

SURVEY REPORT



BAYFIELD 32

Prepared for:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Prepared by:

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GENERAL

The following is a report on a survey conducted by Stephen W. Leake (Surveyor).
The survey was requested [REDACTED] (Client).
The object of the survey was to ascertain the general condition of the vessel for insurance purposes.

This report represents the educated opinion of the Surveyor, subject to the condition of the vessel being ascertained from a general inspection while ashore without removing equipment or opening parts normally concealed, testing for tightness, operating machinery or systems unless specifically noted.

The contents of this report are for the consideration of the Client.

Use of this report by the Client or any third party, serves as acknowledgement of these provisions.

STANDARDS

The subject vessel has been surveyed for compliance where applicable with the following regulations and standards under the Canada Shipping Act:
TP1332 Construction Standards for Small Vessels
Small Vessel Regulations
Collision Regulations
Sewage Pollution Prevention Regulations

GLOSSARY OF TERMS

VERY GOOD - Essentially as new in appearance and operation
GOOD – Fully serviceable with no obvious defects or limitations
FAIR – operational but needs cleaning, maintenance, minor repair or updating
POOR – reliability compromised, significant servicing required or replacement

s/s – Stainless steel
GRP – glass reinforced plastic, fiberglass.

References to applicable standards are highlighted in the report body in italics.

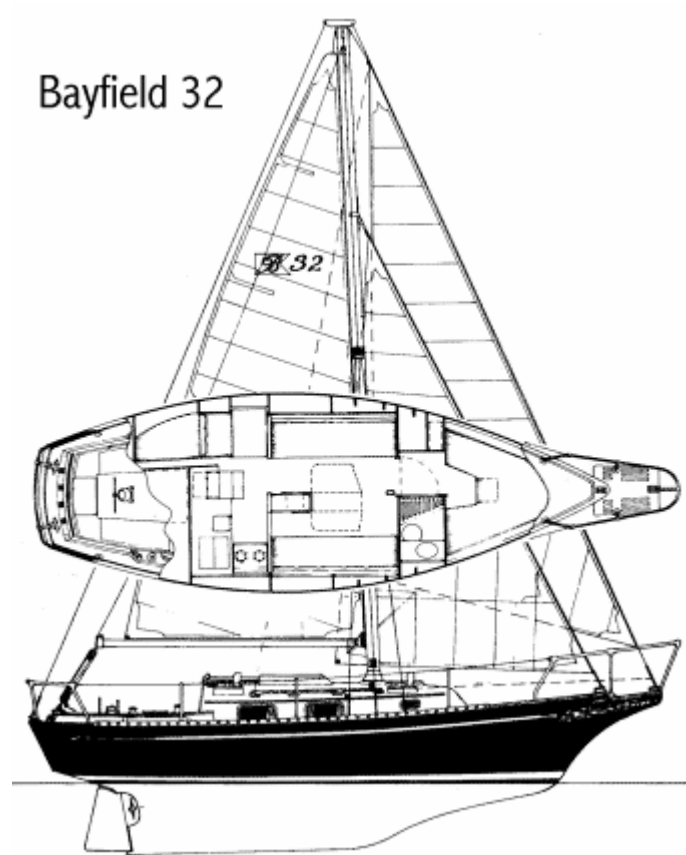
SURVEY PARTICULARS

Date attended: [REDACTED]
Location: [REDACTED], Ottawa.
Vessel support: cradle with six bilge pads
Weather Conditions: wind 20kph, temp 3C, clear,dry.
In attendance: Client

VESSEL PARTICULARS

Name: [REDACTED] (not marked)
Builder: Bayfield Boatyard.
Model: 32
Year: 1977
Hull Identification Number (HIN):ZBY [REDACTED]
Registration Number:
Gross Registered Tonnage:
Net Registered Tonnage:
Conformity Label: None
Length: 32' overall with platform
Beam: 10' – 6"
Depth:
Draft: 3' – 9"
Propulsion: Sail
Auxiliaries: Inboard diesel, 10hp.

SAMPLE

VESSEL DESCRIPTION

Stock cutter rigged sailboat.

Hull form of moderate displacement with round bilge, shallow draught full keel with cutaway forefoot and counter stern.

Flush decked with natural sheer line and a raised coach house and self draining cockpit.

Interior arrangement consists of a vee berth forward cabin, head and locker, main cabin outfitted with settee berths to port and starboard, galley aft to starboard and quarter berth to port.

CONSTRUCTION

Moisture readings made with Tramex meter. Relative Scale 1. Reading of 100 correlates approximately to 5% moisture content by weight. Considered acceptable.

HULL**BOTTOM:**

Visual:	Fair lines, a few scattered blisters in way of the boot stripe principally aft. Of cosmetic concern only.
Percussion:	Sound
Moisture:	~20 delow waterline to turn of bilge. 60-80 from bilge to keel. Of no concern.

TOPSIDES:

Visual: Fair lines. Extensive scattered scratches and scuffs on port side.
 Percussion: Sound.
 Moisture: Dry

DECKS**MAIN WEATHER:**

Visual: Effective moulded slip retardant surface, some gel coat cracks in way of stanchion bases.
 Percussion: Sound.
 Moisture: Generally dry with exception port side deck in way of cockpit coaming ~100.

DECKHOUSE

Visual: Effective moulded slip retardant surface, some scattered gel coat chips revealing underlay. {1}
 Percussion: Sound.
 Moisture: Generally dry with exception aft to starboard forward of winches, ~80.

INTERNAL STRUCTURE**BULKHEADS**

Generally of plywood, sound and secure. Exception – port bulkhead forward, cracked GRP tabbing and lower part of plywood bulkhead a little soft. {2}



BOTTOM STRINGERS: Generally of plywood, sound and secure.

FLOORS: Generally of plywood, sound and secure.

ENGINE BEDS: GRP. Sound.

OVERALL STRUCTURAL RATING FAIR – some largely minor maintenance required as noted.

ANCHORING & MOORING

Anchors: One 7.5kg Danforth style. GOOD
 Rode: 5/8" three strand nylon rope. GOOD
 Chain leader of mixed chain.
 Locker: Yes.
 Windlass: 'Good' Automatic electric. Visually GOOD but operation to be confirmed.
 Bow roller: One. GOOD
 Cleats: Two 12" aluminum forward, two aft. GOOD
 Fenders: Six. GOOD
 Boat hook: One telescopic. GOOD
 Lines: Multiplicity of mixed sizes. GOOD

LADDERS, RAILS & STANCHIONS

Boarding ladder: s/s. FAIR – requires new rubber feet and new set screws at joint fittings. {3}
 Grab handles & rails: Teak. All removed with fastener holes in deckhouse top sealed.
 Bow rail & stanchions: s/s. FAIR – requires new set screws at joint fittings. {3}
 Side rail & stanchions: s/s. FAIR – requires new set screws at bases. {3}
 Stern rail & stanchions: s/s. FAIR – requires new set screws at joint fittings. {3}
 Stanchion bases: FAIR - At least one backing plate requires replacement, others should be checked and replaced as necessary. {3}

HATCHES, DOORS & WINDOWS

Exterior doors: Companion drop boards of smoked polycarbonate GOOD , with duplicate set of original of teak, FAIR.
 Exterior hatches: FAIR – weathered but serviceable.
 Engine cover: Joiner step box of plywood in two parts. Somewhat awkward to remove and replace but ultimately provides generous access to engine.
 Windows: FAIR – Severely weathered prisms of polycarbonate and frames of aluminum.
 Portlights: FAIR – Weathered prisms of polycarbonate and frames of aluminum
 Interior doors: Joiner door to head. FAIR – ill fitting.
 Interior hatches: Loose lift. Wood. FAIR

HULL & DECK FITTINGS – Miscellaneous

All hull inlet/outlet penetrations below waterline fitted with secocks. GOOD

RIG

Age 1977

Spars & Fittings: Aluminum

Mast: FAIR – weathered but serviceable.

Boom: FAIR – weathered but serviceable.

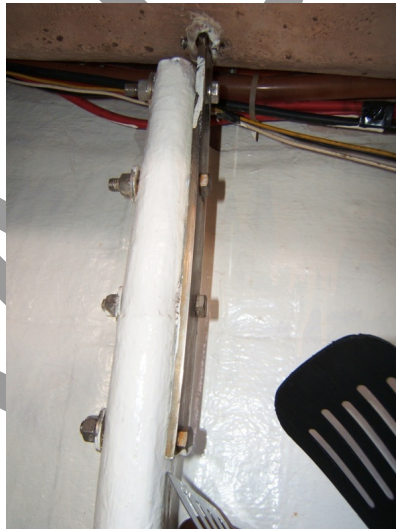
Standing Rigging: s/s wire.

Stays: GOOD. Roller furling head stay plus one spare wire shroud or stay.

Shrouds: GOOD

Turnbuckles: GOOD

Shroud plates: s/s. GOOD – Note – port side deck penetrations leaking. {4}



Forestay plate: Visually GOOD

Aftstay plate: s/s. GOOD.

Running Rigging

Halyards: Dacron braid. GOOD.

Sheets: Not examined.

Vangs: Not examined.

Blocks & sheaves: GOOD

Winches: Lewmar. FAIR – some in need of servicing.
Sails: Main and two headsails. Not examined.

PROPULSION MACHINERY

Engine model: Yanmar
Model #: YSB12
Engine serial #: [REDACTED]
Condition: FAIR – Engine reportedly overhauled ~seven years previously. Exterior coating peeling extensively.
Operation: Reported by Client to start and run well.
Engine seats: Four resilient mounts on GRD bed. GOOD
Propeller: Bronze, three blade 13LH10. GOOD
Shafting: s/s. GOOD

Coupling: Rigid flange type. GOOD

Shaft inner bearings: None.

Stern tube bearing: GOOD

Lubrication system

Oil condition: Requires changing for winter lay-up.

Oil level: {NOTE - excessive oil can lead to engine runaway in diesels}

Cooling system:

Type: Raw.

Intake fitting: Open mouth

Seacocks: Yes. GOOD

Strainer: Yes. GOOD.

Piping & hoses: GOOD.

Clamps: s/s. GOOD

Exhaust system:

ABYC P-1

1.7.1.5 Hose used in wet exhaust systems shall comply with the performance requirements of SAE J2006, Marine Exhaust Hose, or UL1129, Standard for Wet Exhaust Components for Marine Engines. All other exhaust system components shall meet the performance requirements of UL 1129, Standard for Wet Exhaust Components for Marine Engines.

Type: Wet

Pipes and hoses: FAIR - . Outer surface cracking. {5}

Siphon Break : None

Silencer : Wet lift canister. GOOD
 Clamps : Single. FAIR - standard hose clamps min 12mm width should be doubled, offset and layed counter directional to overcome flats spot leakage.
 Belts: FAIR – Tension requires adjustment
 Wiring: GOOD.

FUEL SYSTEM

Fuel Type: Diesel.

Fill fitting(s)

Location: Side deck.
 Material: Metallic.
 O ring-seal: Not checked.
 Grounded: Not required.

Fill pipe Hose, Type A1,. GOOD

Tank

Location: Keel. FAIR - [3]
 Make: Unmarked
 Material: Aluminum.
 Capacity: Undetermined.
 Grounded: Not required.

Shut-off: At tank. GOOD

Vent(s)

Pipe (hose) GOOD
 Screen Clean

Delivery line(s)

(USCG Type A1, J-1527, <5 yrs old) (USCG Type A1-15 outside engine space)

Copper tubing prone to minute cracks allowing air ingress – can cause a diesel engine to stall.

Material: Braided cloth covered hose. GOOD but not identifiable as certified for use.

Return line(s) *(USCG Type A1, J-1527, <5 yrs old)*

Material: Uncovered rubber hose. GOOD but not identifiable as certified for use.

Filters Racor. GOOD

CONTROLS

Steering: Edson
 Helm indicator: Marked King spoke.
 Mechanism: Wire and sheaves. GOOD
 Rudder stock(s): s/s. NOTE – a soft metal sleeve visible at outer portion turned with stock. Purpose unclear.



Rudder(s): GRP. FAIR - Penetration of stock into rudder top requires resealing.{6}

Engine: Not tested.

Monitoring gauges

Temperature – coolant
 Voltmeter
 Oil pressure – engine
 Tachometer

BILGE PUMPING SYSTEM

ABYC ref H-22

Pump #1: Whale Gusher diaphragm type manually operated. FAIR – Handle not found.
 {7} Should be tested to demonstrate serviceability.

Location: Port cockpit locker.

Strum box: No.

Accessibility: Readily accessible.

Piping: Hose. GOOD

VENTILATION

Engine space: Natural.

Fuel tank space: No special provision.

Batteries: No special provision.

HEATING & AIR CONDITIONING

None fitted.

ELECTRICAL SYSTEM – DC

Battery(ies): { TP1332 – 8.6, ABYC E-10} Two, with space for three.
 Location : Beneath port settee within cabin.
 Proximity to fuel: Clear.
 Restraint : FAIR – requires more secure arrangement.
 Cover : Positive terminals uncapped.
 Ventilation : No special provision. NOTE – Hydrogen gassing off from overcharged batteries can pose a risk.

Cables : { TP1332 – 8.6, ABYC E-11} #4AWG. FAIR – some corrosion noted at terminals.
 Selector switch: { TP1332 – 8.6.2} Yes. GOOD
 Alternator: GOOD
 Wiring: { TP1332 – 8.6, ABYC E-11} GOOD
 Panel: { TP1332 – 8.10} Blue Seas. Breakers and battery monitoring gauges. GOOD

ELECTRICAL SYSTEM – AC

Shore connection: At stemhead. GOOD.
 Shore power cord: GOOD.
 Panel: Blue Seas. Breakers. GOOD
 Charger: {ABYC A-31} None fitted.
 Wiring: Boat cable. GOOD.
 Outlets: Household.

NAVIGATION & ELECTRONICS EQUIPMENT

Compass: Ritchie. FAIR – Air bubble entrapped.
 Sound signaling device: Aerosol, hand held. Not tested.
 Navigation Lights
 Sidelights: Duplicated sets, one in topsides, one on bow rail plus tricolour at mast top.
 Masthead: On mast front.
 Stern: At stern rail.
 Anchor: Assumed part of tricolour.

[1] Note combination and connections with dedicated switches should be confirmed to provide the correct showing of lights for sailing or powering or at anchor as per the Collision Regulations.

Searchlight: No.
 Depth indicator: Yes. Not tested.
 Knot log: Yes. Not tested.
 Radios: Hand held VHF Uniden Atlantis 250. GOOD.

CATHODIC PROTECTION

Engine zinc internal. Not inspected.

BONDING & LIGHTNING PROTECTION

Original factory installation. Shroud and stay plates bonded to presumably a ground plate on starboard side of keel. But this was not confirmed.

FRESH WATER SYSTEM

Pressurized: No.
Fill(s) Location : Starboard deck.
Fill pipe: Hose. GOOD.
Tank: Bladder beneath starboard settee. GOOD.

GREY WATER SYSTEM

Direct overboard. Hull fittings with seacocks. GOOD.

SEWAGE SYSTEM

Intake valve: Seacock. GOOD
Intake piping: Hose. GOOD.
Toilet: Jabsco manula. GOOD.
Holding tank
 Location: Beneath vee berth forward.
 Make: Unidentified.
 Material: Polyethylene. GOOD.
 Capacity: Undetermined.
Piping: Hose. GOOD
Discharge piping: Hose. GOOD
Discharge fitting: toilet discharge led directly to holding tank.

PROPANE SYSTEM

No system installed.

GALLEY OUTFIT

Sink: s/s. GOOD
Oven: None.
Range: Client expressed intention to fit a non-pressurized alcohol stove.
Refrigerator: Ice box with cooler unit.

PROTECTIVE COATINGS & COSMETICS

Hull coating below waterline GOOD.
Gel finish on hull topsides weathered and marred.
Exposed wood finishes weathered.

LININGS

Generally GOOD.

DECK COVERINGS

None.

AWNINGS, SCREENS & COVERS

Canvas Bimini on s/s frame. GOOD

SOFT FURNISHINGS

Vinyl covered berth cushions. GOOD.

MISCELLANEOUS EQUIPMENT

Steel storage cradle. GOOD

s/s BBQ, rail mounted and intended to be used with small propane cylinder attached.

SAFETY EQUIPMENT

Safety equipment required as per Small Vessel Regulations. [2]

Small Vessel Regulations - No person shall operate or permit another person to operate a vessel unless the safety equipment required by these Regulations is carried on board the vessel and the equipment meets the requirements of these Regulations.

DOCUMENTATION (Certificates, manuals etc)

Incomplete set for significant equipment.

GENERAL COMMENT

Overall the boat was found to be structurally sound with minor exceptions as noted which are of little consequence at this time. Equipment and outfit generally in serviceable condition with wear and tear commensurate with age.

INSURABILITY

The vessel as seen, remains suitable for its designed purpose, subject to Recommendations in [] being implemented.

VALUATION

Fair Market Value as inspected: In the range of \$ [REDACTED] to \$ [REDACTED]

Valuation based upon prevailing local market, vessel condition and outfit

Fair Market Value does not include GST (Goods and Services Tax) or HST (Harmonized Sales Tax)

SAFETY DEFICIENCIES & RECOMMENDATIONS

[1] Combination and connections with dedicated labeled switches should be confirmed to provide the correct showing of lights for sailing or powering or at anchor as per the Collision Regulations.

[2] Safety equipment required as per Small Vessel Regulations.

[3] Fuel tank not adequately secured or supported in keel. Free to move and sits directly onto top of keel in bilge water. Tank should be removed, bottom inspected for any signs of pitting and when replaced should be supported on non corrosive bases.

SURVEYOR'S ADDITIONAL RECOMMENDATIONS

{1} Some scattered gel coat chips revealing underlay. Correct as desired.

{2} Port bulkhead forward, cracked GRP tabbing and lower part of plywood bulkhead a little soft. Not structurally critical at this time but better to repair now than wait.

{3} Rails, stanchions and boarding ladder connections require tightening plus some backing plates require replacement.

{4} Shroud plates: – port side deck penetrations leaking. These should be rebbed to avoid future degradation of structure below deck.

{5} Exhaust hose from riser to transom . Outer surface cracking. This should be changed out for new with certified wet exhaust hose

{6} Penetration of rudder stock into rudder top requires resealing.

{7} Whale Gusher diaphragm type manually operated. Handle not found. Handle should be provided and stowed adjacent to pump for ready use. Pump should be tested to demonstrate serviceability.