
MARINE SURVEY REPORT

Report Number : 2009S/1582
Date of Inspection : October 30, 2009
Commissioned by : [REDACTED] for pre-purchase purposes
Address : [REDACTED]
Laval Québec
H7C XXX
e-mail : [REDACTED]@ [REDACTED].com
Phone : 514-771- [REDACTED]



SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyors personal opinion as to the vessel's condition. Certain parts of the structure, systems and equipment are inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and are not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. Thick layers of anti-fouling paint may inhibit bottom inspection and therefore destructive testing is offered at additional cost.

Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable and that if a survey must be conducted under these conditions the soundings and meter readings should be re-done at thaw. It should be noted that moisture meter readings are relative and these meters are affected by many factors other than moisture and that percussive sounding interpretations are subjective.

Components requiring access with tools or by disassembly are not inspected. A vessel's systems and component parts have a limited useful life and are subject to deterioration over time. Some conditions affecting useful life include original material specifications, fabrication techniques, environmental exposure and history of use. These systems and component parts often give no readily detectable external indication of deterioration or failure. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, saildrives and or stern drives. Loose gear and accessories are neither inventoried nor inspected. This survey is an opinion of the surveyor based on his knowledge and experience. Within these parameters the surveyor will report on the hull, deck, vessel systems, running gear, cosmetic condition and provide a valuation based on the foregoing. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey.

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures The PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.,

STRUCTURAL COMPONENTS

The internal and external structural elements were visually inspected and tested by random percussive sounding where accessible. Random moisture levels where measured were taken with an Electrophysics, capacitance type digital meter calibrated to a dry test panel and set at the 0.5 scale. Relative meter readings are interpreted as follows 10-12 - low, 13-16 - slightly elevated, 17 - 20 elevated, 21 + high.

General : Hull is fabricated from fiber reinforced resin and taken from a two piece female mold. Decks, topsides and superstructure are of FRP cored sandwich construction while the bottom is uncored. The hull and deck shells are supported by bonded FRP liner sections with integral frames and floors. Main bulkheads are inset in the liners and some partial bulkheads are FRP bonded to the hull.

Structural changes : No structural modifications sighted.

Bulkheads/frames: All bonding appears secure where accessible with no sign of fracture or separation and all bulkheads and frames appear sound.

Hull/deck joint : The inward flange type joint is secured with stainless steel fasteners through the toe rail. There is no sign of separation or working of the joint.

Bottom : The bottom is fair and checks sound but for noted exceptions with moisture levels highly variable from low to high. Anti-fouling paint is in good condition. As shown in the photo below there are two areas of dull checking with high moisture levels and one area of dull checking. [See comment \(3\)](#).

Topsides : The topsides have been painted. In the photo below dull checking in the five unfair areas circled indicates delamination and or core separation. [See comment \(3\)](#).



*Chalk circles show areas of concern on the starboard side.
“D” = dull checking. “H” = extremely high moisture levels.*

Chainplate mounts : FRP shelves integral to the liner appear sound.

Transom : The transom has been painted and checks sound. Moisture levels could not be measured due to rain.

Keel / Skeg(s) : The cast iron keel shows large quantities of filler over corrosion on the underside of the bulb. [See comment \(4\)](#).

Keel / hull joint : The joint is crudely caulked and shows weeping stains. [See comment \(5\)](#).



Crudely caulked and weeping keel / hull joint.

Engine beds : FRP beds integral to the liner moulding check sound and appear secure.

Cockpit : The cockpit deck checks sound. Moisture levels could not be measured due to rain. The cockpit coaming has been painted.

Decks / trunk : Moisture levels could not be measured due to rain. The decks and trunk check sound with two exceptions. 1. A void in the side of the trunk immediately above the port shroud chainplate. 2. A dull checking area running about 14" along the toe rail immediately aft of the port corner of the rode locker hatch. [See comment \(6\)](#).

Mast compression : Compression is absorbed from the deck stepped mast through a painted steel compression post secured over a reinforced floor integral to the hull liner. There is no sign of fracture or stress overload.

DECK / TRUNK EQUIPMENT

Stainless steel bow and stern rails are connected through stainless steel stanchions with double lifelines fitted with port/starboard and stern gates and all appear secure as do bow, midship and stern mooring cleats, Aluminum extruded toe rails are fair and secure. A crudely fashioned stainless steel stemhead plate with dual anchor rollers is secure. On the trunk four ports, four acrylic deadlights, one acrylic escape hatch with non-functional solar powered vent, four acrylic vent hatches, teak grab rails and an FRP spray shield all of which appear sound and secure. [See comment \(7\)](#).



COCKPIT EQUIPMENT

Acrylic washboards, sliding acrylic companionway hatch, locker hatches, stainless steel bimini frame, three footwell ports and a steering pedestal with folding table are secure and in good order.

STERN EQUIPMENT

A reboarding ladder and two transom locker hatches are secure and in good order.

SPARS / RIGGING

Standing rigging is inspected from deck level only, if the mast is stepped. Periodic inspections of all rigging and connections by a qualified rigger are advised. All chainplates should be removed and inspected for evidence of metal fatigue and/or corrosion if the vessel is more than ten years old. Sails are neither inventoried nor inspected and are accepted to be in a condition of normal wear relative to their age.

Note: The mast was not stepped at time of survey and inspected whilst resting on a dolly at the same site. The boom was stored and inspected aboard. Both mast and boom were tightly wrapped in clear plastic therefore inspection was limited.



- Mast(s) :** The aluminum extruded mast with internal track has been painted black, appears fair, sound and is fitted with a double pair of through foil spreader bases with all fittings secure.
- Boom(s) :** The anodized aluminum extruded boom with internal track has been painted black and appears fair and sound with gooseneck and all fittings secure.
- Headsail pole :** n/a
- Traveler/tracks :** The mainsail track is securely mounted on the trunk forward of the companionway. Headsail tracks are securely fastened on deck.
- Headsail furler :** The Harken furling unit appears newer, free moving and in working order.
- Winches :** On the cockpit coaming is one Barient #17 self tailing which does not operate smoothly and one Barient #16 self tailer in good order. On the trunk are two Barient #21-23 in good order. *See comment (8).*
- Running rigging :** Various sheets and lines under the wrapping on the mast appear near new.
- Standing rigging :** All standing rigging is of stainless steel 1X19 wire and appears near new. Forestay was covered by furling foils and could not be viewed. All turnbuckles are of the open body type in good condition and all swage terminals are in good order.
- Blocks etc. :** All including six lever type clutches are secure and in good order.

RUNNING GEAR

- Steering :** Wheel to cable and pullies are secure and free moving.
- Rudders :** An unbalanced hung spade shows evidence of repair and checks sound.
- Shafting :** A stainless steel shaft is supported through a bronze strut with cutless bearing to a dripless type stuffing box that appears near new.
- Propellers :** One three blade feathering bronze unit is secure and in good order.



AUXILIARY ENGINE

The engine and compartment are in generally clean and orderly condition. A can of "QUICK START" was found on board. Engine oil is dirty. See comment (2).

- Bilge condition :** Generally clean and dry.
- Engine mounts :** Steel mounts with flexible bushings bolted to FRP beds integral to the liner. All appear sound and secure.
- Engine controls :** Dual function lever to cables are secure and free moving. Engine ignition panel includes Tachometer and warning lights. No oil pressure or engine temperature gauges are fitted.
- Ventilation :** Satisfactory.
- Drip pans :** Integral to FRP liner.
- Cooling system:** Heat exchanger with raw water exhaust cooling. The coolant reservoir is empty and inserting a finger in the heat exchanger produced only a brown sludge wiped from the exchanger walls but no coolant. A similar sludge is on the exhaust hose just below the mixing elbow and this suggests a leak from the elbow. See photos next page. See comment (2).
- Exhaust system :** Cast manifold to FRP muffler with type approved exhaust hose. All double clamped as required and in good visual condition.



Dirty engine oil.



Can of "QUICK START" in yellow circle



Brown sludge stains on exhaust hose below mixing elbow



Brown sludge but no coolant in heat exchanger

Propulsion engine : One
Gas/Diesel : Diesel
Manufacturer : Yanmar 2GM20F
Type : Naturally aspirated.
Size : Two cylinder
H.P : 18
Serial No. :
Reduction Gear Mfg. : Kanzaki
Gear Mod. No. : KM2P

Engine hours : 1040.6 per meter
Gear Ser. No. :
Ratio : 2.62:1.0

FUEL SYSTEM

- Fuel lines(s) :** Type approved and double clamped where accessible as required.
- Fuel filters :** OE metal cartridge type appear secure.
- Tanks :** One polyethylene tank is securely mounted.
- Ground :** Ground wires from the fuel fill fitting to fuel tank to engine are not fitted.
See comment (9)
- Ventilation :** Fuel tank is vented overboard through vent fitting with flame suppression screen as required.
- Anti-siphon valve :** At tank
- Shut-off valves :** At tank.
- Fuel overflow :** Overflow from filling will run overboard as required.

OTHER FUELS

A galley stove may be alcohol fueled however, no alcohol was sighted aboard.

GENERATOR

None fitted.

GROUND TACKLE

- Windlass :** n/a
- Anchors :** One approximately 4kg. Bruce and one 12lb. Danforth, both undersized for this vessel. See comment (10).
- Rode :** Undetermined lengths of 3/8" chain leader and 5/8" double triple strand Nylon. Rode sizes are approximate

NAVIGATION EQUIPMENT

- Navigation lights:** All in place as required by Collision Regulations and powered up. The owner reported that the port running light was not working but it did power up.
See comment (11).
- Compass :** Ritchie 4" fluid damped type is clear and responsive to magnetic influence.
- Radar :** n/a
- Radar reflector :** None rigged. See comment (12).
- Chart plotter :** Raymarine C70 powered up.



GPS : As above

Loran : n/a

Depth sounder : Autohelm unit powered up.

Sound signal : Aerosol type.

Knot log : Autohelm unit powered up.

Marine radios : Icom IC-M402 DSC VHF and Ram Mic powered up.

Autopilot : Raytheon ST4000+ powered up.

Wind instruments : Autohelm unit powered up.



AC ELECTRICAL SYSTEM

Shore power - 120VAC/30amp

NOTE: Shore power was not connected and AC systems not tested.

Ignition Protection : Not required in diesel fuel or engine compartments.

AC panel : Original equipment type panel with single pole main breaker, polarity indicator and accessory breakers in good visual order but without a volt meter and sharing a panel with the DC system.
See comment (13).

AC/DC Bond : The AC and DC system grounds are not bonded as required.
See comment (14).

Conductors : Stranded copper conductors where accessible.

G.F.C.I. : As required.

Other Outlets : All secure but not tested.

Inverter : None sighted.

Battery charger : Xantrex 20amp unit.



Shared DC & AC panel

Isolator : None sighted.

Transformer : None sighted.

DC ELECTRICAL SYSTEM **Ships power - 12VDC**

NOTE : Batteries were fitted and DC systems powered up.

Ignition Protection : Not required in diesel fuel or engine compartments and no such equipment found in the propane locker.

DC panel : Original equipment type circuit breaker panel with accessory breakers in good visual order.

Conductors : Stranded copper where accessible.

Alternator : One Hitachi 12VDC

Battery switch : One readily accessible 3-way unit.

Batteries : Three 12VDC wet cells, two of which are dead are adequately secured in plastic boxes. Conductors are secured with wing nuts and no positive terminal protection is fitted. [See comment \(15\)](#).

Current impressor : None sighted.

Bonding protection : One propeller shaft anode is wasted. No lightning bonding was located. Under water metal components are not bonded. [See comment \(16\)](#).

INTERIOR

The interior headliners, sole panels and cabinetry are in clean, sound and secure condition. Upholstery is sound but shows some stains.

Cabin layout : From the companionway one finds the galley and entrance to aft berth to starboard with the head/shower compartment opposite. Amidships is the saloon with dinette to starboard and settee opposite followed by a conventional V-berth cabin.



Lighting : 12VDC powered up.

Heating system: n/a

Air conditioning: n/a

Vacuum system: n/a

Entertainment : Jensen MCD-9424 stereo powered up.

GALLEY

All fixtures and fittings are clean, secure and in good condition.

Refrigeration : 12VDC /120Vremote compressor, air cooled unit powered up.

Potable water : 12 VDC pressure system supplied from an inaccessible tank under the V-berth.

Water heater : US gallon 120VAC/heat exchanger unit appears new.

Stove : 2- burner alcohol unit with oven

Other appliances : n/a



SANITATION

Heads : Manual marine head

Shower : Integral to head compartment.

Holding tank : Polyethylene black water tank is located under and connected to a deck pumpout fitting as required. A Y-valve overboard discharge is functional and in the open position. [See comment \(18\)](#).

SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada "Safe Boating Guide" lists safety equipment required on this vessel and should be reviewed.

Gasoline Fume detector : No gasoline aboard.

Carbon monoxide detector : None sighted. [See comment \(19\)](#).

Propane Fume detector : No fixed propane system aboard.

Smoke detector : None sighted. [See comment \(20\)](#).

Fixed fire fighting system : No fixed system in the engine compartment. [See comment \(21\)](#).

Re-boarding ladder : Yes, at transom

Emergency tiller : None sighted.

TP1332E COMPLIANCE MARKINGS

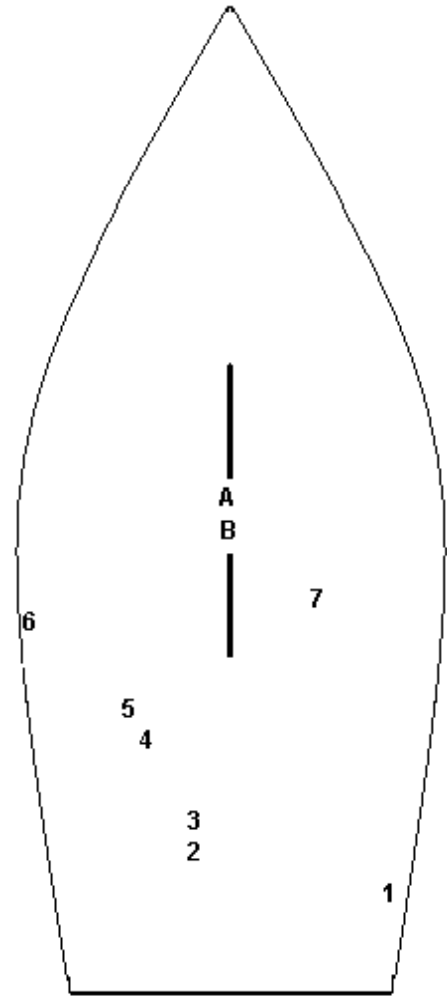
The required *Safety Notice Compliance* label is not fitted. [See comment \(22\)](#).

SEA CONNECTIONS

There were seven below the waterline through hull fittings located on this vessel.

1. Exhaust outlet double clamped, no seacock required.
2. Head intake. Metal lever activated ball valve, double clamped.
3. Engine intake. Metal lever activated ball valve, double clamped.
4. Black water direct discharge. Metal lever activated ball valve, double clamped.
5. Y-valve to black water discharge. Metal lever activated ball valve, double clamped.
6. Vanity sink drain, No seacock.. Metal lever activated ball.
7. Galley sink drain. Metal lever activated ball valve, double clamped.

See comment (17).



BILGE PUMPS

There are no manual and two electric bilge pumps fitted..

- A. 12VDC bilge pump.
- B. 12VDC bilge pump.

USCG RECALLS

Note: A search of the “USCG Recall Notice” database revealed no issues with this model.

BoatUS TECHNICAL EXCHANGE NOTICES

Note: A search of the BoatUS “Technical Exchange” database revealed no issues with this model.

BoatUS CONSUMER COMPLAINT DATABASE

Note: A search of the BoatUS “Consumer Protection” database revealed no issues with this model.

COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice".

A: Issues in need of immediate attention.

2. The dirty engine oil, lack of coolant, sludge in the heat exchanger and sludge leaking around the exhaust mixing elbow suggest there may be problems with this engine. The can of "Quick Start" found on board suggests starting problems with the engine. Use of "Quick Start" in a diesel engine is extremely dangerous. The engine should be examined by a qualified diesel mechanic and the inspection should include a compression test.
3. These areas of delamination / core separation and high moisture require invasive testing to determine the extent of the damage.
17. TP1332E requires that " Means shall be provided for positively shutting off all underwater penetrations (except for wet exhaust systems) ". *A seacock must be added to vanity sink drain throughhull.*

B: Issues that may enhance safety and or value of vessel.

1. The Canada Shipping Act (CSA 2001) requires this vessel to be licensed or registered and marked as such in accordance with Small Vessel Regulations CRC 1487. The owner did show the surveyor license paperwork with the license number having an ON prefix. As this prefix was not available until April of 2006 it suggests the vessel was brought into the country after that time.
5. Keel hull joint to be checked for leakage when vessel is launched.
10. It is the opinion of the surveyor that these anchors are too small for this vessel.
11. Port running light conductor is corroded and not reliable.
13. Transport Canada "Constructions Standards For Small Vessels", TP1332E requires AC and DC distribution systems not share the same panel board and if both systems share a common enclosure must have a means of clearly separating the two systems with a dielectric barrier. ABYC "AC and DC Electrical Systems on Boats", Standard E-11 permits AC and DC to share the same panel but requires that access to energized parts of the AC side need further use of tools. A volt meter is required if a battery charger is connected.
14. Transport Canada "Constructions Standards For Small Vessels", TP1332E requires conformance with ABYC "AC and DC Electrical Systems On Boats" Standard E-11 and NFPA 302 which require that AC and DC grounds be bonded.
15. ABYC "Storage Batteries" Standard E-10 and TP1332E require in part that that positive terminals be protected by dielectric material and prohibits the use of wing nuts on conductors greater than 6awg.
18. Canadian Federal, US Federal, Provincial and State regulations prohibit the discharge of black water in the Great Lakes and require that any such discharge mechanisms be "rendered inoperable".
19. ABYC "Carbon Monoxide Detection Systems" Standard A-24, NFPA 302, USCG and CCG strongly recommend the installation of carbon monoxide detectors on vessels with accommodation spaces.
20. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector on vessels with accommodation spaces.

21. ABYC "Fire fighting Equipment" Standard A-4 and NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" require either an automatic extinguishing system in the engine compartment or a provision (fire port) for discharging a fire extinguisher directly into the engine compartment without opening the primary hatch.

C: Offered for information or suggested as maintenance or upgrades.

4. Filler and corrosion to be removed from keel for further examination.
6. These deck / trunk flaws pose no threat to the vessel and may be repaired at the owner's discretion.
7. Repair solar vent as required.
8. Service #17 winch.
9. Transport Canada TP1331E "Construction Standards For Small Vessels" requires that each metal or metallic plated component of the fuel fill system, fuel tank and must be grounded so that its resistance is less than 1ohm.
12. Canadian Coast Guard "Collision Regulations" require a vessel of less than 20 meters or constructed of non-metallic materials to be equipped with a passive radar reflector if the vessel will operate in an area where radar navigation is in use, after sundown or in unfavourable environmental conditions.
16. Replace propeller shaft anode.
22. TP1332E requires that a *Safety Notice Compliance* label be fitted.

STANDARDS USED

Standards used are the most current editions and may not have been in place when this vessel was built. ABYC standards are voluntary but generally accepted throughout the marine pleasure craft industry and courts as "the" standard. Transport Canada "Construction Standards for Small Vessels, TP1332 " are mandatory to the date of manufacture and states "existing pleasure craft shall comply with this standard insofar as it is reasonable and practicable 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 complete disassembly of the vessel and inspection by several specialists and is not within the scope of this report.

Transport Canada Canada Shipping Act, CSA Small Vessel Regularions, TP1332 "Construction Standards for Small Vessels". TP127 "Ships Electrical Systems". TP10739B "International Regulations for Preventing Collisions at Sea, 1972 with Canadian Modifications".

American Boat and Yacht Council "Standards and Technical Information Reports for Small Craft".

National Fire Protection Association NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft".

VALUATION

Valuation is primarily determined through www.soldboats.com but may also be derived from consultation with knowledgeable boat brokers, personal experience, current listings and available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition. Currency conversion is done on date of survey using www.xe.com Universal Currency Converter.

www.soldboats.com Listed below are the 11 such models sold through yachtworld.com in North America since January 2007

<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed Can\$</u>	<u>Sold Can\$</u>	<u>Location</u>	<u>YachtWorld Member</u>
30'	Hunter 30	1991	42,478 (04/08)	39,789 (07/08)	CA, USA	H&S Yacht Sal
30'	Hunter 30	1991	38,660 (07/08)	35,488 (08/08)	VA, USA	Norton's Yac...
30'	Hunter 30	1991	37,531 (01/09)	32,262 (05/09)	AL, USA	North Star M...
30'	Hunter 30	1991	12,797 (07/08)	11,829 (03/09)	MA, USA	B.L.M. Yacht...
30'	Hunter	1991	43,900 (07/08)	40,000 (08/08)	BC, Can	Passage Yach...
30'	Hunter	1991	41,725 (05/09)	34,950 (09/09)	MI, USA	Racine River...
30'	Hunter	1991	41,402 (09/08)	40,327 (05/09)	CA, USA	
30'	Hunter ..	1991	39,900 (02/09)	39,000 (03/09)	ON, Can	True North Y...
30'	Hunter .	1991	39,900 (02/09)	39,000 (03/09)	ON, Can	True North Y...
30'	Hunter..	1991	32,046 (09/08)	28,283 (02/09)	CT, USA	Brewer Yacht...

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter. The assigned value assumes that components, systems, sails or equipment not inspected during the survey are in serviceable condition commensurate with age.

Valuation comments : This vessel has all the indicators of having spent most of its life in salt water and therefore value comparisons are made with salt water boats. Potentially expensive repairs to the starboard topsides and questionable engine condition further reduce this valuation.

This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. It is the opinion of the surveyor that current fair market value of this vessel is

\$

Prepared without prejudice



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