Aslin Boat Surveys

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REPORT OF SURVEY
(CONDITION & VALUATION FOR INSURANCE)

General:

At the request of _____ the undersigned did survey at the _____Yacht Club, the steel 35 foot cruising sailboat "_____" on April 12, 201_. The survey took place out of the water (mast down). The weather at the time of survey was overcast with a temperature of about 4c. The client was not in attendance.

CONDITION AND VALUATION SURVEY - VESSEL DETAILS

BOAT NAME:_____
HAILING PORT: Toronto
OWNER: _____
ADDRESS:_____, Toronto, ONT.
BUILDER: _____
HULL IDENTIFICATION NUMBER (HIN): not available
REGISTRATION NUMBER: _____
VESSEL MODEL: 35 CC
YEAR OF MANUFACTURE: 1984 MODEL: CC, Center cockpit
LOA: 9.33m
LWL: not available
BEAM: 3.63m
DRAFT: 1.59m
DISPLACEMENT: 11.52 tons

Description of Vessel:

"_____" is a 35 foot cruising sailboat.
Construction is in steel plate with hard chine, integral keel and a steel, keel hung rudder.
The vessel has a center cockpit and is sloop rigged. The steel keel is presumably lead filled. Topsides are finished in blue two part paint with a white waterline and white boot top stripe. The steel decks and superstructure are cream colour paint with a "non – skid" texture on horizontal surfaces. The layout of the vessel is (from forward) an anchor locker, and aft of that is the head full width . Next aft is the main salon with galley to port and settee to starboard with chart table to starboard, aft of settee. The dining table favours the starboard side with a bench seat on forward bulkhead. On either side of the center cockpit below are a berth to starboard and storage to port.
A large aft cabin spans the vessel aft of the cockpit with its own companionway from the cockpit. The "Yanmar" diesel engine is under the cockpit and steering is by pedestal mounted wheel.

CONDITION AND VALUATION SURVEY

HULL & SUPERSTRUCTURE

HULL MATERIAL: Steel plate . COLOUR: Blue paint.

SUPERSTRUCTURE: Steel plate.

HULL to DECK JOINT: Welded

KEEL: Steel plate with lead internal.

RUDDER: Steel plate with delrin bearing on bottom and bolted flange on top

STERN: Good condition

THROUGH HULL FITTINGS: Welded steel standpipes to above the waterline, with valves.

TOPSIDE PORTLIGHTS: none

HULL REPAIRS NOTICED: None

HULL SOUNDING: The vessel was sounded with percussive testing only; no indications of wasting of the steel plate was noted.

ANTIFOULING: good condition, with only minor repairs needed

BOTTOM: The vessel was sounded with percussive testing only; no indications of wasting of the steel plate was noted.

OSMOTIC BLISTERING: N/A

HULL VENTILATION: Ambient air, hatches & portlights

KEEL: Steel BOLTS: N/A

REBOARDING LADDERS:A five step stainless steel swim ladder is situated on the transom.

SWIM PLATFORM(s): none

CANVAS: not seen, in storage

BULKHEADS: Finished sapele veneer plywood with mahogany trim, good.

HULL-TO-DECK: welded

CEILINGS: formica panels, mahogany trim

UPHOLSTERY: Cloth upholstery, serviceable.

STOWAGE: Good, under berths, settees and closets

HEADS: (1) , Jabsco marine toilet, manual

BILGES: Multiple access ways, clean.

CONDITION AND VALUATION SURVEY – DECK

TOE RAIL: welded steel

BOW RAIL: Welded 1-⅛"" stainless steel, 30" in height

STERN RAIL: Welded 1-⅛" stainless steel.

HANDRAILS: Exterior: Stainless steel on cabin tops.

SUPER-STRUCTURE: trunk cabin forward of cockpit with aft cabin

LIFELINES: Solid handrail from bow to stern with gates port and starboard. Middle rail is plastic coated wire between bow and stern pulpits.

STANCHIONS: 1" x 30" Stainless steel with side gates.

FASTENINGS: Stainless steel, thru bolted

RAIL HEIGHT: 30" Bow & Stern

DECK SURFACE: Paint, non-skid.

The decks was sounded percussively only; no indications of wasting of the steel plate was noted.

DECK HATCHES: (2) Lewmar aluminum framed opening hatches.

WATER TIGHT INTEGRITY: Good

DECK WINDOWS: Lewmar cabin trunk windows, good.

FREEING PORTS/SCUPPERS: 2 cockpit drains

DECK HARDWARE: Stainless steel, thru bolted

LOCKER LIDS:N/A. No deck lockers

CLEATS: (8) Stainless steel, good.

CONDITION AND VALUATION SURVEY – LAZARETTE & STEERING

WATERTIGHT: Yes, dogged hatches.
VENTILATION: Ambient air
LIGHTING: No
RUDDER SHAFT (S): Steel

TYPE OF STEERING SYSTEM: Chain, cable to quadrant
WHEEL: Lewmar destroyer type – 6 Spoke stainless steel.
CABLES: serviceable
IDLERS: Steel, serviceable QUADRANT: Steel
CONDITION OF HOSES: N/A
EMERGENCY STEERING: Yes, Tiller to quadrant, under aft berth
ACCESS: emergency steering below decks. The Autopilot is also available for emergency steering and it has a direct connection to quadrant.

CONDITION AND VALUATION SURVEY – ENGINE & MECHANICAL

ENGINE: Yanmar 3JH4E, four-cylinder diesel engine.
SERIAL#E03264
ENGINE HOURS: not seen.
HORSEPOWER: 40 hp.
ENGINE COOLING: Closed cooling with a heat exchanger.
ENGINE EXHAUST: Mixer elbow to flexible hose to "Vetus" waterlock then flexible hose runs aft to discharge overboard. (See recommendations)
VENTILATION: Flexible hose to atmosphere through a 12 volt blower.
ALTERNATOR FITTED: Yanmar 12 volt alternator. 50 amp.
SHAFT & COUPLINGS: Stainless steel shaft with flexible gearbox coupling.
STUFFING BOX / STERN SEAL: Dripless shaft seal, serviceable.
PRIMARY FUEL FILTERS: None fitted (See recommendations)
PROPELLER: three blade bronze propeller, 18" P x 24"D RH
STRUT / CUTLASS BEARING: steel shell with cutlass bearing, serviceable.
ENGINE STOP: Electric at panel.
FUEL HOSES: A-2 type , serviceable

Engine appearance	Good condition		
Engine Pan	Framing creates pan		
Cutlass bearing	Serviceable condition		
Engine mounts	Good condition		
Exhaust system	Good condition	Clamps needed	
Shaft coupling	Good condition		
Hoses & clamps	Good condition		

Leaks – fuel	None seen		
Leaks – oil	None seen		
Leaks – water	None seen		
Engine alignment	Check this		
Stuffing box / stern seal	Good condition		
Fluids – oils & coolant	Not seen		
V – belts	serviceable		replace
Alternator brackets	Good condition		
Engine controls	Not tested		
Gauges & alarms	Not tested		

PANEL & ALARMS: Yanmar panel with tachometer, engine oil pressure, water temperature, and warning lamps and alarms.
No water flow alarm seen.
ENGINE CONTROLS: Morse control lever on pedestal.
ALARMS: Tach/oil pressure/oil temp. /water temp. & lights
ENGINE CONTROLS: Dedicated Morse cable
RAW WATER STRAINER (S): Yes
RUDDER (S): Sound
RUDDER PACKING GLAND: oil seal type
ZINC (S): servicable
SEACOCK (S): Ball valves, bronze, good operation.
ANTI-SIPHON PROTECTION: Vented loop above waterline before riser
ANTI-SIPHON FUEL PROTECTION: Not sighted

TRANSMISSION MANUFACTURER: Yanmar MODEL: straight
SERIAL NUMBER: not sighted

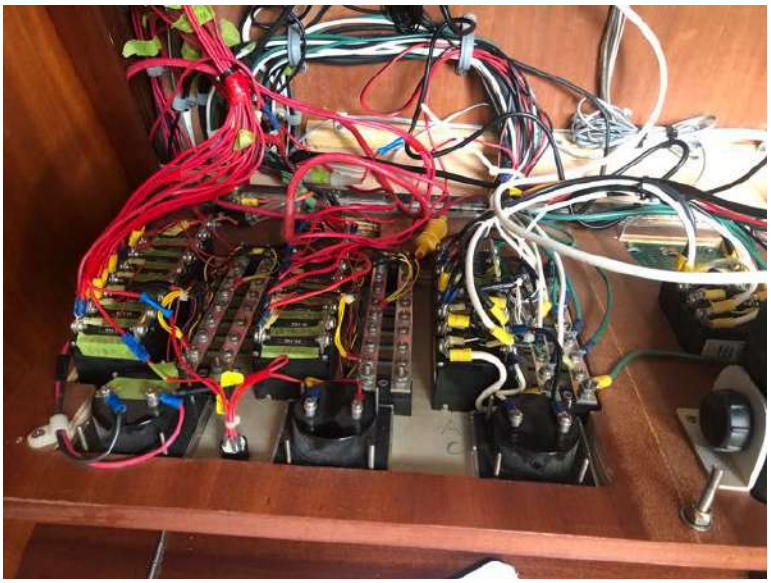
Quadrant.

Vent, Pump, Engine Panel

CONDITION AND VALUATION SURVEY – 12 VOLT ELECTRICAL

MAIN ENGINE BATTERIES: (1), 12V marine battery wet cell, 27 series
VOLTAGE: 12 V
ELECTROLYTE READING: Not done
AUXILIARY BATTERIES:(x2), 6 volt golf cart size, wet cell, wired in series.
VOLTAGE: 12
WIRING: PVC , copper, insulation good.
WIRING CONDITION: good
CONTROL PANEL (S): Yes, “Blue Seas” (12V)
OVERCURRENT PROTECTION: breakers on panels.
BATTERY OVERCURRENT PROTECTION: No, (See recommendations)
BATTERY CHARGER:Yes, 40 amp “Zantrex Tru Charge” with remote panel.
Starboard berth main salon
SOLAR PANELS: None
BATTERY SWITCHES: Yes.
TERMINAL CONNECTIONS: Crimped type

CONDITION AND VALUATION SURVEY – 110 VOLT AC ELECTRICAL



SHORE POWER: (x1)Marinco 30/125 Volt amp inlets
OVERCURRENT PROTECTION: Yes, breakers in aft starboard locker
INVERTER: Yes, 3000 watt
Starboard berth salon, with remote panel at chart table

LIGHTNING SYSTEM: Steel boat
WIRING: PVC , copper.
WIRING CONDITION: good
110 OUTLETS: Yes
CONTROL PANEL (S): Yes," Blue seas" 6 gang panel (110V)
No barrier on AC side of panel (See recommendations)
CIRCUIT BREAKER: Yes, separate panels behind port salon seatback.
TERMINAL CONNECTIONS: Crimp type
BUNDLING / SUPPORT: Good
GROUNDED: Yes
GALVANIC ISOLATOR: not seen
ISOLATION TRANSFORMER: Yes, located forward of steering quadrant.
REVERSE POLARITY LIGHT: Yes, on AC panel.

GENERATOR:

MANUFACTURER: None Model:
SEA STRAINER:
HOSES:
ANTI SIPHON:
COOLING:

CONDITION AND VALUATION SURVEY – ELECTRONICS

VHF RADIO: Yes, at chart table S/N: Not sighted
MANUFACTURER: Standard Horizon MODEL: Quantum

AUTOPILOT: Yes S/N: Not sighted
MANUFACTURER: Raymarine MODEL: ST6002 smart pilot

RADAR: None seen
MANUFACTURER: MODEL:

GPS Chart Plotter: none seen S/N: not sighted
MANUFACTURER: MODEL:

GPS Chart Plotter: None seen S/N: not sighted
MANUFACTURER: MODEL:

DEPTH SOUNDER: Yes S/N: not sighted
MANUFACTURER: Raymarine MODEL: ST60+

SPEED INDICATOR: Yes S/N: Not sighted
MANUFACTURER: Raymarine MODEL: ST60+

WIND SPEED / DIRECTION: Yes S/N: Not sighted
MANUFACTURER:Raymarine MODEL: ST60+

AIR CONDITIONER(S) : None seen S/N: Not sighted
MANUFACTURER: Not sighted MODEL:Not sighted

COMPASS: 1, at helm station S/N: Not sighted
MANUFACTURER: Ritchie, with compensation balls MODEL: not sighted

SOUND SYSTEM: (1) Yes S/N: Not sighted
MANUFACTURER: Pioneer MODEL:

TELEVISIONS:Yes MANUFACTURER: Samsung LCD, aft cabin
TV ANTENNAE: Yes, on dinghy arch

OTHER GAUGES/INDICATORS/ALARMS

GAUGES: Yes, in control panel at helm station
OIL PRESSURE: Yes
WATER TEMPERATURE: Yes
ALT./BATTERY VOLTAGE; Yes
TACHOMETER: Yes
FUEL: Yes, at engine.
TANK LEVELS: Not sighted

ALARMS:

HIGH WATER BILGE ALARM: Yes, w / alarm at chart table

WATER FLOW ALARM: None seen (See recommendations)

FAN ALARM: None seen

OIL PRESSURE: Yes, whistle in engine control panel

SMOKE ALARM: (See recommendations)
CO ALARM: No, (See recommendations)
LPG ALARM: N/A
SHIP'S BELL: Not sighted

SHIP'S WHISTLE (HORN): Handheld horn

CONDITION AND VALUATION SURVEY – OTHER EQUIPMENT

GROUND TACKLE: (1) not sighted, too much stuff up forward to inspect.
TYPE: not sighted
RODES: 3/8 chain
SHACKLES: not sighted
THIMBLE (S): not sighted SPLICE:
RODE STOWAGE: Forward hold

WINDLASS: Yes,
MANUFACTURER:Not sighted MODEL: Manual
ANCHOR DAVIT: Yes, Steel bow pulpit
ANCHOR ROLLERS: No,

BOAT DAVIT: yes, transom mounted TYPE: Ocean Marine
(x2) “Anderson” winches mounted on davits

DINGHY:not sighted HIN:
AUX OUTBOARD:
S/N: not sighted

BOW THRUSTER: None

BBQ: Yes, propane (See recommendations) Model: not seen

RUNNING LIGHTS: Yes, appear functional, not tested
BOW LIGHT: Yes, appears functional,not tested
DECK LIGHT: mast not seen
MASTHEAD LIGHT: mast not seen

SEACOCKS: Bronze lever action valves with Teflon seals. Good

BILGE PUMPING SYSTEMS: Yes
(1) Manual: 'Whale' manual diaphragm pump in the cockpit.
(1) high water alarm.

SHOWERS: none seen

HEADS: (1) 'Jabsco' manual marine toilets.

CONDITION AND VALUATION SURVEY – GALLEY

SINK (S): 2, stainless, deep

STOVE (S): (1).
MANUFACTURER: Origo
FUEL: Alchohol
PIPING: N/A
FLAME SAFETY DEVICE: N/A

REFRIGERATION: 12 volt, Danfoss BD35 air-cooled compressor.
MANUFACTURER: Not sighted MODEL: Not sighted
FREEZER: Yes, 12 Volt, built into countertop MODEL: Not sighted

WATER HEATER: Yes
MANUFACTURER:Kuma MODEL: 6 gal
FRESHWATER SYSTEMS: Yes
PRESSURIZED: (1) 12 volt pumps, Maxpar 4
MANUAL WATER : No
MICROWAVE: Yes MODEL: not sighted

INTERNAL STRUCTURE:

Internal hull surfaces, secondary laminates and sub – assemblies, where visible, were noted to be in “good” condition
Chain – plates / shroud terminals are welded to deck

ACCOMODATIONS:

The boat has one aft cabin and one berth in main salon.

SAFETY:

FIRE EXTINGUISHER PORTABLE (S): yes NUMBER : (1)(See recommendations)
TYPE: 1A:10-B:C
LOCATION (S): forward bulkhead
DATE (S) OF INSPECTION: needs charging or replacement (See recommendations)

FIRE EXTINGUISHER FIXED (S):None sighted

LIGHTNING ARRESTOR: None seen

PERSONAL FLOTATION DEVICES: Yes

LIFE RING (S): yes (1)

LOCATION: mounted on stern rail

WATER LIGHT (S): None seen LOCATION:

FLARES: expired. (See recommendations)

MEDICAL OR FIRST AID KIT: Yes

SMOKE DETECTOR (S): None (See recommendations)

CARBON MONOXIDE SENSOR (S):None (See recommendations)

LPG DETECTOR (S): N/A

LPG REMOTE SHUT OFF: N/A

RADAR REFLECTOR: not sighted

DETAILS OF REGULATIONS: Owner to ensure compliance of 9M to 12M small boat safety regulations.
http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf

CONDITION AND VALUATION SURVEY – RIGGING

RIG: not seen, mast not accessible
MAST: Not sighted
STANDING RIGGING: open bronze bodied turnbuckles.
RUNNING RIGGING: Not sighted
WINCHES:
Primaries: (2) Anderson# 52 two-speed, self-tailing winches.

Cockpit: (1) Lewmar # 16
two-speed, self-tailing winch.

FURLING GEAR: not sighted
VANG: not sighted

CHAIN PLATES: Welded to hull

SAILS – Main: Dacron,Performance Sails
Genoa: Dacron,Performance Sails

BIMINI: not sighted

TRAVELLER: Yes, “Lewmar” Mounted on aft cabin top

ROPE CLUTCHES: Yes (3) Lewmar

GENOA TRACK: Yes, with pin stop cars.

CONDITION AND VALUATION SURVEY – TANKS & FUEL

FUEL: Diesel
CAPACITY: 40 gallons approx
NUMBER OF TANKS: 1
SECURED: Yes
LOCATION: starboard of engine
MATERIAL: Stainless Steel
FILTERS: Not sighted
OVERFLOW VENT HOSE: Yes, Good.
FUEL FILL LINES: Good
VIBRATION SECTION: SECURED: Yes
SHUT-OFF VALVES: None sighted (See recommendations)
DECK FILL : Aft starboard

WATER:

WATER TANKS: Yes CAPACITY: 50 gal approx
NUMBER OF TANKS: 1 SECURED: Yes
LOCATION: For of engine under cabin sole
MATERIAL: Stainless Steel.
CONDITION: good, no baffles seen.
DECK FILLS: Starboard, good.

HOLDING TANKS:

CAPACITY: 15 gal approx
NUMBER OF TANKS: (1) SECURED: Yes
LOCATION: under cabin sole
MATERIAL: Stainless Steel CONDITION: Good
MACERATOR: None
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Surveyors Certification:
Those statements in this report are true and correct;
That the surveyor has no present, or prospective, interest in the vessel that is the subject of this report and I have no bias, or personal, interest with respect to the parties involved;
That my compensation is not contingent upon the reporting of a predetermined value;
That I have made a personal inspection of the vessel, subject to this report;

Respectfully submitted,

Christopher Aslin Date: _____, 201_

SURVEYOR CREDENTIALS:

Christopher Aslin is a member of the American Boat and Yacht Council (ABYC ®) and is a boat builder, repairer and systems installer of over 40 years experience in wood, aluminum and fiberglass construction.. He is also certified with ABYC.

STANDARDS REFERENCED:

The following recommendations are based on the current ABYC and Transport Canada standards.
Transport Canada is harmonizing many of their small craft standards with the ABYC standards.
Transport Canada 2010 “Construction Standards for Small Vessels” (TP 1332E) and “Small Vessel Regulations”.
National Fire Protection Association (NFPA): NFPA 302.
Note: (a) ABYC ® standards are constantly evolving to make for safer boating. Standards referenced are the latest edition.
Although ABYC ® standards are not mandatory they are industry recognized benchmarks in North America and as such basic compliance is recommended. (b) The ABYC ® Standards for Batteries and Electrical Systems (E10 /

E11) and Diesel Fuel Systems" (H33) have been incorporated by reference into the 2010 Transport Canada "Construction Standards for Small Vessels" (TP 1332E). Although this vessel pre – dates 2010 TP 1332E, Transport Canada encourages compliance for all existing pleasure vessels "insofar as is reasonable and practicable to do so".

SCOPE OF SURVEY / LIMITATIONS:

This survey report has been prepared in good faith and without prejudice for the sole consideration of _____ and his underwriters and is not transferable. It is a description of the vessel as found on the day of the survey only. Inspections were made only where visible and accessible, without removal of fasteners, opening parts normally concealed, testing for tightness, taking measurements or operating machinery and equipment. Tanks were not pressure tested to check for leaks. A qualified marine diesel technician should be consulted for an opinion on the mechanical condition of the engine and /or transmission. The surveyor and Aslin Boat Surveys assume no responsibility for any defects, whether visible, hidden or latent and do not guarantee either expressed or implied the seaworthiness or condition of the surveyed vessel or against any latent, receded or future osmosis or gelcoat blistering.

CONDITION AND VALUATION SURVEY – RECOMMENDATIONS

The severity, or actions required, is identified as :
(1) Immediate
(2) Next haul out
(3) Recommended to upgrade for increased safety and ABYC compliance
(4) Owner option

1. (1) SMOKE ALARM: All vessels 26 feet or more in length with accommodation spaces intended for sleeping shall be equipped with a single station smoke alarm listed under the UL217 standard for single and multiple station smoke alarms for recreational vehicles. (NFPA 302 12.3)

2. (1) CO ALARM: While not a requirement when this vessel was manufactured, CO incidents have been alarming enough to cause a change in the manufacturing standards for all boats with an enclosed accommodation compartment (s)

manufactured after July 1, 2008. (ABYC A-24). Like smoke alarms, these devices also give off a warning signal that alerts user to unsafe conditions. Unlike smoke detectors these devices detect a product that cannot be seen, smelled or tasted. Consider installing these life saving devices for safety in all appropriate areas. Alarm should meet UL2034 standard and (ABYC A-24 24.9.1.2)

Label : Marine carbon monoxide alarm or equivalent as tested to ABYC-24

3.(1) Battery wire connections are loose at house batteries. Tighten for better electrical Contact and safety. Wing nuts on all batteries (start) should be replaced with nuts and tightened securely. (ABYC E-11)

4.(1) Batteries are in need of over-current protection (fuse) on DC high current wires at the house battery only, (not required on starter circuit).
Over current protection device location- Ungrounded conductors shall be provided with over current protection within a distance of 7 inches of the point at which the conductor is connected to the source of power measured along the conductor. (ABYC E11- 11. 10.1.1.2)

5. (1) Ensure batteries cannot move to prevent short circuits and fire.
Battery container and lid should be secured.
Every battery shall be secured so as not move more than 25 mm (1 in) when a pulling force of twice the battery weight is applied through the centre of gravity in each of the following directions for one (1) minute:

a. vertically;
b. horizontally, fore and aft; and
c. horizontally port and starboard. (ABYC E10- 10.7.4)

6.(1) The engine exhaust hose has only single clamps installed at connections along its length. The requirement is for two hose clamps at each connection.
This is especially important on a vessel with exhaust components in sleeping quarters.
1.7.1.10.1 Every exhaust hose connection shall be secured with at least two non-overlapping clamps at each end to produce a secure,liquid and vapour tight joint. 1.7.1.10.2 Clamps used for this purpose shall be entirely of stainless steel metal. The bands shall be a minimum of one half inch (12mm) in width. (ABYC- H-33)

7. (3) Although not required at the time the vessel was built in 1984 the owner

Should be aware of the current requirement that calls for a engine coolant flow indicator to be installed.
H-33 1.7.1.4 An indicator shall be provided at helm positions to indicate loss of exhaust system cooling water supply. (ABYC H-33)

8. (3) The vessel is not equipped with a water seperator or a primary diesel fuel filter. It is suggested that the vessel be so equipped for the longevity of the engine fuel system components.

9.(1) The surveyor was unable to gain access to the hose connections at the fuel tank. The standard requires a fuel shut off valve at the tank or near the tank in order to stop the flow of fuel in the event of a hose failure. The owner should ensure this standard has been met.
33.14.3 A shut-off valve is required at the fuel tank in gravity feed systems.(ABYC-H33)

10.(1) Ensure vessel is compliant with transport Canada small craft safety regulations for vessel 9-12 meters before 2018 launch. See transport Canada website for details.
http://www.tc.gc.ca/media/documents/marinesafety/TP-511e.pdf

12.(1) Fire extinguisher requires charging or replacement. See small boat regulations for requirements as to number of extinguishers required.

13.(1) The AC panel should have an enclosure over it to protect against electric shock from exposed live components when working in the panel. (ABYC E-11)

VALUATION FOR INSURANCE:

Few similar steel boats sales are to be found online.
A Goderich 35/37 was listed locally in 2015 at Can $_____.
On Soldboats.com, a 35 ft Dudley Dix 1983, steel sailboat sold in March 2017 for $_____ Can.
A 35 ft Forme Ocean 1982 steel sailboat sold for Can$_____
Replacement value based on the surveyors experience would be approx $_____-.
The Martin scale of depreciation gives the value of a 1984 boat as 18% of its original cost. For a replacement value of $_____ this would be $_____.
HST tax is additional to the valuation (where applicable).
Valuation is intended for insurance purposes and is not intended to affect or influence a purchase decision.

End of report.