

Condition and Valuation - Survey Report 7A1121



Vessel Name	<i>Redacted</i>	Length	29ft
Model	Bayfield 29	Beam	10.17ft
Year	1984	Draft	3.5ft
Serial #	29234	Displacement	7100 lbs
Builder	Bayfield Boat yard	Ballast	3000 lbs
Documentation #	Cert. of Registry 804494	Propulsion	Yanmar 2GMF
Date Surveyed	Nov 21 st 2021	Parties present	P. Smith
Owner	<i>Redacted</i>	<i>Address Redacted</i>	

THIS IS TO CERTIFY that the undersigned Marine Surveyor inspected this vessel on land, at Whitby Yacht club, Whitby, Ontario, Canada. This survey was commissioned at the request of *Redacted* for the purpose of insurance underwriting. This report is unbiased and is subject to the condition and accessibility of the vessel at the time of the survey.

Survey Scope

To produce an objective report on the condition and value of the vessel listed above, with focus on structure and systems. Appearance issues may be noted with recommendations of repair only when they are expected to affect the seaworthiness or overall value of the vessel. All test methods used in this survey are of a non-destructive nature, further and complete evaluation of the vessel would require disassembly and will not be undertaken. Independent Surveys to be taken include visual Inspection of Mast, Boom, sails and trailer.

Hulls, decks, and superstructures to be inspected for general condition and appearance. Where possible, moisture levels will be measured by electronic detection methods with percussive sounding used to verify laminate voids and possible structural weakness. Unless stated otherwise, all electronic moisture testing will be performed with a General MMD7NP Digital Capacitance Moisture Meter. Relative percentage moisture readings are interpreted as low (<15), slightly elevated (16 – 25), elevated (26 – 33), high (>34). Moisture levels are recorded with the understanding and acceptance that electronic moisture percentage values vary between meter types and may be affected by additional factors other than moisture.

When possible, electrical and electronic systems are to be switched on, if power is unavailable, visual inspections are to be performed. Engines, Drives, Mechanical and Plumbing systems will receive visual inspection for signs of leaks, flaws or other defects. When appropriate, wear evaluations are to be provided based on the as found condition and reported life of the components. Interior joinery and fixtures are to be inspected visually for appearance, condition and for structural soundness.

Considerations

- **Standards:** the surveyor will endeavor to apply Transport Canada TP1332 where applicable. As of October 31st, 2019, TP1332 standards were updated to reference American Boat and Yacht Council (ABYC) standards. Vessels manufactured prior to standard implementation are not required by law to comply but compliance is recommended where practical.
- The surveyor has taken neither weight calculations nor made size measurements. Any such provided data is taken from published information.
- The surveyor reserves the right to use this report (with all vessel and client specific information deleted) as a sample of his work unless otherwise supported by written agreement.
- Acceptance of this report constitutes agreement to all statements and limitations contained herein.
- No determination of stability characteristics or inherent structural integrity is made, and no opinion is expressed thereto.
- This survey report represents the condition of the vessel on the dates specified above, and is the unbiased opinion of the undersigned, and is not to be considered an inventory or a warranty, either specified or implied.

This Survey is an opinion of the surveyor on the condition of the vessel as presented and within the parameters outlined above. The recommendations and comments made are based on the surveyor's knowledge and experience. This report is in no way a guarantee of the vessel's condition or performance either now or in the future.

Survey Conditions

- Conducted on the morning of 21st Nov 2021. Bright and dry.
- The vessel was surveyed while hauled out. The hull exterior was inspected, measured, and sounded. Due to a complete interior, only about 20 percent of the hull interior surface could be observed. The specific materials and lay-up detail for the fiberglass moldings could not be verified with the non-destructive techniques available.
- All moisture readings were recorded in dry conditions.
- No underway trial was conducted, propulsion machinery and electronics received visual inspection.
- This vessel was surveyed without removals of any parts, including fittings, liner materials, screwed boards or panels, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items.
- No open flame appliances were tested or powered up.
- The mast received basic visual inspection only.
- No other surveys or reports were conducted or available at the time of this inspection.
- No Shore power or Battery Power was available

Vessel Description

This vessel is a production fiberglass reinforced plastic sailing yacht of traditional appearance and design. Its sheer line moves up and forward over bluff bow sections to a bowsprit platform. The underwater form has a deep forefoot and full keel with attached rudder. The rig is of single spreader cutter design. The cockpit is small with raised seating lockers build around the centre pedestal wheel helm. Accommodation below is comprised of a quarter berth to starboard, forward of which is a galley station and berth. To port there is a navigation station with another berth in front. A folding table completes the accommodation area. The head is spacious and is located forward in place of a V berth, an anchor locker is located at the bow.



Hull Construction and Re-Enforcement

The vessel is of fiberglass reinforced plastic with hand laid glass providing a solid hull with core being used in some areas of lining, deck, and cabin. Teak and plywood transverse bulkheads complete

the hull structure. The wooden structure integral with the cabin bulkheads is well finished and appears to be in sound order.

Below Waterline

Finish and Condition: Coats of ablative bottom paint. In serviceable condition with small patches requiring touch up. (1)

Moisture Levels: Low and uniform throughout hull. (Solid hull)

Soundings: Taken at random, no structural concerns.

Keel/hull joint: The integral keel and hull joint appear sound with no evidence of grounding.



Topsides

Finish and Condition: Gel coat surface is in serviceable condition showing average scuffs and abrasions for the boats age.

Moisture Levels: Low

Soundings: Taken at random with no apparent structural concerns observed.

Hull to Deck Joint: The flanged joint is secured with fasteners through an aluminium toe rail. No evidence of leaks or working of the joint were visible.



Transom



Finish and Condition: Good condition with minor scuffs and abrasions.

Moisture Levels: Low - Solid Glass structure



Deck and Superstructure



Finish and Condition: Gel coat and antiskid is in a serviceable condition.

Moisture Levels: low, **Soundings:** Solid

Windows: Four fixed, 2 opening cabin ports appear in serviceable condition with no signs of leaks.

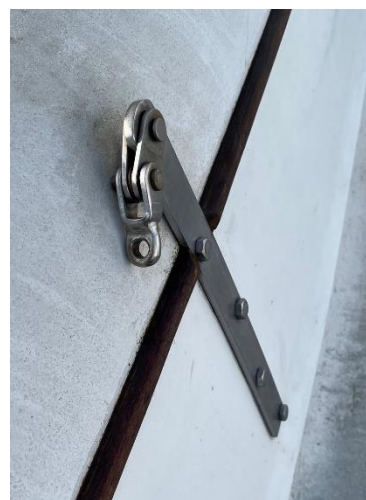
Cabin Top Skylights / Hatches: One In serviceable condition.



Mast Support: Keel stepped mast, through the table to a cast aluminum shoe fixed to the superstructure.



Chain Plate Load Points: Stainless steel brackets thru sealed at deck and affixed below to knees. The forestay and backstay appear to be solidly attached.



Bilge: Area is clean and solid to percussion.



Cockpit

Description and Condition: The cockpit is of fiberglass construction molded integral with the deck and superstructure. There are equipment lockers port and starboard, another aft under the helm seat and an engine access hatch on the floor.



Moisture Levels: Low **Soundings:** Solid

Scuppers: Two drains located in the front cockpit floor through ball valves.



Deck Equipment

Rails, Stanchions, Lifelines: Stainless steel bow pulpit and stern rail connected by a double stainless-steel lifeline and deck mounted sanctions. Stanchions are secure and functional, with some evidence of typical stress cracks in the gelcoat around the bases. Low moisture readings and solid soundings.

Mooring Cleats: Twin forward, twin mid and twin aft mooring cleats are secure to the deck and in good condition.

Genoa Tracks: Secure, solid percussion and low moisture readings.

Spars and Rigging – *Spar and rig received a basic visual inspected on the mast rack.*

(9) – No obvious signs of damage to rigging, little to no corrosion seen on available parts. Mast found wrapped up in transport plastic, recommend removing this while in storage to help prevent corrosion build up.

Masts and Boom: Keel stepped with single spreaders. The aluminum extrusions of both the mast, boom and spreaders appear to be in serviceable condition.

Standing Rigging: Stainless steel wire stays and fittings. All appear to be in serviceable

Winches: Lewmar Primary are 25's, secondary and cabin top winches are 7's. All appear functional.

Running Rigging: Not available for inspection

Clutches / Cleats / Blocks: Not available for inspection



Sails

The sails were not available for inspection.

As reported, Nylon DRS spinnaker, Dacron main, Dacron jib, Dacron staysail. All Lee sails.

Steering System

Type and Description: Pedestal Wheel cable connected and secure. Edson. Emergency steering available, emergency tiller not found during inspection.

Rudder: Fibreglass rudder is in serviceable condition showing low moisture levels with solid soundings.

Rudder Shaft and Bearings: No excessive play noted.

Shaft: 1" SS



Sea Connections

There are seven penetrations through the hull, a mixture of bronze and stainless thru hull fittings appear in good general condition. Plastic and Vinyl hoses are fitted and secured with stainless steel gear clamps and ball lever valves.



Engine



Vessel auxiliary power is by a Yanmar 2GMF, #10918 which was not run due to the boat being on the hard at the time of the inspection.

Exhaust system: A neatly installed wet exhaust system, exhaust box appears in good condition, showing little external corrosion. Hose double clamped.

Engine Mounts: The engine and transmission appear to be securely mounted to the hull.

Transmission unit: Direct drive with forward and reverse gears. Appears serviceable, Serial # 1598.

Engine and Transmission fluids / Controls and Gauges: Not tested

Cooling system: Raw water to fresh cooling with hull intake fitted with a strainer and discharge to wet exhaust.

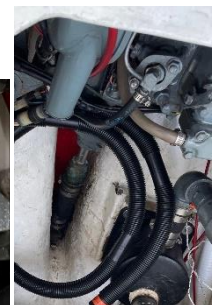
Compartment Ventilation: Plastic hose vented through dorado fitting.

General: The engine and transmission appear to be in good condition with little sign of rust, hoses and clamps appear well maintained.



Diesel Tank: 19 Gallon Aluminum, vented overboard, no fuel cut off. (2)
Hose appears solid, double clamped.

Stuffing Box: Appears in serviceable condition



Electrical

Ships Batteries: 2* 12VDC System.

Shore power: 110 V 30Amp AC Marine receptacle in the cockpit runs to a distribution panel.

Installation: Batteries are secure yet not in a box or trays, no straps. (3)

Power Distribution:

AC panel has GFCI but no ELCI or Grounding Bond



with the DC system (4)

Polarity Indicator: Not present. (5)

Two DC Panels with individual branch circuits & current protection by both fuse and GFCIs.

Conductors: Where accessible, were found to be stranded copper in good visual condition.

Battery Charging: Engine mounted Alternator and a hard-wired Guest 20Amp battery charger.



General Condition of Wiring and Fixtures: Would benefit from installation of an ELCI. (see 4)

Running gear:

Propeller: 3 blade bronze, 3 x 9 L.H. in serviceable condition, secured to the prop shaft by a nut and cotter pin.



Shaft: 1" SS Shaft

Navigation Aids

Compass: Mechanical, functional. Galaxy 6".

GPS: not powered up, standard horizon. 300i # 9M1220026

Depth sounder: Echo, Mariner, not tested.

Anemometer: N/A

Radio VHF: Standard Horizon, not powered up.# 8F053980

Autopilot: Autohelm 4000 on board, not tested.

Interior



General: Well finished , well-maintained interior.

Cabin Sole: Teak / Holly Good condition.

Bulkheads and Joinery: Wood and veneer - good condition.

Upholstery: Cloth over foam, all good condition

Interior lighting: 12VDC

Heating: None





Galley

Tanks: The 20 gallon freshwater tank is plastic and located under the midship berth. All hoses and clamps were inspected where possible, vinyl hoses and SS clamps found to be in serviceable condition.

Faucets: Connected to potable water, manual pressure system not tested.

Stove: 2 Burner Alcohol stove not tested; Origo 4000

Microwave: Danby Junior , not tested.

Refrigeration: - none



Additional Fuels

None

Sanitation

The single enclosed head area features standing head room with a marine manual head. A diverter valve is present (6). Hoses are plastic/vinyl with SS clamps.

The head tank is located under the V-Berth and is made of plastic. Appropriate hosing and clamps are fitted.



Safety Equipment

Personal safety equipment that is not permanently installed on the vessel was neither inspected nor inventoried by the surveyor. A check of the check of the Transport Canada "Small Craft Regulations" should be performed and all necessary equipment fitted to the vessel before launch. This information can be found In the Transport Canada Safe Boating Guide.

Navigation Lights: In place as required unable to be tested at time of inspection. Wiring to each light appears to be connected.

Dewatering System: Manual diaphragm pump and 12v DC pump system in bilge, Not tested

Fire fighting system: None noticed during inspection (7)

Emergency Steering Devise: Not on board at time of survey.

Re-boarding Ladder: SS folding reboarding ladder mounted to the vessel's transom, apparently secure and functional.

Ground Tackle: Reported anchor , 20lb CQR plough with 3/8 galvanised chain.

Detectors: No detectors in place at time of survey.(8) (Co Detector)

Pollution placards: None noticed.

Additional Equipment

Cradle: Four Pad, Steel cradle, of undetermined age , appears to be in very good general condition.



Conclusions

Items listed below are opinions based on the surveyor's knowledge, experience and where noted, applicable marine standards.

Standards Used: Transport Canada TP1332 and American Boat and Yacht Council (ABYC) standards where applicable. As of October 31st, 2019, Transport Canada Marine Safety and Security (TCMSS) has published a policy on the acceptance of American Boat and Yacht Council (ABYC) standards in lieu of TP 1332 Construction Standards for Small Vessels. This policy is applicable to pleasure craft less than 24 meters and non-pleasure craft of not more than 15 gross tonnage constructed, manufactured or rebuilt in, or imported into Canada.

As an alternative to the existing Canadian construction requirements for small vessels (TP 1332), TCMSS will accept the equivalent standards published by ABYC (with some Canadian modifications) as an approved method for small vessel compliance in Canada.

For more information, please refer to,

<https://www.tc.gc.ca/eng/marinesafety/acceptance-alternative-construction-requirements-small-vessels.html>

Vessels manufactured prior to standard implementation are not required by law to comply but compliance is recommended. All standards quoted are current editions with Transport Canada recommending that "existing pleasure craft comply with these standards insofar as it is reasonable and practicable to do so".

Concerns

Items Pertaining to Vessel Structure

None.

Items Pertaining to On-going Vessel Maintenance Repair and Upgrades

None

Statement of condition

This report and its contents are made without prejudice and are the results of the examination of the vessel on the date stated above. Sumac Marine Surveys assumes no responsibility or liability for any action taken by the owner, purchaser, or insurer as a result of this report.

This vessel was found to be in good and better condition relative to the boats age. It shows evidence of being well maintained and is suitable for its intended use of sailing on the waters and inland lakes of Ontario. Due to the age of vessel and her installed systems, some upgrades are recommended to current ABYC standards.

Comments.

The recommendations made below are offered as information or suggestions to enhance the vessel's safety and or performance. They are offered as information only and upgrade is at the owner's discretion.

Summary of Recommendations:

- (7) Install fire extinguishers as per transport Canada marine safety. (A4)
- (8) Install Co detector to protect accommodation areas. (A26)
- (4) Install Grounding bond between AC ground and DC ground, and install ELCI (E11)
- (3) Install Batteries in trays, strapped and terminated with less than 4 wires per post without wingnuts. Cover positive terminals to protect against inadvertent short. (E10)
- (6) Cap Diverter valve to stop inadvertent overboard discharge. (Canada Regs.)
- (5) Install Polarity detector for AC panel (E11)
- (2) Install fuel cut off at tank. (H33)
- (9) Remove transport plastic wrap and have rigging inspected by professional.
- (1) Touch up Antifouling paint

Referenced Standards:

ABYC E10 recommends that batteries be installed in acid resistant spill proof containers which prevent the movement of batteries no more than 1" (25mm) in any direction. The cables should not be secured by wing nuts and the positive posts should be covered with a dielectric material.

ABYC E10 recommends that the ungrounded external DC conductor(s) of pre-wired battery chargers be equipped with an overcurrent protection device within seven inches (177.8 mm) of the connection to the DC system or to the battery conductor in accordance with ABYC E-11, AC and DC Electrical Systems on Boats. *(Required on house batteries only, not at propulsion engine starter).*

ABYC E11: An Equipment Leakage Circuit Interrupter (ELCI) shall be installed with or in addition to the main shore power disconnect circuit breaker(s)

(GFCIs are used as branch circuit ground fault protection at the 5mA threshold in potentially wet environments. GFCIs protect against flaws in devices plugged into them but offer no protection from the danger of a failing hard-wired appliance, such as a water heater or cooktop.

An ELCI provides additional whole-boat protection. Installed as required within 10' of the shore power inlet, an ELCI provides 30mA ground fault protection for the entire AC shore power system beyond the ELCI. ABYC regulations still require the use of GFCIs in environments described above.)

ABYC A26 recommends that CO detectors shall be installed in all boats with accommodation compartments

ABYC H23 recommends Shutoff valves, installed so as to close against the fuel flow, must be fitted in the fuel supply lines, one at the tank connection and one at the engine end of the fuel line to stop fuel flow when servicing accessories.

ABYC A4 3 fire extinguishers ,outside engine compartment, steering position, and galley

Canada Regs The "Y" valve must be secured to prevent accidental illegal discharge. This can be done by placing a lock or non-reusable seal on the "Y" valve or by taking the handle off the "Y" valve. Only treated sewage from an approved MSD may be discharged directly overboard. The treated sewage must meet the standards as given in the [Vessel Pollution and Dangerous Chemicals Regulations](#).

Certification:

I certify that to the best of my knowledge and belief: I have made a personal inspection of this vessel on the date indicated and 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 this vessel and have no bias with respect to the parties involved. Survey compensation is not contingent upon the reporting of a pre – determined value or direction in value that favours the cause of the client, the amount of the value estimate, the attainment of a stipulate result or the occurrence of a subsequent event.

Estimated Current Market Value

For the purpose of this report, current market value, is defined as: “The price at which a willing, but not anxious, vendor would sell, and at which a willing, but not anxious, purchaser would buy”. The surveyor has used current market listings of similar vessels, published pricing sources and current sold data to arrive at the estimated current market value of this vessel. The assigned value assumes that any items, components and systems not inspected or tested during the survey are in serviceable condition.

Current Market Listings:

Yachtworld.com – 2 current listings 1979/84 Average \$35,500.00 CND

Previous Listings (Last 48 months) – 7 similar age vessels 1982-85 sold for an average price of \$14,000

Vessel Estimated Current Market Value: \$28,000 CND

Cradle: \$2000 CND

Total Estimated Current Market Value: \$30,000 CND

Estimated values do not include federal or provincial sales tax. All listed value is in Canadian Funds.

Prepared without Prejudice, 22nd Nov 2021

P. Smith

Peter Smith

