
Marine Survey Report

Pre-Purchase & Valuation



Part

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General Information



Marine Survey Report

Pre-Purchase & Valuation

Personal

Date:	July 11, 2017
Reference No.:	MSE17XXX
Prepared for:	XXXXXXXX
Address:	XXXXXXXX
Phone:	XXX-XXX-XXXX
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Name of Owner:	XXXXXXXX

Vessel

Location	Queen's Cove Marina, Victoria Harbour, Ontario	LOA	30', 6"
Name	XXXXXXXX	LWL	28', 7"
Type	Express cruiser	Beam	10', 6"
Manufacturer	Sea Ray Boats	Draft	2', 8"
Model	300 Sundancer	Displacement	9400lbs. approx.
Year of Mfg.	1992	Ballast	None
Registration	XX XXXXX	Rig	N/A

HIN/Serial	SERTXXXXXX93	Sail Area	N/A
Hull Material	FRP	Fuel Capacity	124 gal US
Deck Material	FRP	Fresh Water Capacity	40 gal US
		Holding Capacity	20 gal US

Scope of Survey

This survey is an objective report on the condition and/or value of a particular vessel paying close attention to structural, safety, and appearance issues.

This report is unbiased and subject to the condition and accessibility of the vessel at the time of the survey. Test methods used are of a non-destructive nature and vessel disassembly is not within the scope of this survey. A complete report of the vessel would require complete disassembly and will not be undertaken in the formulation of this report.

Hulls and decks are inspected visually for condition and appearance, and moisture levels are measured by percussive sounding and, in some cases, by electronic detection methods.

Electrical and electronic systems are tested by powering up only when power is available. If power is not available, visual inspections only are performed.

Engines, drives, mechanical and plumbing systems are inspected visually for leaks and defects. Wear evaluations are based on visual inspections and, where available, reported life of the components.

Interior joinery is inspected visually for appearance and structural integrity.

Rigging and spars, where applicable, are inspected from the deck only. Sails and canvas will be inspected if accessible at the time of the survey.

Any and all equipment inaccessible at the time of the survey will be assumed to be in acceptable condition for its age. Any and all equipment required on the vessel by law and found to be deficient or absent at the time of the survey shall be duly noted in the recommendations of this report.

This survey is an opinion of the surveyor on the condition of the vessel as presented and within the parameters outlined above. The recommendations 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.

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Survey Report

Hull Survey

Structural Changes – None

Construction – FRP

Transom – Intact and without evidence of elevated moisture levels. Depth transducer sealant well-weathered and the clam shell was found to be missing where the cable enters the transom. **See Comment 6**



Bottom – Bottom found to be intact and without dullness to percussive sounding tests and no osmosis found where accessible. Vessel had just been hauled prior to the physical inspection, so moisture readings are inadmissible for the hull exterior. Ablative bottom paint found to be worn in many areas, and in some cases almost through to the FRP mat. **See Comment 17**



Topsides – Topsides found to be in good condition for the age of the vessel. Gelcoat oxidized and decals well-weathered and cracked. **See Comment 7**

Deck & Superstructure

Structural Changes – None

Construction – Wood-cored FRP

General Condition – Gelcoat oxidized and decals weathered. **See Comment 7.** Stress cracks across the deck slightly more prevalent than usual for a vessel of this age. The foredeck, in particular showed numerous stress cracks radiating from the grab rail stanchions and in several areas along the inboard aspect of the port and starboard bulwarks, often radiating from the bow rail stanchions. Some very high moisture levels were detected, along with significant dullness to percussive sounding tests, in the foredeck area (from the windshield base roughly 5ft forward and from the port side hatch to the starboard walkway) as depicted in the picture below (the locations of the tools mark the approximate perimeter of the affected area), as well as an area inboard of the starboard bulwark near the bow rail stanchion adjacent to the affected foredeck. **See Comment 1.**



Platforms – The FRP swim platform and bow pulpit presented as intact and without elevated moisture levels or dullness to percussive sounding tests. The aft platform was found to have weathered sealant in eight vacant screw holes (likely old davits mount locations). **See Comment 8.** The existing Weaver davits system was found to be installed securely. The rub rail sealant presented as well weathered and some of the rub rail mounting screws were found to be improperly seated if not loose. **See Comment 9**

Railings, Stanchions, Lifelines – The starboard bow rail stanchions were found to be loosening up. In particular, the starboard aft-most stanchion presented with significant mobility. Excessive sealant use around that stanchion is an indication it has been mobile for some time. Elevated moisture levels around this area provide some indication that underlying fiberglass repair may be indicated. **See Comment 1**

The aft section of the port side bow rail is bent. **See Comment 16**



Cabin Trunk – Several areas of stress cracking present across the cabin trunk, typical of a vessel of this age

Bulwarks, Scuppers – Scuppers found intact and clear, serviceable. Bulwarks presented with stress cracks as described above in Deck & Superstructure General Condition

Windshield, Portlights – Windshield and wipers intact and serviceable. Windshield power-operated vent found to be operational. Forward V-berth portlights found to have cracked frames and crazed lexan window. **See Comment 2**



Propulsion

Type – Twin 8-cylinder, 4-cycle gasoline engines installed below aft deck at transom



Manufacturer – MerCruiser (Mercury Marine)

Model – 5.7L Alpha One

Model Year – 1993

Engine Serial No. – Port 0D838XXX / Starboard 0D838XXX

Rated Horsepower – 260 each engine

Displacement – 5.7L (350 CID) each engine

Engine Hours – Unavailable

Location & Mounts – Engines mounted to longitudinally-oriented stringers in engine compartment at stern. Mounts found to be secure

Flame Arrestor – As required

Drip Pans – None fitted

Cooling System – Open, seawater cooling

Exhaust System – Wet-type discharged thru-prop via Y-pipe on each transom assembly

Compartment Ventilation – Active via 12VDC electric blower. Passive via compartment vents

Engine/Drive Controls & Gauges – Gauges not powered up. Shift and throttle controls smooth throughout range of operation

General Comments – Engines presented as clean with fluids clean and topped-off. There were no signs of oil, fuel or water leakage.

Running Gear

Reduction Gear Type/Ratio – Twin counter-rotating outdrives (stbd std rotation, port counter-rotation) 1.47:1 ratio

Transom Ass’y. Serial No. – Port 0D865XXX / Starboard 0D864XXX

Transmission/Drive Unit Serial No. – Port 0D792XXX / Starboard 0D782XXX

Steering System – Cable helm with power assist via engine-driven pump and actuator at transom

Helm – Single station located in forward starboard area of cockpit with good all-round visibility

Rudders – Outdrives only

Shafts – Shafts presented as straight

Propellers – Single propeller on each outdrive. Port propeller 3-blade stainless LH 19-pitch, starboard propeller 3-blade stainless RH 19-pitch

Trim Tabs – Bennett hydraulic trim tabs appeared in serviceable condition. No signs of leaks inside the boat or at actuators

Cockpit

Express cruiser style cockpit amidships with open access to aft deck area and back-to-back bench seating at helm. Helm bench seat vinyl appeared updated. Bench seat facing aft deck presented with vinyl that was more worn, with some of the stitching coming apart. **See Comment 10.**

Newer canvas in very good condition, with all snaps and zips found to be working properly.



A portable Kuuma barbecue with rail mount was found stored under the aft cockpit bench seat.



A transom gate provides access to swim platform and latches securely. Forward port area of cockpit provides access to companionway steps down to main cabin. Companionway hatch secures properly but the plexiglass top is cracked in two places. **See Comment 11**



Fuel System (Propulsion)

Fuel Type – Gasoline

Fuel Tank Type/Location – Aluminum tank secured below aft deck area

Venting/Overflow/Screens – As required

Shut-Off Valves – None fitted

Fuel Lines & Connections – As required

Ground – Tank and deck fill bonded to DC negative ground

LPG/CNG

None fitted

Ship's Power

Voltage – 12VDC, negative ground

Panel & Circuits – Compliant as fitted

Battery Charger – Xantrex Model TC4012 40A ignition protected charger installed forward of starboard engine below aft deck



Master – Yes

Alternator – Engine-mounted, not powered-up

Battery Type, Location, Securing –

Cables/Wiring/Connections/Fixtures – All cables, connections and fixture found to be compliant, with the exception of two switches that were found broken at the helm (one for the bilge pumps and the other for the navigation lights). **See Comment 13**



Inverter – None fitted

Corrosion Protection – Passive only. Anodes on outdrives and trim tabs pitted. **See Comment 12**

Shore Power

Voltage – 120VAC, neutral not bonded

Panel & Circuits – Panel located near companionway entrance in main cabin, to port side.

Outlets – GFCI outlet in galley presented with broken plastic housing. **See Comment 3**



Wiring/Connections/Fixtures – All found to be compliant where accessible for viewing

Generator – None fitted

Sea Connections

Condition of Thru-Hull Fittings – All thru-hulls appeared secure and well-bedded where accessible for inspection

Hoses & Clamps – As required

Below Deck Structural

Hull – No structural changes or signs of repair found on inspection

Bulkheads – Intact and well-tabbed without signs of delamination where accessible

Stringers – Intact and without elevated moisture levels or dullness to percussive sounding tests where accessible for inspection

Hull/Deck Joint – Intact and without evidence of seepage where accessible

Bilge – Intact and without evidence of structural repair or standing water where accessible for viewing

Cabin Sole – Intact and secure

Deck – Intact and without evidence of structural compromise, even in the forward V-berth below the foredeck

Cabin

Lighting – Fixtures intact but not powered-up

Heating System – None fitted

Air Conditioning – None fitted

Vacuum System –

Entertainment System –

Headliners/Bulkheads/Cabinetry – Bulkheads and joinery all found to be in good condition for the age of the vessel. Some water staining evident below portlights in forward V-berth, indicating that water seepage has already occurred. **See Comment 2**

Stateroom/Berths – Forward V-berth, plus aft quarter berth accessed off aft end of main cabin below cockpit. Cushions and finish materials found to be clean

Dinette/Settee – Dinette/settee located to starboard side of main salon amidships. Wrap around style bench seating and a decent sized dinette table all in good condition

Storage/Lockers – Ample storage under berth cushions and dinette benches, as well as two closets for forward V-berth

Portlights – Forward V-berth portlights cracked, as described earlier in this report. **See Comment 2**

Ventilation – Passive via foredeck hatches, screened portlights and companionway

Galley

Layout – Located in main cabin to port of companionway steps and fitted with sink, range top and microwave, plus drawers and cabinets for storage



Fittings/Hardware – Good condition for age of vessel

Stove – Kenyon alcohol/120VAC electric found to be in clean condition but not powered-up



Refrigeration – Nova Kool Model R200 compact refrigerator, two-way 12VDC/120VAC found running on 12V ship's power at time of physical inspection. Model label identified date of manufacture as 2001

Other Appliances – Quasar compact 120VAC microwave oven, not powered-up

Water Heater – Newer Kuuma 6 gal US hot water tank installed in port aft corner of engine compartment below aft deck. Pressure relief valve rated at 150psi. **See Comment 4**



Potable Water – Potable water tank, fittings and hoses installed securely where accessible for viewing. Unable to determine the condition of the inside of the potable water system

Sanitation

Heads – Single head located at port side of main cabin amidships. All fixtures appeared in serviceable condition. Head found to be equipped with sink, vanity and Vacuflush toilet. The sanitation pump runs continuously when the system is powered up. **See Comment 14**



Shower – No shower head was found onboard, though this vessel would have originally been fitted with one and the moulded fiberglass sole with floor drain was found to be intact. In addition, the shower sump located below the main cabin sole appeared clean and serviceable, though it was not powered-up

Holding Tank – Holding tank and fittings secure, though sanitation hoses are permeated and sanitation odour is present in certain areas of the boat. **See Comment 15**

Navigation Aids

Navigation Lights – Fitted as per Collision Regulations, not powered-up

Compass – Single compass at helm, appeared to be calibrated correctly

Radar – None fitted

Radar Reflector – None fitted

GPS/Plotter – Lowrance HDS 5m Combination GPS and chart plotter installed at helm with thru-hull transducer installed forward of engines in engine compartment below aft deck. Unit was powered up and the surveyor was able to confirm a GPS fix, charts loaded and an operational depth circuit



Loran – None fitted

Depth Sounder – Stand alone Lowrance in-dash depth sounder not powered-up

Sound Signal – 12VDC Electric dual trumpet horn not powered-up

Knot Log – None fitted

Radios – Single Standard Horizon Eclipse DSC+ VHF installed at helm, powered-up and confirmed operational



Autopilot – None fitted

Windshield Wipers – Wipers powered up and confirmed operational port and starboard

Spot/Flood Light – Spotlight installed at bow pulpit powers up but does not rotate with use of helm control. **See Comment 5**

Bow/Docking Lights – None fitted

Stern Light – As required, not powered-up

Safety Equipment

Ground Tackle – Sufficient rode and Bruce style 10kg anchor installed. Rode locker hatch in good condition. Lewmar 12VDC windlass installed in rode locker, powered-up and confirmed operational

Gasoline Fume Detector – None fitted

Fire Fighting System – Extinguishers installed as required and charged. Halon auto system installed and presented as operational at time of physical inspection

Re-boarding Ladder – Fitted to port end of aft swim platform. Secure and compliant with applicable regulation

Emergency Tiller – None fitted

Bilge Pumps – Two 12VDC pumps installed between engines in aft bilge, both equipped with float switches. Surveyor confirmed manual electrical operation of bilge pumps only

Additional Equipment

The vessel was surveyed temporarily hauled and sitting on the marina's hydraulic trailer at Queen's Cove Marina in Victoria Harbour. The vessel was equipped with a tender; a Titan aluminum bottom inflatable HIN XXXXXXXXXXXX with Mercury 9.9 hp outboard motor S/N 1BXXXXXX (year of manufacture 2008). The tender was found to be in excellent condition, though the motor was not fired as a part of the survey



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Conclusion

Comments

Essential Repairs:

1. Moisture content in the foredeck and starboard walkway is significant and, if not repaired, the structural integrity of the foredeck will be compromised and the value of the boat affected significantly. Further investigation is necessary to determine the extent of required repairs, but the core is clearly soft and the moisture undoubtedly extends beyond the areas that are soft. Thermal imaging could be considered to help determine the size and subsequent cost of repairs.
2. The V-berth portlights should be replaced. There are a number of options available in different sizes, some of which open and have screens to improve ventilation of the V-berth
3. The GFCI outlet in the galley should be replaced prior to next use as the plastic housing is broken
4. The 150psi pressure relief valve on the hot water tank is not suitable for a marine pressurized water system. As the only pressure relief valve in the system, ABYC standards require the valve to vent at no more than 50% higher than the normal operating pressure of the system. 75psi pressure relief valves are available from marine chandleries
5. The spot light should be considered a safety hazard because it shines directly back at the helm when turned on and does not rotate. It should be repaired or replaced prior to next sailing

Items to Watch:

6. The depth transducer on the transom should be rebedded at next haul out and a new clamshell installed where the cable enters the transom so as to minimize the possibility of water ingress to the fiberglass mat
7. Gelcoat on the topsides and deck could be buffed and waxed to improve appearance and protect the resin base. Decals are purely cosmetic but are also due for replacement
8. It is recommended that stainless fasteners with finishing washers be sealed into the open holes in the top of the aft swim platform in order to prevent water ingress to the core of the platform
9. The rub rail should be rebedded at next haul-out and the fasteners properly seated
10. The aft cockpit bench seat is due for an upgrade as the existing vinyl is weathered to a point where it will be difficult to repair
11. The companionway hatch top plexiglass seems solid but the cracks are unsightly. It may be nigh impossible to find a direct replacement for these pieces

12. The anodes on the outdrives and trim tabs are pitted and will likely be due for replacement before launch next season
13. The broken switches at the helm need to be replaced. They both work electrically, but the integrity of the switch body is compromised. It is likely that all of the switches are due to be upgraded soon
14. The sanitation pump should be further investigated and repaired so that it works correctly
15. The sanitation hoses are due for replacement. Permeated hoses will cause lingering sanitation odours onboard. Some consideration could be given to installing a holding tank charcoal vent filter when the sanitation hoses are replaced, which will also help control odours when flushing the head
16. The port side of the bow rail does not pose a safety risk but is clearly damaged (likely from impact). It is possible to have stainless rails repaired.
17. The ablative bottom paint is due for a recoat at the very least. A better option for the longevity of the hull and the finish is to have the bottom sandblasted and an epoxy finish applied prior to the application of the new ablative bottom paint. Your marina's service department can likely quote this work for you.

Standards

The following is a list of organisations providing standards and regulations used in evaluating the seaworthiness of this vessel. Some of the standards are recommendations, while many have been adopted into Canadian law. More information pertaining to regulations and the Canada Shipping Act can be obtained by contacting Transport Canada:

Transport Canada

Canada Coast Guard

National Fire Protection Association

American Boat & Yacht Council

The Appraisal Foundation

Underwriters Laboratories

Canadian Standards Association

Valuation

Based on current market conditions and the condition of the vessel at the time of the physical inspection, the surveyor considers the fair market value of the vessel and tender to be CAD\$26,500.00

It should be noted that the condition of the foredeck has significantly impacted the vessel's value, however, it has been offset to a large degree by the overall condition of the rest of the vessel and the addition of the tender to the package as a whole.

Summary

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

The vessel was surveyed as recently hauled. The surveyor was on-site for the physical inspection within two hours of the vessel being hauled from the water. As a result, moisture readings on the exterior of the hull were not taken (any moisture reading would have been misleading).

A search of the several technical databases showed no warnings or postings about this model.

Overall, this vessel is in good condition for its age, despite needing some attention on the foredeck. It is considered a good risk by the surveyor providing the deficiencies identified as 'Essential Repairs' in the Comments section of this report have been satisfactorily addressed.

Prepared without prejudice:



Timothy J. Martin

Date: July 15, 2017