



Q. C. Marine Surveyors

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Small Craft Condition & Valuation Survey

Prepared for



Conducted by

Paul Eisfeld, Marine Surveyor



Date : 04/02/2019

Report Number: 001- 02042019

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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.
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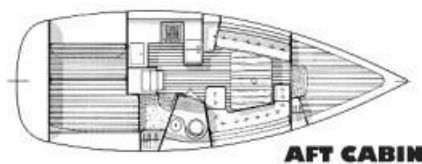
1. GENERAL INFORMATION

Address: [REDACTED] City: [REDACTED]
 Prov.: Ontario
 Postal Code: [REDACTED]
 Tel. No.: [REDACTED]
 Cell No: [REDACTED]
 Email: [REDACTED]
 Survey requested by: [REDACTED] Afloat/Hauled:
 Hauled
 Place of Survey: Loyalist Marina, Bath Ont.



Present at time of survey:
 [REDACTED]

Owners experience: N/A



Name of Vessel: **Fidelia**

Port of Registry: [REDACTED] Licence/Official

No. : [REDACTED]

Year: 1998

Make: Oceanis

Model: 321

Hull No. : N/A

H.I.N. : [REDACTED]

Type: Sail

Builder: Benetau

Designer: Group Finot

General Area in which vessel will be used: Great Lakes and surrounding waters

Is vessel suitable for intended use? Yes

Dimensions

Length: 9.96m LWL: 8.97m Beam: 3.43m Draft: 1.3m

Ballast: 1361 kg Displacement: 4400 kg Sail area: 46.45m² Maximum speed: N/A

Short description of vessel: [REDACTED] is an Canadian registered, Group Finot designed single mast, masthead rigged, production built fibreglass sailing sloop. It is one of approximately 848 built from 1995 to current. This vessel is white in colour, has a bulb/fin lead keel, a spade type rudder and is auxiliary powered with a Yanmar diesel engine.

As described from the bow: Forward on deck is an anchor locker accessible only from above. Below the forward cabin consists of a standard vee berth with storage and water tank located beneath. Continuing aft to port is a full settee with storage below. Across to starboard is a "U" shaped dinette with storage beneath and hot water tank. To port, aft of the settee is the navigation-communication station with a hinged table providing additional storage. Electrical panel for 12 VDC and 110 VAC is above and outboard of navigation table. Continuing aft to port is a U shapes galley with sink forward, stove/oven outboard and large fridge aft. Across to starboard and aft of the settee is a head with toilet, sink and shower. Aft of the head and under the cockpit is a full beam cabin sleeping area. On centerline is the removable companionway step and panel allowing engine access and exit to the cockpit area. Aft and above deck to port is a cockpit locker with storage. Next aft is the pedestal, accommodating the wheel, compass and engine controls. Aft of this is a walk through to access an open transom.

2. HULL & UNDERWATER EQUIPMENT

Material & Type of Construction: Fibreglass reinforced plastic

Any change from original design? No

Cove stripe: Green

Condition: Excellent

Boot top: Green

Condition: Good

Topsides: White

Condition: Good

Underbody: Grey ablative antifouling

Condition: Poor

Keel type: Fin/ bulb

Condition: Good

Signs of grounding: No

Rudder type: Spade

Condition: Fair

Type & size of propellers(s): 3 Blade

Bronze 16 x 12 RH25

Condition: Good

Tail shaft material: Stainless Steel

Diameter: 1" Condition: Good

Anode fitted - Y/N: No Condition: N/A

Cutlass Bearing Condition: Fair

Condition of strut: N/A

Through hull fittings: 9 underwater

Appearance: Good

Bilge condition: Excellent

Keel bolts condition: 5 good



Hull information -

Percussion soundings: Good

Moisture readings: Good

Interior moisture readings below waterline were taken where accessible.

Faults:

Overall hull summary: Good

- *Moisture readings were taken with an Electrophysics CT100 meter with warm dry weather.*

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: Fair Faults: Possible delaminating or voids, slightly higher moisture readings around shroud bases, see *Notes*

Overall deck summary:

- *Moisture readings were taken with an Electrophysics CT100 meter with warm dry weather.*

Anchors/ground tackle

Weight: approx. 40 lb Type: Delta

Amount Chain: 30 feet Amount of Line: 100 feet Location: Anchor locker

Is bow roller fitted: Yes Is capstan/windlass fitted: No

Type: N/A Tested: No

Hawse Pipe: No

Mooring Lines: None seen Condition: N/A

No. of fenders: 5 Condition: Good

Number & condition of hatches and ports: 12 Condition Good

Toe rail condition: Good Hull/deck connection: Good

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

Steering and controls Pedestal/Wheel

Emergency Tiller Yes Canvas

work

Cockpit cushions: Good Dodger: Good Bimini: Good Center piece: N/A

Enclosure: N/A Wheel cover: N/A Winter Cover: Fair Table cover: N/A

Condition of canvas work: Good

Navigation Equipment

Navigation lights tested: No Depth Sounder Make: Raymarine Tri Data Log Make: Raymarine Tri Data

Compass Make: Plastimo Speedometer Make: Raymarine Tri Data

Wind Make: Raymarine Autopilot Make: Raymarine

Radio Telephone: No Radar: No

Barometer: Yes Clock: Yes

U.H.F./V.H.F. Make: Standard Horizon Eclipse & Handheld VHF DSC:

No A.I.S. No Searchlight: No Other:

4. FUEL TANK(S) & SYSTEM

No. of Tanks: 1

Location(s): Aft under stern

Material: Roto molded plastic

Filled from deck? Yes

Vented to atmosphere? Yes

Are tank vents screened? Yes

Will overflow from fillers run overboard? Yes

Are deck-filled fillers grounded to tank? Yes

Capacity of tank(s): 61 litres

Shut off valves on tank? No Engine: No

Fuel line grounded to engine? Yes

Fuel tank metal securing straps insulated? No Is installation satisfactory: Yes

FIRE EXTINGUISHERS

	No. and Size	Type	Fire Type	Location	Date Charged
1.	3 lbs.	10-B-C	Flammable liquid/electrical	Vee berth	1998
2.	3 lbs.	10-B-C	Flammable liquid/electrical	Galley	1998
3.	3 lbs. 10-B-C	10-B-C	Flammable liquid/electrical	Galley cupboard	1998
4.	3 lbs. 10-B-C	10-B-C	Flammable liquid/electrical	Aft cabin	1998

Any inflammables on board? None seen

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

5. MACHINERY & EQUIPMENT

No. of engines: One
 Gasoline or Diesel: Diesel
 Condition: Good
 Mfgr. Name: Yanmar
 Type/model: 3GM30F H.P.: 27
 Serial No(s).: XXXXXXXXXX
 Engine hours: 1089.8
 Type of engine controls: Morse cable
 Transmission Type: KM3P Serial No.: XXXXXXXXXX
 Reduction gear ratio: Variable Stuffing box/shaft
 log: Accessibility: Adequate
 Hose condition: Good Clamps: 2
 Engine cooling system: Closed fresh water
 Exhaust location(s): Stern
 Exhaust water cooled? Yes Clear of
 woodwork? Yes
 Insulated exhaust? No
 Exhaust connections double clamped? : Yes
 Condition of engine room: Good
 Is engine room ventilation satisfactory? Yes
 Is blower fitted ? No
 Ventilation hose condition: Good



Panel gauges fitted

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

Bilge pump(s)

#1 Electric Make: Jabsco 37202-0000
 Activation: Switch
 Location: Under starboard settee
 #2 Manual Make: Henderson
 Activation: Hand pump Location : Cockpit
 Condition of hose(s): Good Double Clamp : Yes
 Is Auxiliary Generator fitted: No State if Generator is installed correctly: N/A

6. WIRING & ELECTRICAL SYSTEMS

12 Volt System

Type of wire: Approved tinned copper

Apparent condition: Good

Circuit protection: Breakers

Switchboard installed? No

Is vapour type master switch connected to hot line of battery? Yes

Batteries:

Main engine battery: Odyssey PC1700 drycell

Auxiliary / house: Motomaster Nautilus lead acid Group 31

Apparent condition: Good

Condition Monitor: Yes

Acid proof boxes/covers: Yes

Batteries adequately secured: Yes

Positive connections protected: No

Battery Charger: Yes

Type: Sentry GS120-2NXJS

Fixed/Portable: Fixed

Inverter: No

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: Yes

DC and AC panels separated: Yes

Circuit protection: Breakers

Battery charger: Yes

Water heater: Yes

Outlet G.F.C.I.'s : Yes Total Number: 7

Location(s) : 1- Port , 1- Starboard, 2 -Galley ,1 -Head, 1 – Main Cabin, 1-Aft Cabin Galvanic isolator: No

E.L.C.I. No



5. INTERIOR APPOINTMENTS & GENERAL CONDITION

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

6. SEA CONNECTIONS(BELOW OR NEAR WATERLIN)

No.	On what equipment	Piping Material	Condition	Valved Yes/No	Clamps
1.	Engine exhaust	Reinforced Rubber	Good	No	Double
2.	Manual bilge pump	Approved Rubber	Good	No	Double
3.	Electric bilge pump	Approved Rubber	Good	No	Double
4.	Cockpit drains	Approved Rubber	Good	No	Double
6.	Galley waste	Approved Rubber	Good	Yes	Double
7.	Head fresh water inlet	Reinforced Rubber	Good	Yes	Double
8.	Engine raw water inlet	Reinforced Rubber	Good	Yes	Double
9.	Drip-less Stuffing Box	Approved Rubber	Good	Yes	Double
10.	Air Conditioning Intake	Approved Rubber	Good	Yes	Double

8. FRESH AND BLACK WATER TANKAGE SYSTEMS

Water Tank(s):

No.: 1 Capacity: 55 Gal
 Material: Polyethylene Location: Under vee berth Condition: Good
 Water Pressure System: Yes Make: Shurflow
 Pressurized Hot Water: Yes Make: Attwood EHM6-SM Hot Water Tank
 Sump Pump for Shower: Yes

Black Water:

No. 1 Capacity: 25 Gal
 Material: Polyethylene Condition: Good Y-Valve: Yes If Yes –
 Operational: Yes

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

<u>Description of heating or cooking or other device</u>	<u>Location</u>
1. Firstwave propane stove/oven	Galley
2. Danfoss 102N3031 refrigeration	Galley
3. Marine Air System CMP12KV Air Conditioner	Cockpit Locker

Are stoves, heaters and smoke pipes clear of woodwork? Yes

If liquefied petroleum gas used, does installation comply with N.F.P.A. Standards? Yes

Is the installation satisfactory? Yes

Any naked pilot lights below main deck? No

Where are the cylinder and spare cylinder located? Separate locker within cockpit locker port side, drained overboard.

11 SAILS, RIGGING ETC.

SAILS

- a. Main sail: Not inspected
- b. Genoa Not inspected
- c. Other Not inspected Standing Rigging Not inspected
- Roller furling Not inspected
- Running Rigging Not inspected

CRADLE

Steel folding cradle: Yes Condition: Good

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: Fair Machinery: Good
 Equipment: Good Interior: Very Good Safety Equipment: Fair

List briefly fire hazards (ie gasoline appliances, small portable motors, etc. are on board, state where spare gasoline is kept): N/A

Is fire protection adequate? Yes

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

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

B - Hot water heater under starboard settee, pressure relief valve is corroded and sticking, requires service. The 110 VAC wire should have proper strain relief where the wire enters the unit, and the cable is being pinched by the base. The back panel should be installed properly. The entire unit appears to not be fastened properly to the floor, and the cover should also be fastened properly.



B - Speed and depth transducers should have fibreglass backing plates.



B - Deck percussion sounding show several areas that could be voids under the top skin, or delamination of the top skin from the core. These areas are fairly small and localized, leading me to suspect voids.

They all show as dry on the moisture meter, however some of these areas have some cracking of the gelcoat which could allow water in to the core in the future. The fix could be as simple as injecting some resin into these areas, filling the voids and rebonding those areas to the core. I found 12 areas where this occurred. Further investigation should be done.

B - Higher moisture readings were found around the shroud bases on both port and starboard, indicating the beginnings of leaking in these areas. The port turnbuckle in the cabin is showing some indications of moisture on it. Recommend resealing these areas before the condition worsens. Also the cockpit floor section immediately aft of the binnacle is also showing higher moisture readings, that require investigation.



B - The caulking on both port and starboard skylights is loose and lifting, it should be removed and recaulked. Both opening hatches on the cabin top areas of cracked gelcoat, that should be repaired.

B - The rudder is showing 1/8" side to side, fore and aft play, which could indicate that the rudder stock bearings require adjustment or replacement. The rudder is also showing higher levels of moisture.

B - The propeller shaft tube seal/ bushing is dry and cracking indicating it may require replacement in the future.



B - The base of the dodger frame on starboard side is not attached.



B - All four fire extinguishers found on board were manufactured in 1998, and should be replaced.

B - All flares found on board are expired and should be replaced.

B - Found some poor electrical connections on top of the fuel tank, should be repaired.



B. Water around and under stuffing box, should be observed for leaks at launch.



B. Several bags of lead shot found under starboard settee, not sure why.



B. The mast is still up in the rack at Loyalist Marina so I was only able to give it a visual inspection from the ground. All appears good, but as it is 20 years old, should be given a thorough inspection by a qualified rigger.

B. The hull underwater has an ablative anti fouling paint on it that has come off in many areas, and is loose and flaking in other areas. Recommend the bottom be thoroughly scraped and sanded and new anti fouling paint applied. After scraping and sanding the rudder should be thoroughly inspected for any cracking that would account for higher moisture levels.

B. As the winter cover was still in place I was not able to get a good overall view of the topsides. However I was able to loosen it enough to get under and do soundings and moisture readings. All looked good.



Safety Issues:

1. The head wye valve should be locked or removed so that no discharge from the head can go overboard.
2. ABYC Carbon Monoxide Detection Systems Standard A24 and NFPA 302 require the installation of carbon monoxide detectors.
3. ABYC Gasoline and Propane Detection devices Standard A-14 require the installation of a propane fume detector.
4. NFPA 302 Fire Protection Standard for Pleasure and Commercial Motor Craft requires the installation of a smoke detector.

13. VALUATION

Estimated present market value: [REDACTED]

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.

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, Marine Surveyor



Q.C. Marine Surveyors

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.