

**DECKER'S MARINE SURVEYING SERVICES**  
MARINE SURVEYORS AND CONSULTANTS

**1982 33' Mirage Sailing Sloop**

***Mamashee***



INDEPENDENT MARINE SURVEYOR

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# **Report of Marine Survey**

**Of The Vessel**

***Mamashee***

**1982 33' Mirage Sailing Sloop**

Conducted by  
Stephen J. Decker

PREPARED EXCLUSIVELY FOR:

John Doe

May 30, 2019

INDEPENDENT MARINE SURVEYOR

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# I. INTRODUCTION

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## SCOPE OF SURVEY

Acting at the request of Captain John Doe, the attending surveyor did attend onboard the *Sailing Vessel Manashee* beginning on Saturday May 11, 2019, at 10:00 am, where the vessel layed on the hard in the Holyrood Marina, Newfoundland. Further inspection was completed after the vessel was launched to ensure all of the equipment was operated and tested. The ship's papers were on board and appeared to be in order. The Hull Identification Number (**HIN**) **ZMYME0581082** verified from the transom. A sea trial was performed by the owner. An out-of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed. The reason for the survey, was to ascertain the physical condition and value of the vessel. References to moisture readings throughout the body of this report were taken using the **Sovereign Moisture Master**. AC and DC power was used to check operation of the systems specified in this report only. No reference or information should be construed to indicate any of the following:

1. ***Evaluation of the internal condition of the engines and the propulsion system's operating capacity.***
  
2. ***Electronic equipment checked for power up only.***

This vessel was surveyed without removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Buyer/owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

**NOTE:** It is recommended and understood that engines be surveyed by a qualified Engine Surveyor to determine the condition.

# I. INTRODUCTION

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**THE MANDATORY STANDARDS PROMULGATED BY TRANSPORT CANADA, UNDER THE AUTHORITY OF THE CANADIAN SHIPPING ACT (CSA), SMALL VESSEL REGULATIONS, TP1332E, AND THE VOLUNTARY STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY, BUT COMPLETE COMPLIANCE WITH SUCH STANDARDS VARIES WITH THE INTENDED SERVICE OF THE VESSEL, AND IS NOT GUARANTEED.**

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

Use of asterisks \* in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

Images supplied with this report were produced with a Cannon Cool Pix 12 x digital camera and represent a true and accurate representation of the subject at the time the image was taken.

## **NOTE:**

1. This report is issued for the exclusion use of the individual(s), financial institution(s), and/or insurance company(ies) as may be specifically (named) upon this surveyor's report and may contain information that is privileged, confidential and exempt from disclosure under applicable law. Any entities or persons that are not identified herein are hereby advised that any dissemination, distribution or copying of this report is strictly prohibited; no such entity or person shall have any right to reply upon the contents of this survey report.
2. In the event that this surveyor is called upon, after rendering a Marine Survey Report, to explain, modify or supplement the report, or its contents, or should the surveyor be called to render expert advice, testimony or to provide survey expertise in any dispute in litigation (or not), the surveyor will be compensated by the owner/insured in accordance with the fees customarily charged in the surveying industry.

## **LIMITED LIABILITY:**

1. The survey, which is the subject of this report, was conducted in accordance with generally accepted marine standards and criteria utilized in the marine surveying industry. Persons or entities entitled to rely upon this report are advised that this surveyor is not an engineer nor does he possess any specialized knowledge beyond the degree of skill commonly possessed by others in the same employment.
2. Surveyor shall have no liability for consequential damages, no liability for personal injury damages, no liability for property loss damages, no liability for punitive damages, all of which shall be deemed to have been knowingly and voluntarily waived upon use of this survey report.
3. In no event shall the legal liability of the undersigned exceed the fee paid for this survey report, regardless of claims or suits and regardless of weather under theory of tort, contract, products liability, admiralty, or otherwise.

## **Attending Surveyor:**

Stephen J. Decker

## II. GENERAL INFORMATION

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### GENERAL INFORMATION

SURVEY PREPARED FOR: ..... John Doe

DATE: ..... Saturday May 11, 2019

NAME OF VESSEL: ..... Mamashee

TYPE OF SURVEY: ..... Condition and Value

**OVERALL VESSEL RATING:** ..... Above Average

**ESTIMATED MARKET VALUE:** ..... \$00,000.00 CDN

**ESTIMATED REPLACEMENT COST:** ..... \$000,000.00

YEAR/MAKE/MODEL OF VESSEL: ..... 1982 33' Mirage Sailing Sloop

BUILDER: ..... Mirage Yachts Ltd. (CDN)

HULL IDENTIFICATION NUMBER (HIN): ..... ZMYME0581082

HOME PORT: ..... Holyrood, NL

OWNER'S NAME: ..... John Doe

OWNER'S ADDRESS: ..... Holyrood, NL

PLACE OF SURVEY: ..... Holyrood, NL

DATE/TIME OF SURVEY: ..... Saturday May 11 & June 28, 2019

HULL MATERIAL: ..... Reported to be FRP (Fiber Reinforced Plastic) with balsa core.

HULL TYPE: ..... Full displacement hull, fin keel and spade rudder.

LENGTH OVER ALL (L.O.A.): ..... 33' 6"

BEAM: ..... 11' 8"

DRAFT: ..... 5' 00"

DISPLACEMENT (WEIGHT): ..... 9300 pounds

OVERHEAD CLEARANCE: ..... 42'

PROPULSION SYSTEM: ..... Sail and Auxiliary Diesel

FUEL TYPE: ..... Diesel

FUEL CAPACITY: ..... 20 gallons

AC POWER: ..... 120 VOLT

DC POWER: ..... 12 Volts

FRESH WATER CAPACITY: ..... 64 gallons

HOLDING TANK: ..... None fitted

INTENDED CRUISING AREA: ..... East Coast of Newfoundland

Asterisks \* in this General Information section refers to the source of such information as follows:

\* Per Manufacturer's Specifications

\*\*Refer to Summary and Valuation Section

\*\*\* Per USCG Documentation

\*\*\*\* Per Buc Book

## II. GENERAL INFORMATION

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### DEFINITION OF TERMS

#### DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this *Report of survey*:

**APPEARS:**

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor(e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

**FIT FOR INTENDED USE:**

Use which is intended by Survey Purchaser(present or prospective owner).

**SERVICEABLE: ADEQUATE:**

Sufficient for a specific requirement.

**POWERS UP:**

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**EXCELLENT CONDITION:**

New or like new.

**GOOD CONDITION:**

Nearly new, with only minor cosmetic or structural discrepancies noted.

**FAIR CONDITION:**

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

**POOR CONDITION:**

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

**USE OF \*:**

Use of \* in the body of this report will indicate that a finding will be listed in the "*Findings and Recommendations*" section pertaining to the \* item.

# III. SYSTEMS

---

## HULL, DECK AND SUPERSTRUCTURE

### HULL CONSTRUCTION

**HULL:** FRP (fiber reinforced plastic) exterior laminate with a balsa core material.

**STEM:** Raked stem with moderate bow flair.

**TRANSOM:** Vessel carries her beam well aft with a flat transom, fitted with stainless steel boarding ladder, and name attached. Serviceable.



**Transom**

**BULKHEADS/STRINGERS:** Three wooden (3) bulkheads with no indication of water damage. Good condition.

**BILGE/LIMBER HOLES:** Bilges are clean and limber holes are of adequate size and clear.

**DECKS:** The decks are off white non-skid material and they were hammered and the moisture meter utilized. The decks were found to be in relative good condition with low reading on the moisture meter and was solid when hammered. There was some hairline cracking noticed in a couple areas, which is pretty common for a vessel of this age.

**HULL-TO-DECK JOINT:** Overlap type, thru bolted on 6" centers. Serviceable.

**CHAIN LOCKER (DRAINAGE):** Drains through the vent in the bow.

### SUPERSTRUCTURE

**DESCRIPTION:** The superstructure does not extend well out to the hull of the vessel which leaves adequate room with moving forward and aft. There are teak grab rails attached to each side of the superstructure for ease when moving around the decks. It is off white in color and has windows fitted on both sides. The area was hammered and the moisture meter used with mostly positive results. The moisture meter is showing wet around the grab rails on both sides and the cabin top itself starboard side, but still appears solid when hammered.

**DECK HATCHES/VENTILATION:** Vessel fitted with two opening hatches on the cabin top and opens and closes properly and no evidence of water damage. Some sun damage to the glass, but appears serviceable.

**WINDOWS/PORTS/DOORS:** Vessel fitted with a number of windows in the main cabin on both sides with no water intrusion. Inside the casing around some of the windows requires some attention. Serviceable.

**CANVAS AND SUPPORT STRUCTURE:** Vessel fitted with stainless steel and aluminum framing for dodger with red canvas and lee clothes. The Dodger has some damage done to the plastic and the owner is in the process of completing the necessary repairs.

**COCKPIT:** Vessel fitted with "T" shape cockpit. Hammered and the moisture used with positive results.



# III. SYSTEMS

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## HULL, DECK AND SUPERSTRUCTURE

### DECK FITTINGS

**STANCHIONS/LIFELINES:** Vessel fitted with stainless steel bow and stern pulpit with four (4) stanchions and double vinyl covered lifelines, port and starboard. Screw missing in the forward pulpit and in other areas steel screws used instead of using stainless steel screws. Owner indicated he was going to replace missing screw and replace steel with stainless steel.

**SCUPPERS:** Cockpit has scuppers at port and starboard aft corners. Serviceable.

**GRAB RAIL:** Two (2) teak hand rails port and starboard along cabin house. No signs of water leaking inside the cabin. Serviceable.

**ANCHOR PLATFORM:** Aluminum anchor platform with bow roller. Good condition.

### ADDITIONAL EQUIPMENT AND ACCESSORIES

**DINGY/TENDERS:** Vessel carries 10' Aqua Marine Dinghy, model 300, ISO # 6185-22001, serial # CN-HA3023093 and is stored on deck with canvas cover. Good condition.



Dinghy

**FENDERS:** Adequate size and number of fenders.

**DOCK LINES:** Dock lines are more than adequate for the size of vessel.

**AUXILIARY MOTORS:** The dinghy is fitted with an Evenrude 4 horse power outboard motor, model # CE4RESR, serial # C2463229, and is stored on the aft pulpit with bracket and cover.



Outboard Motor

# III. SYSTEMS

## HULL, DECK AND SUPERSTRUCTURE

### ADDITIONAL EQUIPMENT AND ACCESSORIES(continued)

**OTHER:** When the vessel is on the hard she is stored on a steel cradle with four (4) pads. Good condition.



**Steel Cradle**

## INTERIOR

**DESCRIPTION:** The Mirage 33' was designed by Robert Perry and was built at the time with the state of the art construction. Built by Mirage Yachts near Montreal, similar to the Mirage 35'. This vessel provides the best of both worlds, cruising and racing. She has spacious cockpit, wide decks, forward "V" berth, single head, quarter berth, and large main cabin that provides a warm atmosphere.



**Stbd Quarter Berth**



**Main Cabin Looking Aft**

**OTHER:** Vessel with a Espar Airtronic Diesel D2 forced air cabin heater. Tested and confirmed its operation.



**Espar Heater**

# III. SYSTEMS

## HULL, DECK AND SUPERSTRUCTURE

### GALLEY

**LOCATION:** The galley is located aft in the main cabin on the port side and is equipped with the following equipment;

- Double stainless steel sink
- Pressure water
- HilleRange LPG, two burners plus oven gimble stove
- Large ice box, fitted with electric pump
- Hot and cold shower located in the cockpit
- Stainless Steel Dickenson BBQ with cover and securing bracket
- Folding cockpit wooden table



Galley Sink



Galley Stove

## PROPULSION

### MAIN ENGINES

**TYPE/MANUFACTURER/LOCATION:** Vessel fitted with naturally aspirated Yanmar Marine Diesel Engine, model # 3GM20D, serial # 03792, 20 horse power, three (3) cylinder, operating hours unknown, max RPM's 3400. Engine appears to be in good condition with little corrosion for the age of the vessel. Engine was started at the dock and ran for approximately 5 minutes under load and reached maximum RPM of 3000. There was some blue smoke evident when operating maximum RPM, but engine appears to be working well. Serviceable.



Engine Gauges



Engine

**EMERGENCY SHUT DOWN:** Engine shut down located on the engine gauges. Operated and working as fitted.

# III. SYSTEMS

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## PROPULSION

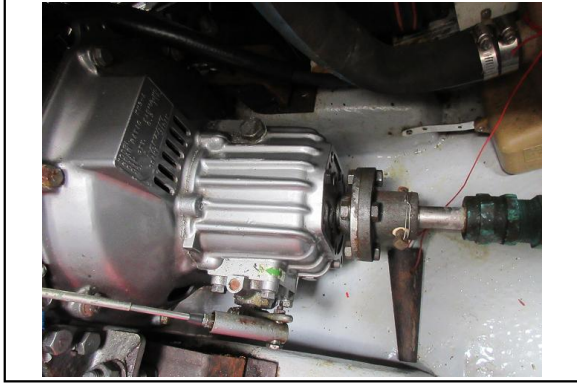
### MAIN ENGINES *(continued)*

**EXHAUST SYSTEM:** The hose, wet muffler, and clamps appears to be in good condition and is installed as per ABYC requirements. Good condition.

**FUEL FILTERS:** Remote mounted Racor filter/water separator type and engine spin on/off type.

**COOLING SYSTEM:** Engine is raw water cooled.

**TRANSMISSION:** Yanmar Kanzaki Transmission, model # KM3-A. Operating as fitted.



**Transmission**

**PACKING GLAND:** Double clamped and appear to be in good condition.



**Stuffing Box**

**PROPELLER SHAFT:** 7/8" stainless steel shaft. Serviceable.

### GENERATORS AND INVERTERS

**TYPE/MANUFACTURER:** Non applicable.

## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM

**FUEL TYPE:** Vessel fitted with a single plastic diesel fuel tank, located in the engine compartment starboard side, capacity 20 gallons, well secured and accessible. The fill pipe and vent is located aft on the starboard side and is marked accordingly. Serviceable.

# III. SYSTEMS

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## FUEL SYSTEM

### MAIN ENGINE(S) FUEL SYSTEM(*continued*)

**FUEL FILTERS:** Fitted with remote mounted Racor 500 filter/water separator type and engine mount spin on/off type.

## ELECTRICAL SYSTEM(S)

### ELECTRICAL SYSTEM (DC SYSTEM)

**VOLTAGE/BATTERIES:** Vessel fitted with DC 12 volt power system and has three (3) batteries, one starting battery and two deep cycle house batteries with the option of using the house batteries one at a time or both. There are two Blue Sea Main Battery Switches, there is a DC panel for the house system and another DC Panel mainly used for Navigation System.



DC Panel

**CHARGING SYSTEM:** DC System fitted with a Ship-N-Shore battery charger, 10 amps, model # SF-51A-PE. Operating as fitted.

**INVERTER:** Vessel fitted with a West Marine Power Inverter 1000 watts.



Inverter

### ELECTRICAL SYSTEM (AC SYSTEM)

**SHORE POWER INLET/CORD:** Vessel fitted with AC Shore Power System, 30 amps 125 volts, located in the cockpit port side, comes with a 50 foot head duty cord. There is two adapters carried, 20 amps going to 30 amps, and 15 amps going to 30 amps. Operating as fitted.

**OUTLETS:** Various outlets supplied throughout the vessel and they are GFCI protected. System powered up and polarity checked. Operating as fitted.

**GALVANIC ISOLATOR:** Fitted with Prosafe Zincofer.

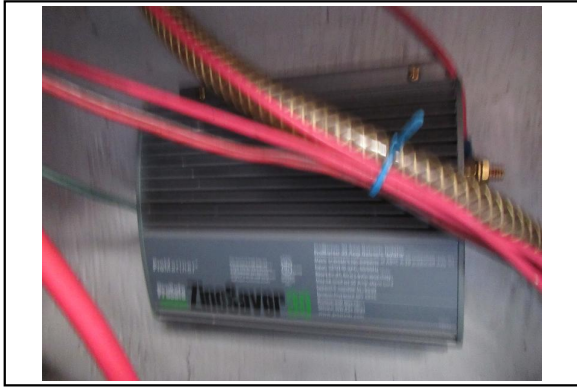
# III. SYSTEMS

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## ELECTRICAL SYSTEM(S)

### ELECTRICAL SYSTEM (AC SYSTEM)(continued)

\* GALVANIC ISOLATOR: (continued)



Galvanic Isolator

## FRESH WATER SYSTEM

### FRESH WATER SYSTEM: (PORTABLE WATER)

**TANKS/MATERIAL /CAPACITY:** Vessel fitted with two (2) plastic water, one forward under the "V" berth and the other under the settee starboard side. Total capacity is 80 gallons and there is a Jabsco electric pump fitted for pressure water. They are accessible for cleaning and are well secured. The fill pipes and vents are located close to the tanks and they are marked accordingly. System powered up and operated.

**HOT WATER TANK:** Vessel fitted with a Seaward Hot Water System, capacity 6 gallons, has pressure relief valve and presently is only hooked up the AC System. Serviceable.

## SANITATION

### SANITATION (BLACK/GREY WATER)

**M.S.D TYPE USCG SYSTEM:** Vessel fitted with one head located just aft of the "V" berth on the port side, Jabsco manual toilet with pressure hot and cold water. Some time ago the holding tank was converted to a portable water tank. Jabsco pump tested and found to be operating normal.

**HOSES AND CLAMPS:** Seacocks, hoses, and clamps tested and inspected and appears to be in good condition.

## STEERING SYSTEM

### STEERING SYSTEM

**TYPE/MANUFACTURE:** Edson pedestal fitted with cable and quadrant. The cables are tight with no signs of corrosion. The rudderstock is 2 1/2" stainless steel and the wheel is stainless steel 36" covered with leather. Good condition.

# III. SYSTEMS

## STEERING SYSTEM

### STEERING SYSTEM(continued)

\* TYPE/MANUFACTURE: (continued)



Binnacle



Steering Quadrant

**EMERGENCY TILLER:** Emergency tiller arm was sighted in the lazarette.

## LIQUEFIED PETROLEUM GAS SYSTEM

### LIQUEFIED PETROLEUM GAS SYSTEM (LPG)

**TYPE/LOCATION:** Vessel fitted with LPG System with a dedicated vented locker located in the stern of the vessel. There are two (2) 10 pound aluminum tanks, regulator, pressure gauge, and electric shut-off. Operating instructions are attached inside the locker. Operating as fitted.

## GROUND TACKLE

### GROUND TACKLE

**ANCHORS:** Vessel fitted with a 25 pound Hinged-Plow Dickenson Anchor and has 20' of 1/4" galvanized chain and 200' of 3/4" nylon rope. Vessel also carries a spare rode system that consist of a 20 pound Bruce Anchor with 15' of 1/4" chain and 100' of nylon rope. Rode system more than adequate for the size of vessel.



Anchor Arrangement

# III. SYSTEMS

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## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS (NAVIGATION)

**VHF:** Standard Horizon VHF radio, model # Explorer GX1600, serial # 1C022146. Has DSC with an assigned number and also fitted with Ram Mic. Powered up and operated.

ICOM VHF Radio, model # IC-M59, serial # 42573. Powered up.

**RADAR:** Raytheon Radar, model # R10 Rastar Scan, serial # LE23562. Powered up and operated.



**Radar Dome Post**

**GPS:** Furuno GPS Receiver, model # GP-31, serial # 3426-7385. Powered up and operated.

**CHART PLOTTER:** Lowrance Chart Plotter. model # Global Map 1000, serial # DGPS8048189.

Standard Horizon 12' Chart Plotter, model # CP590, SERIAL # 1E030010. Both systems powered up and operated.



**Chart Plotter**

**AUTOPILOT:** Raymarine Autopilot, model # S100 Smart Pilot, serial # 0280308, with remote control. Powered up.

**SPEEDLOG:** Raymarine Speed Log. One of the impellers broken and therefore not providing accurate information. Powered up.

**DEPTH SOUNDER:** Raymarine Depth Sounder, model # ST-60 with an alarm of 3 meters under the keel. Powered up and tested.

**COMPASSES:** Gemini Magnetic Compass, some sun damage, but still readable. No deviation card provided.



# III. SYSTEMS

## ELECTRONICS AND NAVIGATION EQUIPMENT

### ELECTRONICS (NAVIGATION) *(continued)*

- OTHER: -6" Brass Clock.
- 6" Brass Barometer.
- Brass Lantern in main cabin.
- Handheld Search Light
- Two (2) Fog Horns

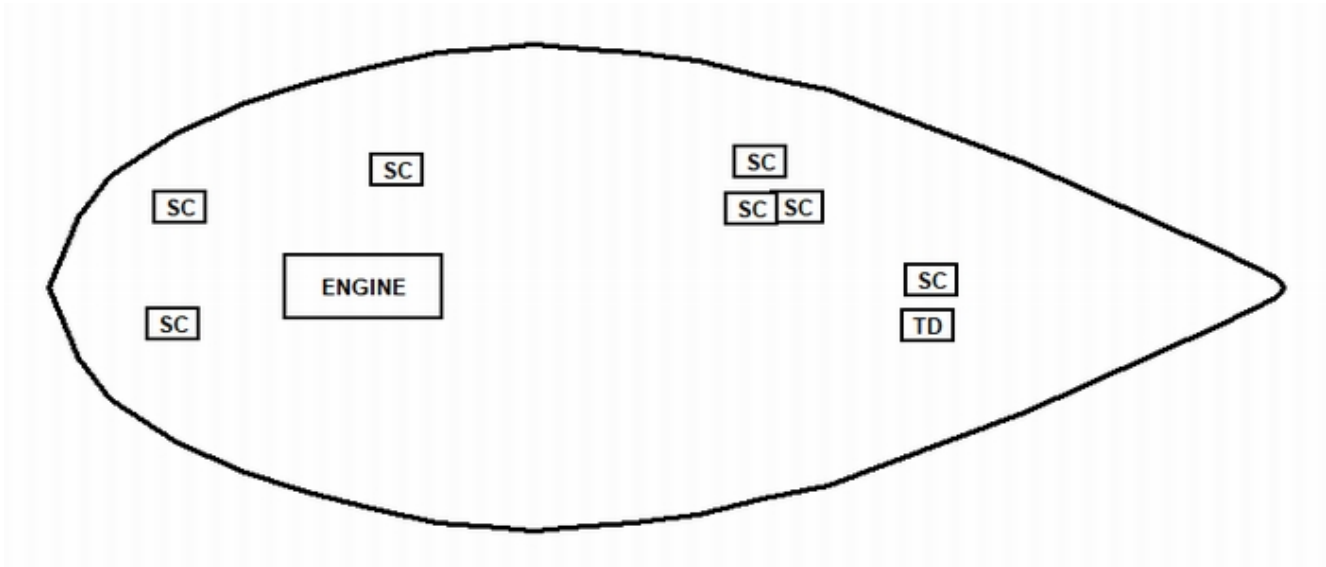
### ELECTRONICS (ENTERTAINMENT)

**STEREO SYSTEM:** JVC Stereo System, MP3 player, single CD, model # KD-S890, with four (4) Pioneer Speakers, two (2) inside and Two (2) outside. Powered up and tested.

## THRU-HULLS

### THRU-HULLS

THRU-HULLS BELOW WATER LINE:



Abbreviation	Description
ENGINE	Engine
SC	Seacock
TD	Transducer

\*\* Red Icon(s) with white text indicates inoperable item.

## BONDING SYSTEM

### BONDING SYSTEM

**MAIN BONDING CONDUCTOR:** There is not a proper main bonding conductor on the vessel.

# III. SYSTEMS

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## SAFETY EQUIPMENT

### SAFETY EQUIPMENT (UNITED STATES COAST GUARD)

**NUMBER AND TYPE OF PFD'S:** Adequate numbers carried for crew and passengers.

**FIRE EXTINGUISHERS:** Total of three (3) fire extinguishers carried on vessel, meeting the Small Vessel Regulation requirements.

**VISUAL DISTRESS SIGNALS (FLARE KITS)** Flares were 12 gauge day/night visual distress signals and owner indicated they were in date.

**NAVIGATIONAL LIGHTS:** Confirmed navigation lights complies with the International Collision Regulations. Lights were powered up and confirmed working.

### AUXILIARY SAFETY EQUIPMENT

\* **LIFE RAFT: [B1]** Vessel carries a Viking 4 person Life raft located in a cradle on the cabin top just forward of the dodger, serial # J010296, last serviced May 2008.



Liferaft

**FIRST AID KIT:** Sighted.

**FUME DETECTOR ALARM SYSTEMS:** Carries a LPG sniffer and carbon monoxide detector. Serviceable.

**MAN OVERBOARD SYSTEM:** Carries a 24" orange life ring with 50' of rope and Life Sling with 50' of rope as per the regulations.

### BILGE PUMPS

**LIST:** Vessel fitted with a rule bilge pump and a manual pump located in the cockpit port side. Confirmed operational.

## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY

**PROPELLER(S):** Vessel fitted with a Sailer 14" RH, two blade, bronze propeller, fitted to a 7/8" stainless steel shaft. Serviceable.

# III. SYSTEMS

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## OUT OF WATER INSPECTION

### BELOW WATERLINE MACHINERY (*continued*)

#### \* PROPELLER(S): (*continued*)



Shaft & Propeller

**SHAFT BEARING (CUTLASS BEARING):** Cutlass bearing showed no signs of sloppiness or end play. There was minor cracking in the gelcoat in way of the shaft and strut. Hammered and it appears to be solid and owner advised to inspect yearly.

**RUDDER(S) MATERIAL:** Rudder is constructed from FRP with a 2 1/2" stainless steel stock. The rudder was hammered and the moisture meter used with good results and there was not indication of cracking anywhere on the rudder. Serviceable.

**THRU-HULLS:** All underwater thru hulls showed no excessive signs of deterioration due to galvanic or electrolytic corrosion.

**TRANSDUCERS:** Well mounted and confirmed working as fitted.

**STRAINERS/SCOOPS/SCREENS:** Main engine pickup strainers are external bronze alloy slotted type. Serviceable.

**ZINCS:** Three (3) shaft zincs were observed and adequate for the season.

### CONDITION OF HULL (UNDERWATER PORTION)

**BLISTERS:** None Sighted.

**CONDITION OF BOTTOM PAINT:** Some build up and in the future will require scraping and repainting. Serviceable.

## RIGGING AND SAILS

### STANDING RIGGING

**MAST/BOOMS:** The mast was removed from the vessel for the winter season, so a full inspection was completed. The Isomat Mast is an aluminum deck steeped with single spreaders. Rigging fitted with fore stay, upper shrouds, lower shrouds, and a split back stay. The rigging appears to be in good condition and the owner indicated that the shrouds and stays have been replaced at some point.

**CHAIN PLATES:** The chain plates appear to be in good condition and no indication of corrosion on the interior. The port side chain plate is showing some hair line cracking and wet on the moisture meter. Since the initial inspection the owner have rebid the chain plates as suggested.

### RUNNING RIGGING

**ROLLER FURLING GEAR:** Vessel fitted with Harken Roller Furling Gear and the foils appear to be in good condition. Serviceable.

**WINCHES:** Vessel fitted with Lewmar Primary self tailing winches #40, port and starboard side and on the cabin top are Lewmar self tailing winches #8, port and starboard. Good condition.

# III. SYSTEMS

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## RIGGING AND SAILS

### RUNNING RIGGING (*continued*)

#### \* WINCHES: (*continued*)



**Primary Winch**

**REEFING SYSTEM:** Lazy jacks fitted.

**OTHER:** Whisker pole carried on deck.

### SAILS

**SAIL INVENTORY:** Vessel carries a number of sails and they were not inspected to confirm their condition;

- Genoa 130%
- Genoa 135% in need of some repairs
- New Genoa 97% (Replaced 5 years ago)
- Storm Sail
- Spinnaker 0.75
- Full Batten Main Sail (Approximately 12 years old)
- Main Sail

**SAIL COVERS & BOOTS:** Red sail cover to match the dodger and the owner is in the process of replacing the zipper.

# IV. FINDINGS AND RECOMMENDATIONS

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Deficiencies noted under "**SAFETY**" should be addressed before vessel is next underway. These findings represent an endangerment to personnel and/or the vessel's safe and proper operating condition. ***Findings may also be in violation of Canadian Regulations.***

Findings noted under "**OTHER FINDINGS**" should be corrected in the near future so as to maintain standards and to help the vessel to retain it's value.

Findings will be listed under the appropriate heading:

- A. SAFETY DEFICIENCIES
- B. OTHER FINDINGS NEEDING ATTENTION
- C. SURVEYORS NOTES AND OBSERVATIONS

## B. FINDINGS NEEDING ATTENTION:

### FINDINGS

### RECOMMENDATIONS

#### B.1 (PAGE 15) LIFE RAFT:

**The 4 person liferaft carried on this vessel was last serviced in May 2008. This vessel is up for sale and it's strongly recommended that the new owner have it serviced or removed from the vessel.**

*New owner service or remove the liferaft from vessel.*

It is recommended that all below the water line thru-hulls have a proper sized wooden plug attached to function as emergency plugging device.

# V. SUMMARY AND VALUATION

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## STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION** After a the survey has been completed and the findings have been organized in a logical manner.

The grading of condition, developed by **BUCRESEARCH** and accepted in the marine industry, for a vessel at the time of survey, determines the adjustment to the range of base values in the **BUCUSED BOAT PRICE GUIDE**, for a similar vessel sold within a given time period, as a consideration to determine the Market Value.

The following is the accepted marine grading system of condition:

**"EXCELLENT (BRISTOL) CONDITION"**, is a vessel that is maintained in mint or bristol fashion - usually better than factory new - loaded with extras - a rarity.

**"ABOVE AVERAGE CONDITION"**, has had above average care and is equipped with extra electrical and electronic gear.

**"AVERAGE CONDITION"**, ready for sale requiring no additional work and normally equipped for her size.

**"FAIR CONDITION"**, requires usual maintenance to prepare for sale.

**"POOR CONDITION"**, substantial yard work required and devoid of extras.

**"RESTORABLE CONDITION"**, enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, as shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** section of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

**OVERALL VESSEL RATING:**           Above Average          

## STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in Canadian dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale. It

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

# V. SUMMARY AND VALUATION

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**\$0 Dollars**  
*Zero Dollars*

2. The "**ESTIMATEDREPLACEMENTCOST**" indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer. "**ESTIMATEDREPLACEMENTCOST**" of the subject vessel is:

**\$0 Dollars**  
*Zero Dollars*

## **SUMMARY:**

In accordance with the request for a marine survey of the Sailing Vessel Mamashee, for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on **May 11 and June 28, 2019** and was found to be a well constructed, appointed and comfortable vessel. The vessel appears to have been well maintained with some additional cabinetry completed by the owner and most of the electronics have been completed like the auto pilot, VHF with DSC and RAM Mic, and the chart plotter. Other than the discrepancies noted in the body of the report and "B" Findings Needing Attention, the Sailing Vessel Mamashee is considered to be fit for its intended use. There are other findings identified in the body of the report that requires the owners attention .

Note: As stated previously this condition and value report was completed exclusively for the owner and no other company or person have the authority to use the information contained in this report without his written consent.

## **SURVEYOR'S 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.

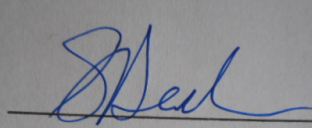
I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

ATTENDING SURVEYOR:



Stephen J. Decker  
Marine Surveyor, MM

## VI. PHOTOGRAPHS



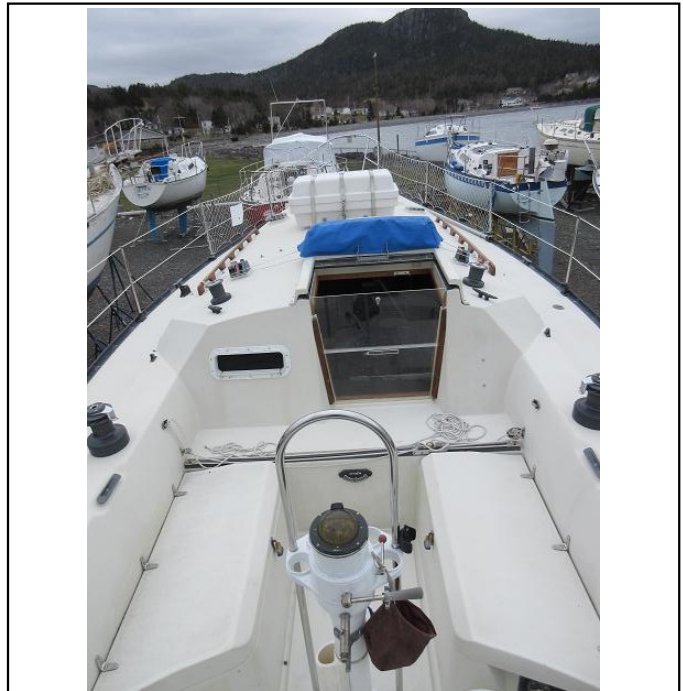
Cover



Steel Cradle



Transom



Looking Forward



## VI. PHOTOGRAPHS



Looking Aft



Mast Bracket



Chain Locker



Radar Dome Post

## VI. PHOTOGRAPHS



**Anchor Arrangement**



**Rudder**



**Shaft & Propeller**



**Binnacle**

## VI. PHOTOGRAPHS



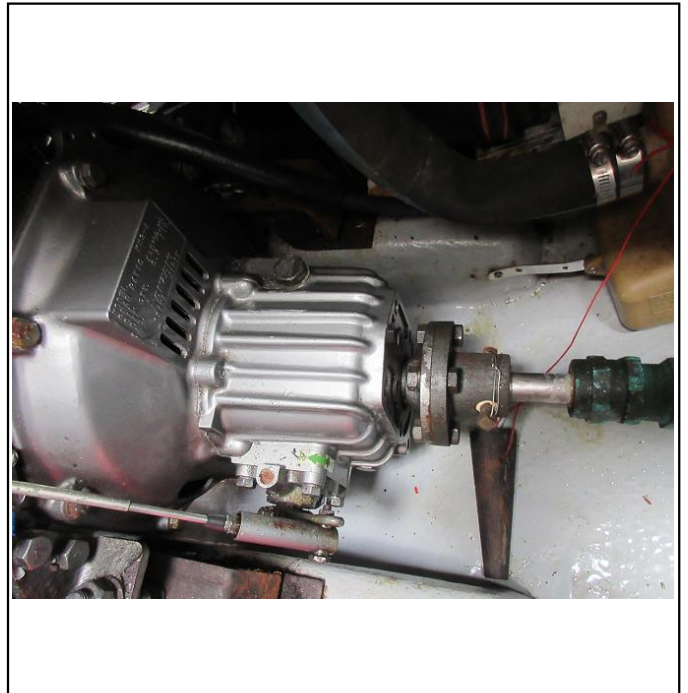
Primary Winch



Bilge



Engine



Transmission

# VI. PHOTOGRAPHS



Stuffing Box



Engine Gauges



AC Panel



DC Panel

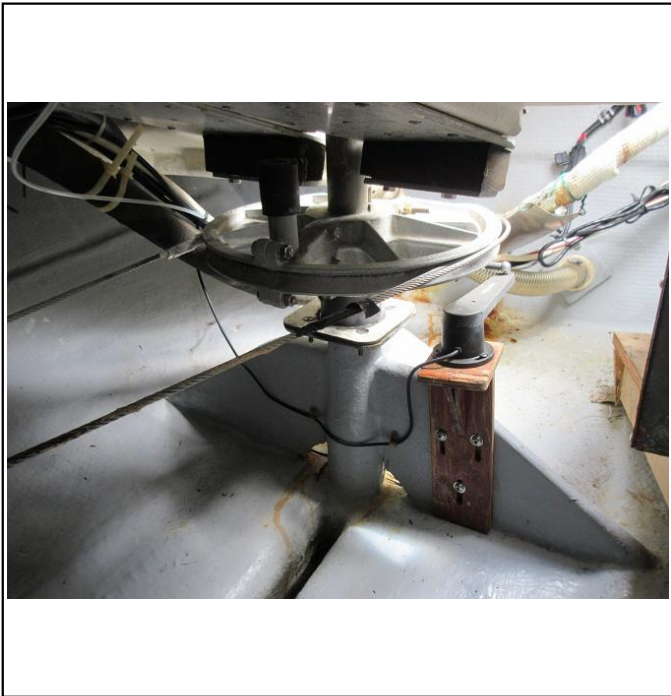
# VI. PHOTOGRAPHS



Batteries



Main Battery Switch



Steering Quadrant



Galvanic Isolator

## VI. PHOTOGRAPHS



**Inverter**



**Espar Heater**



**Auto Pilot**



**Speed Log**

## VI. PHOTOGRAPHS



**Chart Plotter**



**Galley Stove**



**Galley Sink**



**Ice Box**

## VI. PHOTOGRAPHS



"V" Berth



Main Cabin Looking Aft



Head



Stbd Quarter Berth



## VI. PHOTOGRAPHS



**Liferaft**



**Dinghy**



**Outboard Motor**