" stainless steel. Fitted and well-bedded. Good condition.

LIFE LINES:

Double lifelines. PVC coated steel. Boarding gates to port and starboard. Good condition and Serviceable.

***C.3**

The PVC coating is starting to crack in some areas and there are some early signs of corrosion under the PVC coating.

BOW PULPIT (BOW RAIL):

1-inch stainless steel. Fitted and well-bedded. Good condition.

PULPIT (STERN RAIL):

1-inch stainless steel. Fitted and well-bedded. Good condition.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

DECK FITTINGS(*continued*)

TOE RAILS:

Molded FRP toe rails, part of deck lay-up. Good condition.

SCUPPERS:

Cockpit and decks drain overboard. Serviceable.

HATCHES:

The Vessel is fitted with six (6) opening deck-hatches. Appear Serviceable. No signs of seepage.

CHOCKS AND CLEATS:

Chocks and cleats appeared to be stainless steel; and all appeared to be Serviceable and thru-bolted to backing plates where sighted.

GRAB RAIL:

1-inch stainless hand rails fitted to coach-house roof. Well-bedded.

ADDITIONAL EQUIPMENT AND ACCESSORIES

GENERAL EQUIPMENT:

There is a crane (presumably to lift an outboard engine) and outboard engine mounting bracket on the port-side pulpit. Appears Serviceable.

DOCK LINES:

Dock lines appear adequate and serviceable.

BARBEQUE:

There is a Dickinson BBQ fixed to the starboard pushpit rail. Appears Serviceable.

INTERIOR

DESCRIPTION:

The salon and sleeping quarters are fitted out well to a high standard and were very tidy. The layout features v-berth with a head to port and a hanging locker to starboard. Aft is the main salon with seating on both sides and a table to port. Further aft is the galley port of the companionway. Further aft is a second sleeping berth.

ACCOMMODATIONS:

Two cabins, the v-berth and additional stateroom aft. Good condition.

HEADS:

One (1) port-side forward.

SHOWERS:

There is a shower in the head and an additional one on the swim platform. Serviceable.

III. SYSTEMS

HULL, DECK AND SUPERSTRUCTURE

INTERIOR(*continued*)

VENTILATION:

Ventilation via deck hatches and port-lights.

AIR CONDITIONING:

The Vessel is equipped with air conditioning.

CABIN SOLE:

Teak and holly sole. Good condition.

CUSHIONS & UPHOLSTERY:

Fabric-covered foam. Good condition.

INTERIOR DOORS:

All interior doors could be fully opened and closed at time of inspection.

NOTE:

The general appearance of the cushions and fabrics reflect Good care and less-than-normal wear and tear for a vessel of this age.

GALLEY

LOCATION:

Port side aft main cabin.

SINKS:

Double stainless steel rectangle sink.

REFRIGERATION:

Top-load 12V DC fridge. Powered up and Serviceable.

STOVE / OVEN:

Two (2) burner "Hillerange" LPG cooktop with oven below. Not tested (due to lack of propane), but Appeared Serviceable at time of inspection.

MICROWAVE:

Samsung. Powered up and Serviceable at time of inspection.

NOTE:

All components in Good visual condition

III. SYSTEMS

PROPULSION

MAIN ENGINES

TYPE/MANUFACTURER/LOCATION:

Universal M-35BC. Good condition.



Engine

NUMBER OF CYLINDERS/HORSE POWER:

4 cylinders; 35 HP.

SERIAL NUMBER(S):

YA6687

INDICATED HOURS:

632 hours was indicated on the display at the pedestal at time of inspection.

THROTTLE CONTROLS:

Shift and throttle controls mounted and operated from helm station. Serviceable at time of inspection.

EMERGENCY SHUT DOWN:

Shut down pull cable at helm station clearly marked. Serviceable.

HOSES & CLAMPS:

Hoses and clamps were secure and in Good condition at time of inspection.

ENGINE MOUNTS AND BED:

Metal brackets and rubber isolators connected to the FRP hull inner liner. Good condition.

DRIP PANS:

FRP molded integral to hull inner liner. Drip pan clean at time of inspection.

LUBRICATION:

Oil was found to be clean and free from emulsification. Oil level indication is normal. Engine mounted spin on/off canister type filters.

III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

AIR INTAKE:

Naturally aspirated combustion.

EXHAUST SYSTEM:

Water cooled, cast iron manifold with integral riser. Type approved neoprene hose is secured with double clamps at all connections. Water lift plastic muffler is fitted. Back flow protection appears adequate. Exhaust exits at port-side aft hull.

ANTI-SIPHON DEVICE:

Present. Serviceable.

BLOWER(S):

Present. Powered up and Serviceable at time of inspection.

FUEL / WATER SEPERATOR(S):

Present.

FUEL FILTER(S):

Remote mounted Racor filter/water separator type and engine spin on/off type.

INSULATION:

Foam sound deadening insulation was noted in engine room. Serviceable.

ENGINE ALARMS:

Low oil pressure alarm and coolant over heat warning at helm station. Serviceable at time of inspection. Oil alarm stopped sounding after engine start as expected.

COOLING SYSTEM:

Closed fresh water reservoir with heat exchanger and raw water cooled exhaust.

TRANSMISSION:

Conventional drive transmission with forward neutral and reverse gears.

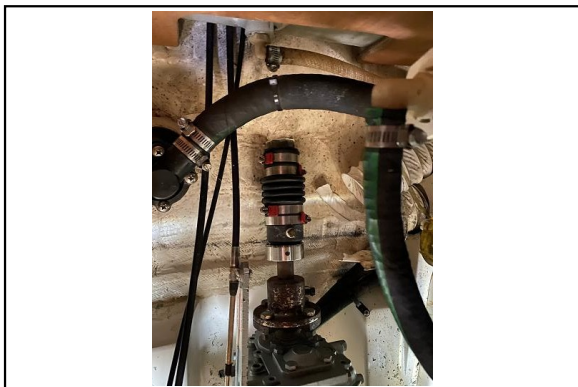
III. SYSTEMS

PROPULSION

MAIN ENGINES *(continued)*

PACKING GLAND:

PSS Dripless (Face Seal). Good condition and Serviceable at time of inspection.



Packing Gland

PROPELLER SHAFT:

1" stainless steel.

OVERALL CONDITION:

Good

NOTE:

The engine compartment was found to be in Good condition. The engine WAS started; and readily started from cold without excessive cranking or smoke. A general inspection of the engine and installation was made. Hoses and clamps were found to be in Good condition.

GENERATOR

TYPE/MANUFACTURER:

There is no generator.

FUEL SYSTEM

MAIN ENGINE(S) FUEL SYSTEM

FUEL TYPE:

Diesel

TANKS/CAPACITY/MATERIAL:

One (1) tank of undetermined capacity. No access to determine material.

LOCATION/SECURED:

Not determined.

III. SYSTEMS

FUEL SYSTEM

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

MANUFACTURING LABEL:

None Sighted due to access.

FUEL FILL PLATE:

Aft port-side deck. Properly labeled.

FILL PIPE GROUNDED:

Yes

FUEL LINES:

Grade USCG type A1. Appears serviceable where sighted.

FUEL FILTERS:

Yes. Both remote mounted Racor filter/water separator type and engine mount spin on/off type.

FUEL GAUGE:

Sighted at helm. Serviceable.

NOTE:

Tanks were not accessible at time of inspection. No obvious leakage was noted.

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (DC SYSTEM)

NUMBER BATTERIES/CHEMISTRY/SIZE:

Two (2) group 4-D batteries; flooded lead-acid chemistry.

LOCATION / INSTALLATION:

Located starboard-side forward of nav station. They are installed in approved housings.

MAIN OVERCURRENT PROTECTION:

Sighted.

MAIN BATTERY SWITCHES/LOCATION:

Perko rotary-style switched on starboard-side forward of battery compartment.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (DC SYSTEM)(continued)

PANEL/CIRCUIT PROTECTION:

Panel with branch circuits and over-current protection by circuit breakers.



AC-DC Panel

CONDUCTORS / ROUTING / SUPPORT:

Stranded copper. Well supported and secured where sighted.

ALTERNATOR(S):

Engine-mounted alternator. Serviceable.

CHARGING SYSTEM:

Heart Interface Combi Charger / Inverter

INVERTER:

Heart Interface Combi Charger / Inverter

BATTERY MONITOR:

Heart-Interface Link 1000. Powered up and Serviceable at time of inspection

NOTE:

The Vessel's DC Electrical System is in Good condition and Serviceable where Sighted.

ELECTRICAL SYSTEM (AC SYSTEM)

SHORE POWER INLET:

Single 30 amp inlet. Weather protected steel case. Location aft transom corner starboard side. Serviceable.

SHORE POWER WARNING LABEL:

None sighted.

***B.1**

No warning label sighted.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (AC SYSTEM)(continued)

SHORE POWER CORD:
Serviceable.

MAIN BREAKER:
Present within 3 meters (10 feet) of service entrance

PANEL:
Panel fitted with a main disconnect circuit breaker, polarity indicator and branch circuits and over current protection by circuit breakers.



AC-DC Panel

AC / DC SEPERATION:
No access to back of panel to determine. Could not locate key to open panel.

CIRCUIT LOAD MONITORS:
None.

CONDUCTORS / ROUTING / SUPPORT:
Stranded copper AWG 10/3 boat cable where sighted.

OUTLETS:
Various AC outlets available throughout Vessel, appear adequate and conveniently located.
Serviceable.

REVERSE POLARITY:
Reverse polarity indicator sighted at panel.

GALVANIC ISOLATOR:
Present in aft-starboard lazarette. Not tested.

III. SYSTEMS

ELECTRICAL SYSTEM(S)

ELECTRICAL SYSTEM (AC SYSTEM)(*continued*)

GROUND FAULT CIRCUIT INTERRUPTOR (GFCI):

Sighted. Tested with socket tester at time of inspection and functioned as expected (tripped at <5 mA).

EQUIPMENT LEAKAGE CIRCUIT INTERRUPTOR (ELCI):

Not sighted.

AC GROUND / DC NEGATIVE BOND:

Not sighted.

NOTE:

Except as otherwise noted, all AC electrical systems in Good condition and Serviceable where Sighted.

FRESH WATER SYSTEM

FRESH WATER SYSTEM: (PORTABLE WATER)

TANKS / MATERIAL / CAPACITY:

Reportedly three (3) tanks of undetermined capacity.

FILL PIPE LOCATION:

Port bow deck; port stern deck; starboard stern deck. All correctly labeled for "Water".

PUMPS/ACCUMULATOR TANK:

ShurFlo 2.8 GPM. Powered up and Serviceable.

FIXTURES (FAUCETS):

All faucets (fixtures) Serviceable at time of inspection.

HOT WATER TANK:

Seaward S-600 120V AC 6 gal. heater. Good condition and Serviceable.

NOTE:

All components in Good condition and Serviceable at time of inspection.

SANITATION

SANITATION (BLACK/GREY WATER)

NUMBER OF HEADS LOCATION:

One (1) head. Serviceable at time of inspection.

HOSES AND CLAMPS:

Approved for sanitation use where sighted. Good condition.

III. SYSTEMS

SANITATION

SANITATION (BLACK/GREY WATER)(continued)

PUMP-OUT LOCATION:

Port side deck midships. Correctly marked for "Waste".

MACERATOR:

Switch sighted at panel. Macerator disconnected as per Transport Canada regulations.

"Y" VALVE(S):

Not Sighted.

VENT LOOP:

Serviceable.

NOTE:

All components in Good condition and Serviceable at time of inspection.

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS

TYPE/MANUFACTURE:

Taylor Marine Air Systems reverse-cycle. Serviceable.



Air Conditioning (1)



Air Conditioning (2)

NUMBER OF UNITS/LOCATION:

One (1) unit.

BTU CAPACITY:

16,000 BTU.

RAW WATER COOLING PUMP:

Powered up and Serviceable.

III. SYSTEMS

AIR CONDITIONING AND HEAT

AIR CONDITIONING AND HEATING SYSTEMS(*continued*)

NOTE:

The Air Conditioning system Powered up and was Serviceable at time of inspection.

STEERING SYSTEM

STEERING SYSTEM

TYPE/MANUFACTURE:

Wheel on pedestal leading to cable and quadrant. Serviceable.

PULLEYS, CABLE AND CHAIN CONDITION:

Good condition and Serviceable where Sighted at time of inspection.

LIQUEFIED PETROLEUM GAS SYSTEM

LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

TYPE / LOCATION:

The Vessel is fitted with an LPG system. Good condition and Serviceable. Locker is adequately vented.

HOSES:

Hoses are of the approved type where Sighted.

LPG SOLENOID / SHUTOFF:

Present. Serviceable.

LPG SENSOR:

None sighted.

NOTE:

The LPG system was not tested (due to lack of propane), but Appeared Serviceable at time of inspection.

GROUND TACKLE

GROUND TACKLE

ANCHORS:

One (1) Delta-style anchor of undetermined weight; fixed to the Vessel's anchor roller. Serviceable.

LINE/RODE MATERIAL:

Length of rode and chain not determined by the Surveyor.

WINDLASS:

Maxwell. Powered up. Appeared Serviceable at time of inspection.

III. SYSTEMS

GROUND TACKLE

GROUND TACKLE(*continued*)

NOTE:

Ground Tackle in Good condition.

ELECTRONICS AND NAVIGATION EQUIPMENT

ELECTRONICS (NAVIGATION)

VHF:

Uniden UM-425 with DSC. Powered up and Serviceable.

RADAR:

Raymarine

CHART PLOTTER:

Raymarine Pathfinder RL70C. Powered up and Serviceable.

AUTOPILOT:

Raymarine ST4000+. Powered up.

SPEEDLOG:

Raymarine ST60+. Powered up and Serviceable.

DEPTH SOUNDER:

Raymarine ST-60. Powered up and Serviceable.

WIND:

Raymarine ST60+. Powered up and Serviceable.

COMPASSES:

Serviceable.

NOTE:

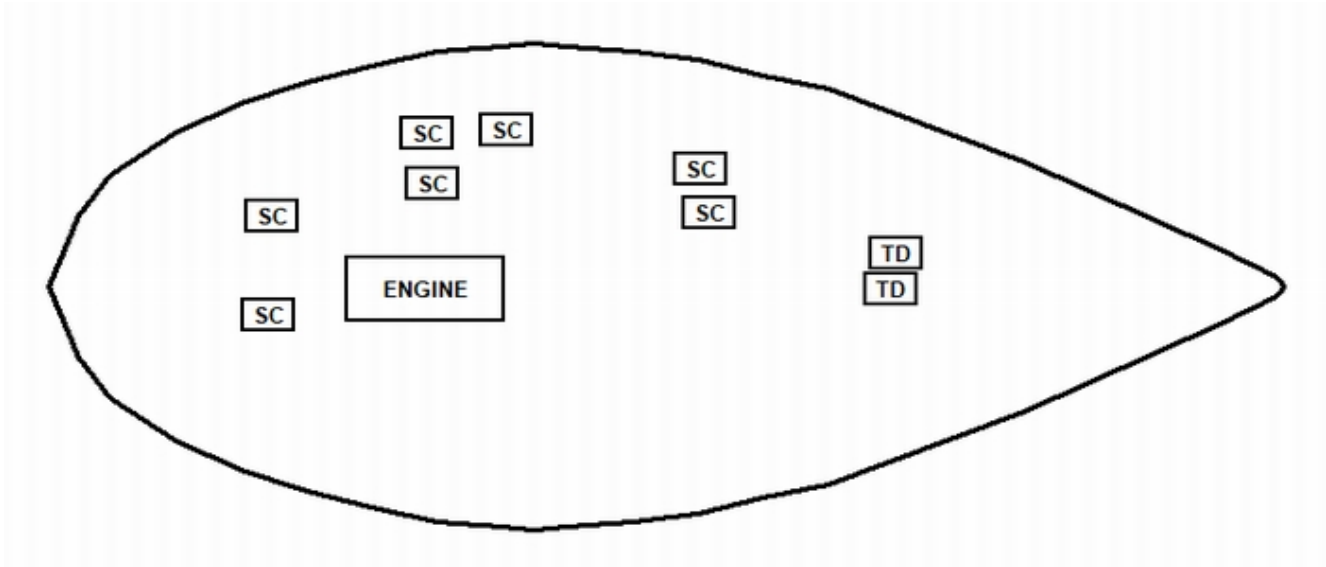
All Equipment Powered up and was Serviceable at time of inspection.

III. SYSTEMS

THRU-HULLS

THRU-HULLS

THRU-HULLS BELOW WATER LINE:



Abbreviation	Description
ENGINE	Engine
SC	Seacock
TD	Transducer

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

RAW WATER STRAINERS:

All raw-water strainers in Good condition and Serviceable at time of inspection.

BWL THRU-HULL VALVES:

All ball-lever valves of plastic (presumably Marelon) construction where sighted. All could be fully-opened and closed at time of inspection.

BWL HOSES & CLAMPS:

Good condition where Sighted.

NOTE:

All components in Good condition and Serviceable at time of inspection where Sighted.

III. SYSTEMS

BONDING SYSTEM

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

There is not a proper main bonding conductor on the vessel.

SAFETY EQUIPMENT

SAFETY EQUIPMENT (TRANSPORT CANADA)

NUMBER AND TYPE OF PFD'S:

Six (6) Transport Canada approved PFD's Sighted.

NUMBER OF THROWABLE LIFEBOUYS (<39'):

One (1) Sighted.

FIRE EXTINGUISHERS:

Two (2) ABC extinguishers Sighted.

VISUAL DISTRESS SIGNALS (FLARE KITS):

Sighted. Twelve (12) 12-gauge flares Sighted. All have valid expiry dates.

SOUND DEVICES:

Air horn.

NAVIGATIONAL LIGHTS:

In place as required by Transport Canada. Serviceable.

RADAR REFLECTOR:

None sighted.

WATERTIGHT FLASHLIGHT:

Sighted. Serviceable.

NOTE:

Ensure the Vessel's safety gear is compliant with the standards as set by Transport Canada TP511e.

AUXILIARY SAFETY EQUIPMENT

BILGE WATER ALARM:

Not Sighted

***B.2**

None sighted.

III. SYSTEMS

SAFETY EQUIPMENT

AUXILIARY SAFETY EQUIPMENT *(continued)*

SMOKE DETECTOR:

None Sighted.

***B.3**

Smoke detector not sighted.

CARBON MONOXIDE DETECTOR:

Not sighted.

***B.4**

None sighted.

BILGE PUMPS

12V DC PUMP(S):

Powered up and Serviceable.

MANUAL PUMP(S):

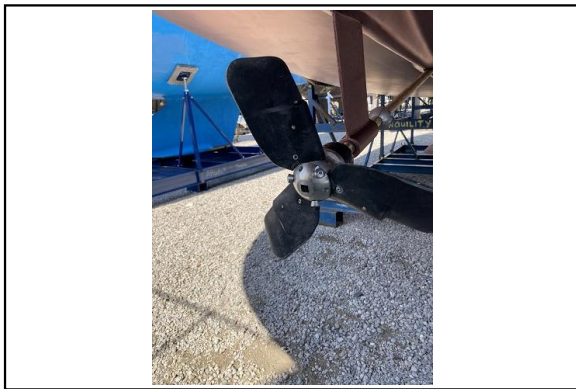
Serviceable.

OUT OF WATER INSPECTION

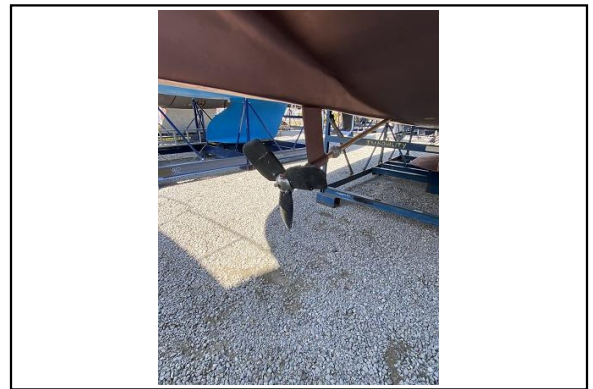
BELOW WATERLINE MACHINERY

PROPELLER(S):

16" 3 blade feathering propeller of composite construction. Good condition



Propeller (1)



Propeller (2)

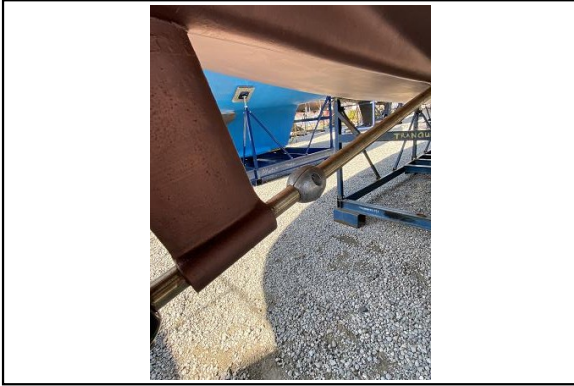
III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

PROPELLER SHAFT(S):

Stainless steel 1". Good condition.



Shaft and Strut

SHAFT BEARING (CUTLASS BEARING):

Cutlass bearing showed no signs of sloppiness or end play.

STRUTS:

Bronze. Good condition.

RUDDER(S) MATERIAL:

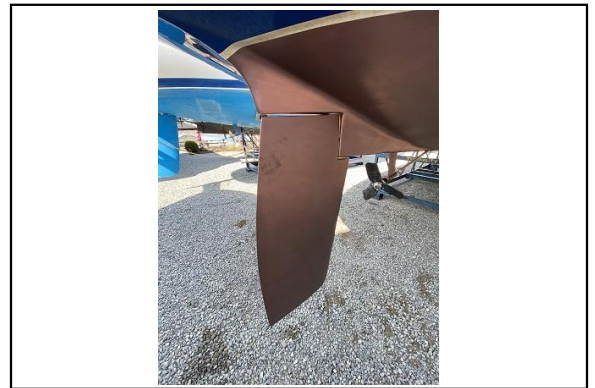
FRP inboard spade Good visual condition. Moisture readings in the low ranges.

***C.4**

Slightly more than average play in the bearings



Rudder (1)



Rudder (2)

THRUSTERS:

None

III. SYSTEMS

OUT OF WATER INSPECTION

BELOW WATERLINE MACHINERY(*continued*)

THRU-HULLS:

Ten (10) underwater thru hull fittings.

TRANSDUCERS:

Well mounted. Serviceable at time of inspection.

STRAINERS/SCOOPS/SCREENS:

Under water raw water strainers are screen and slotted type. Appear serviceable.

GROUNDING PLATES:

None Sighted.

ZINCS:

One (1) shaft mounted anode. Good condition.

CONDITION OF HULL (UNDERWATER PORTION)

KEEL:

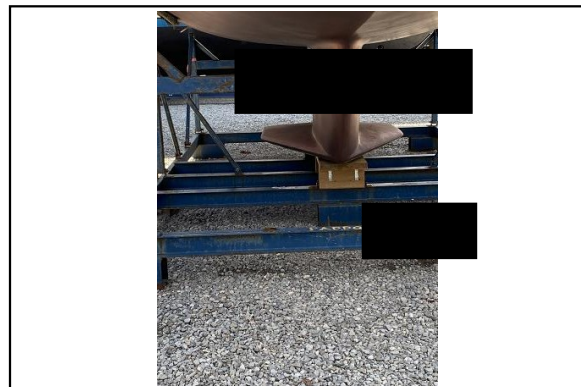
Winged keel. Lead construction.

*C.5

The top of the port-side wing is showing some 'bubbling' under the bottom paint. This is not uncommon on Catalinas.



Keel (1)



Keel (2)

SIGNS OF GROUNDING:

None

BLISTERS:

None Sighted.

III. SYSTEMS

OUT OF WATER INSPECTION

CONDITION OF HULL (UNDERWATER PORTION) *(continued)*

CONDITION OF BOTTOM PAINT:

Bottom well painted. Condition Good.

RIGGING AND SAILS

STANDING RIGGING

MAST(S):

Deck-stepped anodized aluminum mast and boom. Good condition.

MAST COMPRESSION SUPPORT:

Steel post spanning salon. Serviceable.

SPREADERS:

Single-spreader rig.

SHROUDS AND STAYS:

Good condition.

TURNBUCKLES/TOGGLES:

Stainless steel swaged fittings and turnbuckles. Good condition.

CHAIN PLATES:

Well bedded.

NOTE:

The mast was stepped at time of inspection and was only inspected from deck-level. All components appeared in Good condition and Serviceable at time of inspection.

RUNNING RIGGING

ROLLER FURLING GEAR:

A head-sail furling system is fitted to the forestay. Appears Serviceable.

HALYARDS/SHEETS:

Braided nylon. Serviceable.

WINCHES:

Good condition and Serviceable.

CLUTCHES:

Good condition and Serviceable.

III. SYSTEMS

RIGGING AND SAILS

RUNNING RIGGING*(continued)*

TRACKS AND CARS:

Traveler and Genoa tracks straight and well-bedded. All components Serviceable.

SAILS

SAIL INVENTORY:

Not inspected.

IV. FINDINGS AND RECOMMENDATIONS

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

Findings noted under "OTHER FINDINGS " should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value. American Boat and Yacht Council (ABYC) standards should be considered voluntary and are recommended to be followed so long as it is convenient to do so.

Findings will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER FINDINGS NEEDING ATTENTION / NON COMPLIANCE WITH CURRENT STANDARDS
- C. SURVEYORS NOTES / OBSERVATIONS / MAINTENANCE RECOMMENDATIONS

B. NON-REGULATORY OR RECOMMENDED STANDARDS DEFICIENCIES (I.E. ABYC, NFPA):

B.1 (PAGE 16) SHORE POWER WARNING LABEL:

FINDINGS	RECOMMENDATIONS
No warning label sighted.	ABYC E-11.6.2.2.3.3 recommends that a permanently mounted waterproof warning label be located at each shore power inlet location on the boat.

B.2 (PAGE 23) BILGE WATER ALARM:

FINDINGS	RECOMMENDATIONS
None sighted.	ABYC A-22.7.3 states that "on boats with an enclosed accommodation compartment, an audible alarm shall be installed indicating that bilge water is approaching the maximum bilge water level". Consideration should be given to installing an audible bilge alarm if the Vessel will be used for overnight accommodation.

B.3 (PAGE 24) SMOKE DETECTOR:

FINDINGS	RECOMMENDATIONS
Smoke detector not sighted.	ABYC A-4 Section 4.6.1 states that fire detection device or system shall be installed on boats with an enclosed accommodation compartment.

IV. FINDINGS AND RECOMMENDATIONS

B. NON-REGULATORY OR RECOMMENDED STANDARDS DEFICIENCIES (I.E. ABYC, NFPA):

B.4 (PAGE 24) CARBON MONOXIDE DETECTOR:

FINDINGS	RECOMMENDATIONS
None sighted.	<i>ABYC A-24.6.1 states that carbon monoxide detectors shall be installed on all boats with an enclosed accommodation compartment(s). One should be installed in each sleeping compartment.</i>

C. SURVEYORS NOTES, OBSERVATIONS, AND RECOMMENDATIONS :

C.1 (PAGE 7) TRANSSOM:

FINDINGS	RECOMMENDATIONS
Minor gelcoat damage at bottom center.	<i>Further investigate and repair as necessary.</i>

C.2 (PAGE 8) DECKS:

FINDINGS	RECOMMENDATIONS
Some spider-cracking at forward edge of mast step.	<i>Further investigate and repair as necessary.</i>

C.3 (PAGE 9) LIFE LINES:

FINDINGS	RECOMMENDATIONS
The PVC coating is starting to crack in some areas and there are some early signs of corrosion under the PVC coating.	<i>Further investigate and repair as necessary.</i>

C.4 (PAGE 25) RUDDER(S) MATERIAL:

FINDINGS	RECOMMENDATIONS
Slightly more than average play in the bearings	<i>Further investigate and repair as necessary.</i>

C.5 (PAGE 26) KEEL:

FINDINGS	RECOMMENDATIONS
The top of the port-side wing is showing some 'bubbling' under the bottom paint. This is not uncommon on Catalinas.	<i>Bubbling is due to some surface corrosion. Recommend grinding out corroded areas and filling with an epoxy-based filler. Further investigate and repair as necessary.</i>

V. SUMMARY AND VALUATION

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the OVERALL VESSEL RATING OF CONDITION After a the survey has been completed and the findings have been organized in a logical manner.

The following is the accepted marine grading system of condition:

"EXCELLENT (BRISTOL) CONDITION", is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

"ABOVE AVERAGE CONDITION", has had above average care and is equipped with extra electrical and electronic gear.

"AVERAGE CONDITION", ready for sale requiring no additional work and normally equipped for her size.

"FAIR CONDITION", requires usual maintenance to prepare for sale.

"POOR CONDITION", substantial yard work required and devoid of extras.

"RESTORABLE CONDITION", enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the SYSTEMS AND FINDINGS AND RECOMMENDATIONS section of this REPORT OF SURVEY, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING:

ABOVE AVERAGE

V. SUMMARY AND VALUATION

STATEMENT OF VALUATION:

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

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

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

Seven (7) vessels of similar make and vintage were found for sale online (at sites including, but not limited to YachtWorld.com, SailboatListings.com, and BoatTrader.com). Prices ranged from CDN \$90,450.00 to \$145,926.00. Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

\$135,500

One Hundred Thirty Five Thousand Five Hundred Dollars

2. The "ESTIMATED REPLACEMENT COST" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$499,995

Four Hundred Ninety Nine Thousand Nine Hundred Ninety Five Dollars

SUMMARY:

In accordance with the request for a marine survey of the XXXXXX, for the purpose of evaluating its present condition and estimating its Fair Market Value, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on May 25th, 2023 and was found to be a well constructed, appointed and comfortable vessel. Despite the findings noted in the body of the report, the XXXXXX is considered to be Fit for Its Intended Use of Pleasure Coastal Cruising

V. SUMMARY AND VALUATION

SURVEYOR'S CERTIFICATION:

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

The observations were accurate at time of inspection. The statements of fact contained in this report are true and correct.

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

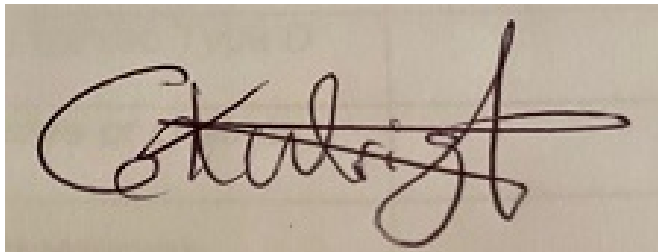
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

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

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

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

ATTENDING SURVEYOR:



A rectangular box containing a handwritten signature in black ink on a light-colored background. The signature is cursive and appears to read 'C. K. ...'.

VI. PHOTOGRAPHS



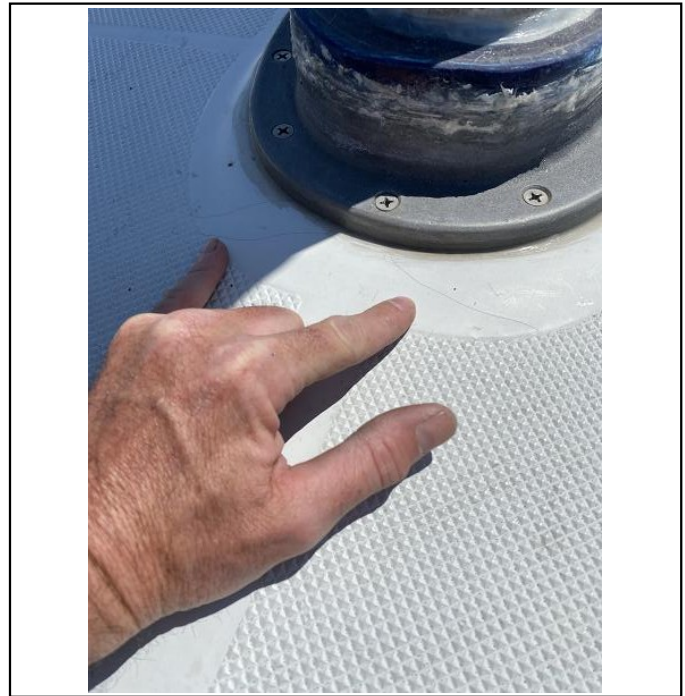
AC-DC Panel



Air Conditioning (1)

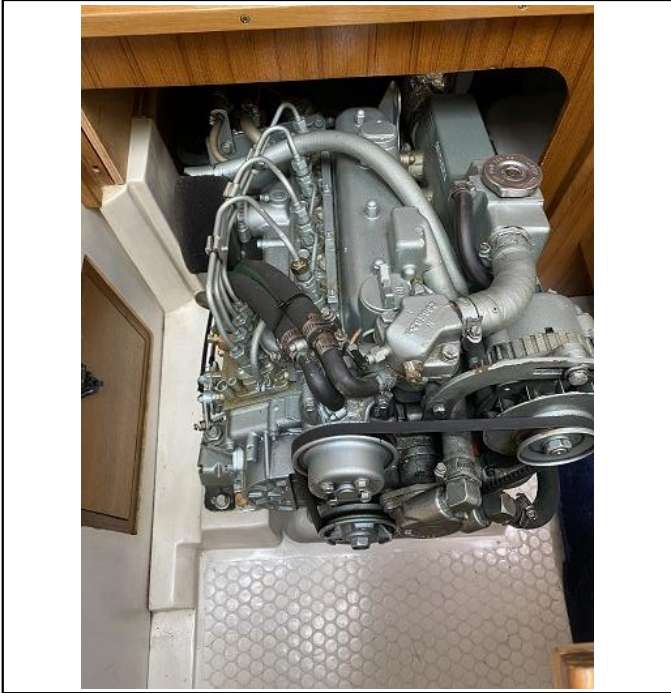


Air Conditioning (2)

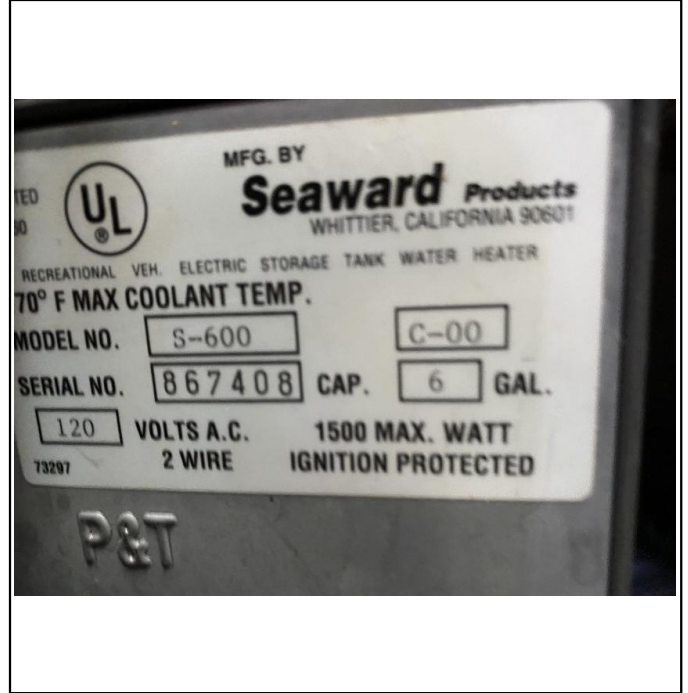


Deck (Mast Step)

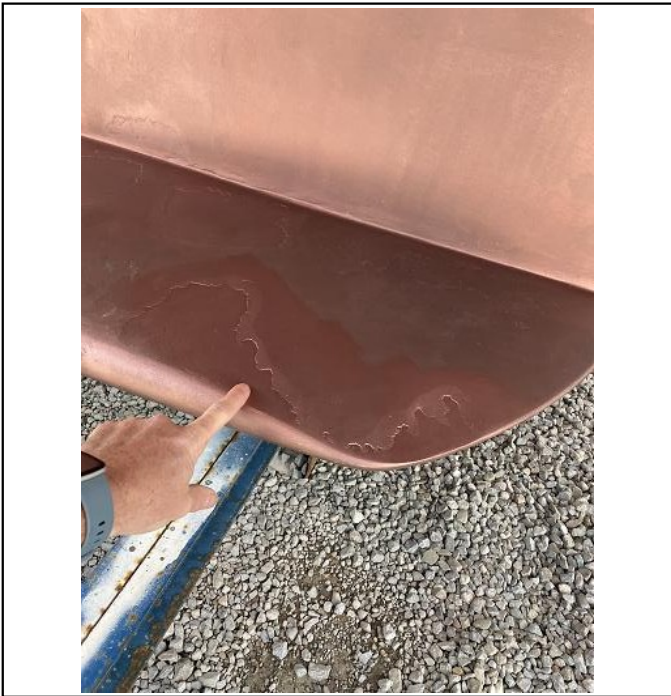
VI. PHOTOGRAPHS



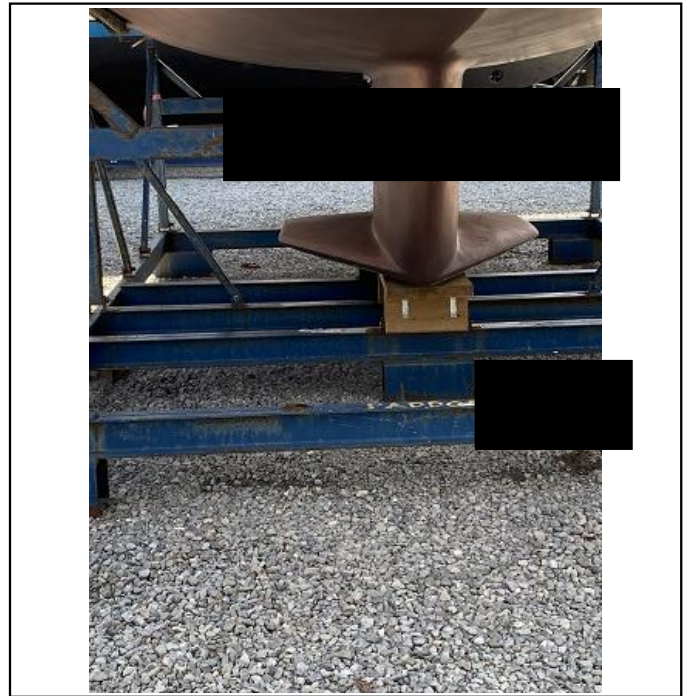
Engine



Hot Water



Keel (1)

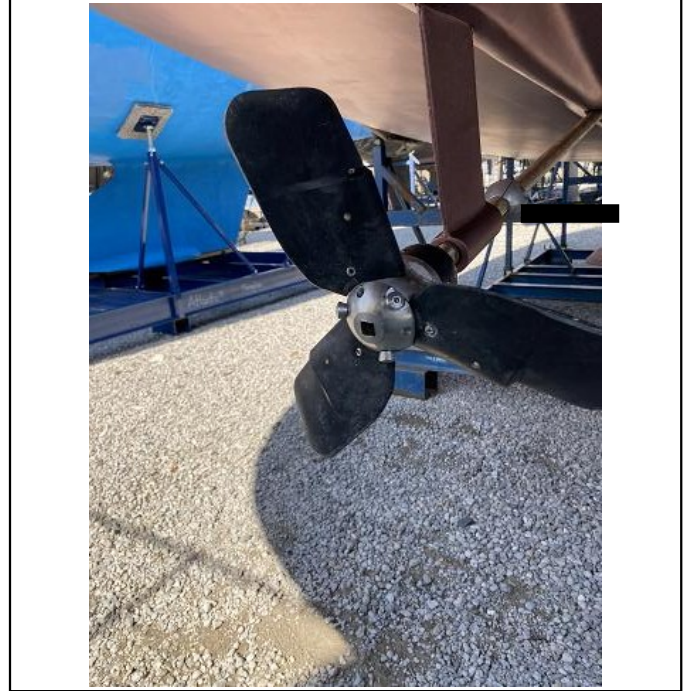


Keel (2)

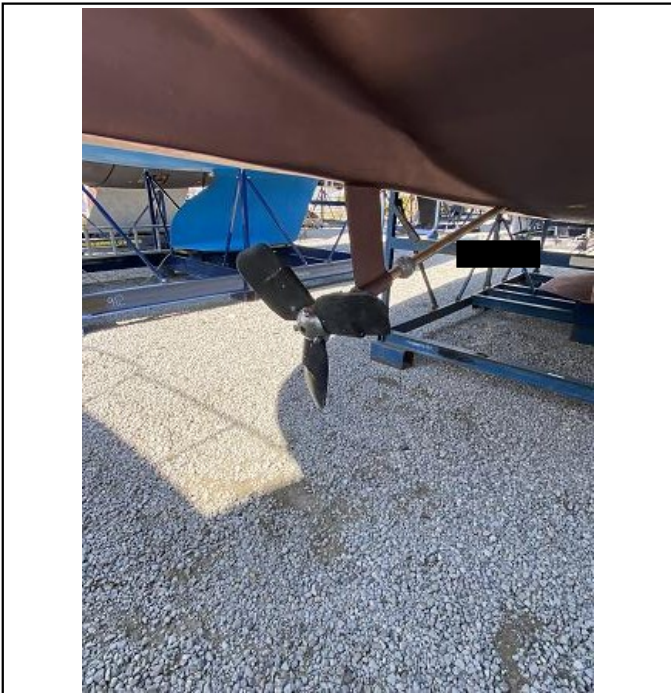
VI. PHOTOGRAPHS



Packing Gland



Propeller (1)

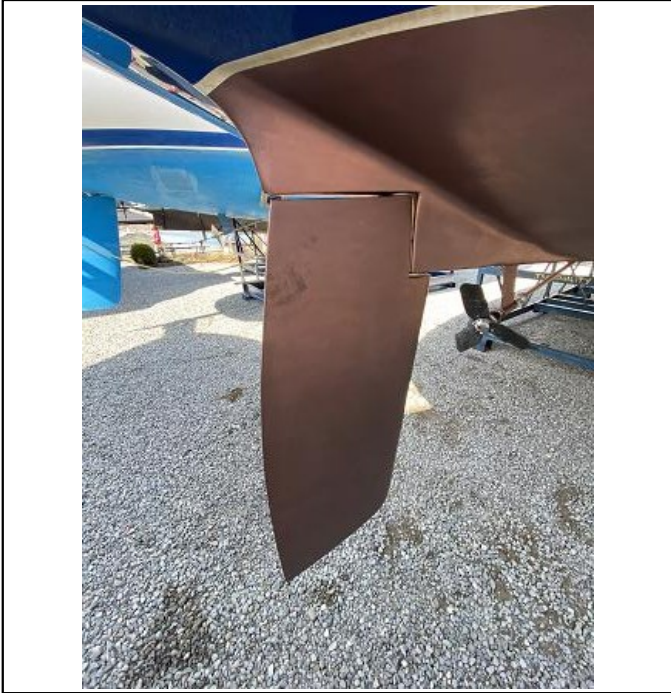


Propeller (2)

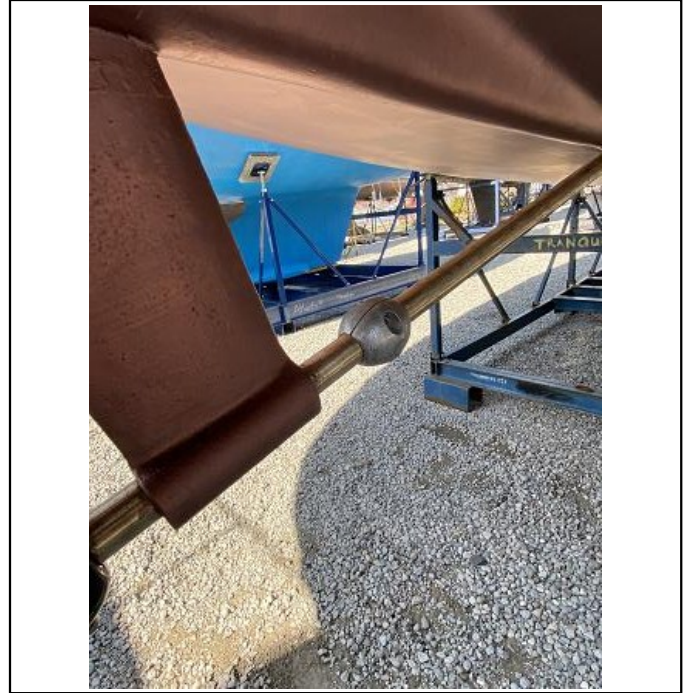


Rudder (1)

VI. PHOTOGRAPHS



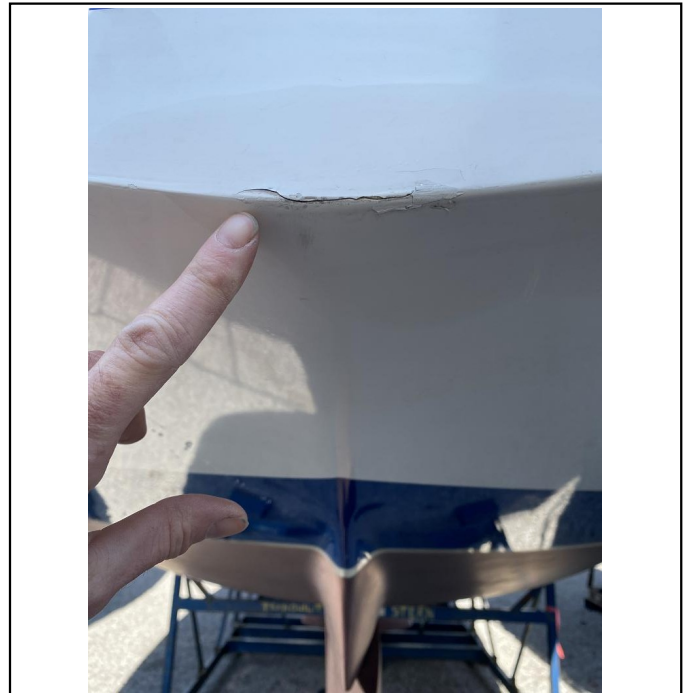
Rudder (2)



Shaft and Strut



The Vessel



Transom (1)

VI. PHOTOGRAPHS



Transom (2)