



Q. C. Marine Surveyors

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Small Craft Condition & Valuation Survey

Prepared for



Conducted by

Paul Eisfeld, Marine Surveyor



Date : 11/25/2019

Report Number: 102-11252019

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For the purpose of this report, the following terms are used

- **Excellent:** New or like new condition
- **Good:** Shows minimal wear with minor cosmetic flaws
- **Fair:** The system, component or item is functional.
- **Poor:** The component or item(s) are in need of cosmetic repair or replacement.

1. GENERAL INFORMATION

Current owner: [REDACTED]

Address: [REDACTED]

Prov.: Ontario

Postal Code: [REDACTED] Tel. No.:

Cell No: [REDACTED]

email: [REDACTED]

Survey requested by: [REDACTED]

Afloat/Hauled: Hauled

Place of Survey: Bay of Quinte Yacht club

Present at time of survey: Paul Eisfeld

Owners experience: Experienced



Home Port: ██████████ Ontario
Licence/Official No. : ██████████
Year: 1979
Make: Trawler
Model: MK1
H.I.N. : ██████████ Builder:
Mainship
Designer: John Cherubini

General Area in which vessel will be used: Great Lakes
Is vessel suitable for intended use? Yes

Dimensions

Length: 34' LWL: N/A Beam: 11'11" Draft: 2'10"
Ballast: N/A Displacement: 14,000 lbs Sail area: N/A Maximum speed: 11 knots

Short description of vessel: The Mainship 34 is a recreational trawler design with a single engine. Built by Mainship and designed by John Cherubini, it has been in series production since 1978

As described from the bow: Starting forward is a V-berth, vanity and both hanging and other locker storage. Moving aft, there is a galley to port and an enclosed head with shower to starboard. Moving aft from here, up three steps to a large salon with lower helm station to starboard. Engine room access is below removable floorboards. Moving after through a sliding door brings you to a covered after deck, with access to a ladder leading to the flybridge and upper helm station.

2. HULL & UNDERWATER EQUIPMENT

Material and Type of Construction: Fibreglass reinforced plastic

Any change from original design? No

Cove stripe: No

Condition: N/A

Boot top: Beige paint

Condition: Good

Topsides: White

Condition: Good

Underbody: Antifouling

Condition: Good

Keel type: Displacement / Trawler

Condition: Good

Signs of grounding: No

Rudder type: Bronze; Balanced

Condition: Good

Type & size of propellers(s): Single 4 blade, bronze 20R23L-cup

Condition: Good

Tail shaft material: Stainless steel

Diameter: 1 3/4" Condition: Good

Anode fitted - Y/N: Yes

Condition: Fair

Cutlass Bearing Condition: Good

Condition of strut: Good

Through hull fittings: Stuffing box

Appearance: Good

Bilge condition: Good

Keel bolts condition: N/A



Hull information -

Percussion soundings:

Good

Moisture readings: Good 10-15 below waterline, 5-9 above waterline Interior moisture readings below waterline were taken where accessible.

Faults:

Overall hull summary: Good

- *Moisture readings were taken with an Electrophysics CT100 meter with 10 ° C and sunny weather.*

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3. DECK & EQUIPMENT

The deck is moulded, constructed of fibreglass reinforced plastic with a balsa core. The surface is white with textured non-skid sections. Percussion soundings, visual and moisture analysis measurements were taken to summarize the following.

Deck information

Appearance: Good Moisture: Good
Percussion: Good

Overall deck summary:

- *Moisture readings were taken with an Electrophysics CT100 meter with with 10 ° C and sunny weather.*

Anchor #1/ground tackle

Weight: 15 lb. Type: Danforth Type
Amount Chain: 25' Amount of Line: 150'
Location: Anchor locker
Is bow roller fitted: Yes

Anchor #2/ground tackle

Type: Mantus 304 Amount Chain: 25'
Amount of Line: 150'

Is capstan/windlass fitted: Yes - Maxwell

Type: Horizontal

Tested: No

Hawse Pipe: Yes

Mooring Lines: Yes Condition: Good

Fenders: Yes, Condition: Good

Condition of hatches and ports: Condition Good

Toe rail condition: Good Hull/deck connection: Yes

Condition of lifelines: Good Condition of stanchions/rails: Good

Steering and controls

Hydraulic dual helm wheels

Canvas work

Cockpit cushions: Good

Center piece: N/A

Table cover: N/A

Dodger: N/A

Enclosure: Good

Condition of canvas work: Good

Bimini: N/A

Wheel cover: N/A

Navigation Equipment

Navigation lights: Tested No

Depth Sounder: Yes Datamarine

Log: Yes Datamarine

Course control: Raymarine Autohelm...

Compass: Yes

Speedometer: Yes Datamarine

Wind: No

U.H.F./V.H.F.: Yes Lower Helm – Uniden

Upper Helm – Standard Horizon

A.I.S. No

Radar: No

4. FUEL TANK(S) & SYSTEM

No. of Tanks: 2

Location(s): Port & Starboard midship

Material: Aluminum

Filled from deck? Yes Labelled ? Yes

Vented to atmosphere? Yes

Will overflow from fillers run overboard?

Are deck-filled fillers grounded to tank?

Capacity of tank(s): 2 x 110 US gallons

Shut off valves ? Yes

Fuel line grounded to engine? Yes

Is installation satisfactory: Yes Good

Types of Filters? Sediment Water

separator? Yes

FIRE EXTINGUISHERS

	No. and Size	Type	Yes Fire Type	Location	Date Charged
1.	5 lbs	ABC	2A, 10BC	Aft Deck	1978
2.	5 lbs	ABAC	2A, 10BC	Aft Deck	1997

Any inflammables on board? No

If automatic CO2 or manually controlled system installed, describe: N/A

5. MACHINERY & EQUIPMENT

No. of engines: 1

Gasoline or Diesel: Diesel Condition: Good

Mfgr. Name: Perkins Turbocharges H.P.: 160 HP

Serial No(s).: 354UX384560TL Type of engine controls: Morse

Transmission Type: Hydraulic Perkins

Stuffing box/shaft log: Yes, Approved Rubber

Accessibility: Adequate

Hose condition: Good Clamps: 3

Type of engine cooling system: Closed heat exchange

Exhaust location(s): Stern Exhaust water cooled? Yes

Clear of woodwork? Yes Insulation on exhausts, if any? Yes

Exhaust connections double clamped? : Yes

Condition of engine room: Good

Engine room ventilation satisfactory? Yes Is blower fitted? No, Diesel Ventilation condition: Good **Panel gauges fitted**

Voltage meter: Yes RPM: Yes
 Amperage: No Oil pressure: Yes
 Fuel gauge: Yes Temperature: Yes
 Smoke detector: No Type: N/A
 CO detector: No Type: N/A

Bilge pump(s)

Pump types: 1. Electric
 Make: Seachoice 3700 GPH
 Activation: Float / Manual
 Location of bilge pump: Aft of main engine
 Pump types: 2. Electric
 Make: Rule 2000 GPH
 Activation: Float
 Location of bilge pump: Ahead of stuffing box
 Condition of hose(s): Good
 Double Clamps: No
 Is Auxiliary Generator fitted: Yes
 Is Generator installed correctly: Yes
 Generator – Make - Tropical 11.7 kw Serial No (s) : XXXXXXXXXX
 Engine Make : Isuzu Model: 3LB1
 Serial No (s): XXXXXXXXXX
 H.P: 15.7 HP
 Type of engine controls: Electrical
 Hose condition: Good – see note
 Exhaust location – Stern
 Exhaust water cooled? Yes
 Clear of wood work? Yes



Bow Thruster: Make Vetus 1.5 kw electric
 Condition: Good

6. WIRING & ELECTRICAL SYSTEMS

12 Volt System

Type of wire: ABYC approved
 Apparent condition: Good
 Circuit breakers fitted - Yes
 Switchboard installed? No
 Is vapour type master switch connected to hot line of battery? Yes

SPECIAL ELECTRICAL EQUIPMENT:

No. & type of batteries: 3 Northstar AGM 12 volt 2 Lifeline AGM 12 vlot
 Apparent condition: Good
 Condition Monitor: Yes
 Acid proof boxes/covers: No
 Batteries adequately secured: Yes
 Positive connections protected: No see note
 Battery Charger: Yes
 Type: Xantrex 3000 watt inverter / charger
 Fixed/Portable: Fixed
 Inverter: Yes Lightning
 grounding: Yes

110 volt system:

Shore connection: Yes
 Shore power line condition: Good Tested for leakage: No
 Shore power connections condition: Good
 30 Amp – Breaker switch: Yes Reverse
 polarity indicator: No
 DC and AC panels separated: Yes Are
 circuit breakers fitted? Yes Circuit
 breakers:
 Battery charger: Yes
 Water heater: Yes
 Outlets: G.F.C.I's Total Number: 3
 Location(s): Fwd / Aft / Midship
 Galvanic isolator: No E.L.C.I. No

5. INTERIOR APPOINTMENTS & GENERAL CONDITION

Upholstery: Good	Oven: No
Port coverings: Yes	Microwave: Yes
Head(s): Yes	Refrigeration: Yes
Shower: Yes	Television: Yes
Cabin sole(s): Good	DVD: No
Stove: N/A	Stereo: Yes

6. SEA CONNECTIONS(BELOW OR NEAR WATERLINE)

No.	On what equipment	Piping Material	Condition	Valved	Clamps
1.	Engine exhaust	Reinforced rubber	Good	No	Double
2.	Generator exhaust	Reinforced rubber	Fair	No	Double
3.	Electric bilge pump	Approved plastic	Good	No	Single
4.	Cockpit drains	Approved rubber	Good	No	Double
6.	Galley waste	Approved rubber	Good	Yes	Single
7.	Head fresh water inlet	Reinforced rubber	Good	Yes	Double
8.	Engine raw water inlet	Reinforced rubber	Good	Yes	Double
9.	Stuffing box	Approved rubber	Good	Yes	Double

8. FRESH AND BLACK WATER TANKAGE SYSTEMS

Water Tank(s):

No.: 1 Capacity: 50 Gallon
 Material: Plastic Location: under galley sole center line Condition: Good Water Pressure
 System: Yes Pressurized Hot Water: Yes
 Sump Pump for Shower: Yes

Black Water:

No. 1 Capacity: 41 Gallon
 Material: Plastic Condition: Good
 Y-Valve: Yes If Yes – Operational: No

10. STOVES, HEATING SYSTEM, REFRIGERATORS, AIR CONDITIONERS ETC.

<u>Description of heating or cooking or other device</u>	<u>Location</u>
--	-----------------

- | | |
|--|-------------------------|
| 1. Refrigerator / Freezer Norcold dual voltage | Under counter in galley |
| 2. Microwave | Galley |

Are stoves, heaters and smoke pipes clear of woodwork? N/A

If liquefied petroleum gas used, does installation comply with N.F.P.A. Standards? N/A Is the installation satisfactory? N/A

Any naked pilot lights below main deck? N/A

Where are the cylinder and spare cylinder located? N/A

12. SUMMARY OF INSPECTION

Surveyor to state whether the vessel is in apparent excellent, very good, good, satisfactory or poor condition as to:

Hull: Good Deck: Good Machinery: Good
 Equipment: Good Interior: Good Safety Equipment: Good

List briefly fire hazards (if gasoline appliances such as winches or portable pumps, etc., are on board state where spare gasoline is kept): N/A

Is fire protection adequate? No See notes and recommendations

Is installation of cooking, heating and auxiliary appliances satisfactory? Yes

Do you fully recommend the vessel for operation after recommendations, if any, have been fully complied with? Yes

13. VALUATION

Estimated present market value: **CDN**

Valuation comment(s):

1. 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".
2. To arrive at an evaluation the surveyor has used data derived from established Internet sites covering current market listings of similarly equipped vessels for sale and sold.
3. General condition, as well as/or lack of, equipment upgrades are a major factor in determining value.
4. The assigned value assumes that any items, components and systems not inspected or tested are in serviceable condition.

NOTES & RECOMMENDATIONS

Note 1: Information with regard to vessel dimensions and tank capacities were taken from Internet sites. Actual measurements were not taken.

Note 2 : It is the responsibility of the owner to ensure appropriate safety equipment for this vessel is maintained annually as outlined in Transport Canada - TP511E - now available only online

Items marked as 'A' are considered a requirement, a safety hazard to the vessel or crew and/or are critical and should be addressed as quickly as possible.

'B' are items that should be addressed by the owner at the earliest convenient time.

'C' are recommended as future upgrades/improvements for the consideration at the convenience and discretion of the owner.

Findings:

'A' 2 Fire extinguishers found are outdated and should be replaced



'B' Exhaust hose on generator cracked, should be replaced



'B' ABYC Carbon monoxide detection systems standard A24 and NFPA 302 require the installation of carbon monoxide detectors

'B' NFPA 302 Fire Protection Standard for pleasure and commercial motor craft requires the installation of a smoke detector

- ' B ' Hot water tank electrical wire strain relief not installed properly
- ' B ' Some electrical wire in engine and battery compartments found hanging down or laying in bilge, should be clipped up.
- ' C ' Positive terminals on batteries should be protected
- ' C ' Gate valve for main engine water intake should be replaced with marine grade ball valve.



Certification

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

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.

I have made a personal inspection of this vessel and this report is submitted without prejudice for the benefit of whom it may concern.

Paul Eisfeld

Paul Eisfeld, Marine Surveyor



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Limits & Waiver of the Survey

This survey consists only of a visual examination of the external surfaces of the hull structures and neither includes, nor implies, any certification that the materials and construction methods utilized meet any known standards. The survey is intended only to locate any defects as may be apparent at the time of attendance by visual inspection only. The Surveyor cannot predict how the vessel will perform over time and it is the builder's responsibility to warrant the fitness of the product for its intended service and the Surveyor does not assume any portion of that warranty.

This report is issued strictly without prejudice subject to the condition of the vessel being ascertained from a general examination on shore, without making removals, opening parts normally concealed, testing for tightness or trying out machinery. The foregoing statements are the personal opinions and observations of the undersigned Surveyor and are for the consideration of the party or person retaining the Surveyor, with no guarantees implied or given by the Surveyor, or his Employer, to any person or persons who might use, or purport to use, the content of this document or the opinions expressed herein. No right of action against the Surveyor, or his Employer, for negligence, breach of contract, or otherwise, accrues to anyone other than the person or party retaining the Surveyor and is both restricted and limited to the cost of the survey herein provided.

This report is not to be used and is not intended for use in connection with the issuance, purchase, sale or pledge of any security or securities or in connection with the purchase, sale, mortgage, pledge, letting, hiring, or charter of the subject vessel and if so used, this report shall be null and void and of no effect and shall not be binding on anyone.

Standards used for upgrades and recommendations in this report are current and may not have been in place when this vessel was manufactured.

ABYC standards are voluntary but generally accepted throughout the pleasure craft industry and courts as "The Standard". Transport Canada "Construction Standards for Small Vessels, TP1332" are mandatory to the date of manufacture and state that "existing pleasure craft shall comply with this standard insofar as it is reasonable possible to do so". TP1332 frequently refers to and is in the process of being harmonized with ABYC Standards. Compliance with "Collision Regulations" is mandatory. NFPA 302 is a voluntary standard. Standards quoted may have been paraphrased in the interest of brevity. A 100% accurate survey to the aforementioned standards would require the complete disassembly of the vessel and is not within the scope of this survey.

In accepting this report or certificate, it is agreed that the extent of the obligation of Q. C. Marine Surveyors with respect thereto is limited to furnishing a surveyor believed to be competent and in the making of this report or certificate the surveyor is acting on behalf of the person requesting the same and no liability shall attach to this company for the accuracy thereof.

From time to time, surveyors are requested to submit work samples. The undersigned surveyor reserves the right to use this report (*with all vessel identification and personal information deleted*) as a sample of his work unless otherwise requested in writing.