

**SURVEY REPORT** [REDACTED]



**Chaparral 350 Signature**

Prepared for:

[REDACTED]



Tel: [REDACTED]

Prepared by:

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Signed:   
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## **GENERAL**

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

The contents of the report remain the intellectual property of SWL CONSULTANTS.

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## **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**

EXCELLENT – As new and unused  
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

**SURVEY PARTICULARS**

Date attended: 2022 April 6  
 Location: Ozille’s Marina, Ottawa  
 Vessel support: Blocked with wood and jack stands.  
 Weather Conditions: Dry, clear, 10oC, Breezy. Boat in a poly tent, tightly packed with other boats. Ground; gravel, covered in ice with about 50mm of water on top.  
 In attendance: Boat Owner

**VESSEL PARTICULARS**

Name:  
 Builder: Chaparral  
 Model: 350  
 Year: 2003  
 Hull Identification Number (HIN): [REDACTED]

Registration/Licence Number: [REDACTED]  
 Gross Registered Tonnage:  
 Net Registered Tonnage:



Conformity Label: NMMA  
 No Canadian label found  
 Length: overall with platform 37ft (11.28 m)  
 Beam: 11ft – 10 in (3.61 m)  
 Draft: 33 in (84 cm)  
 Dry weight: 15,000 lbs (6,804 kg)  
 Propulsion: Twin inboards, gasoline.  
 Auxiliaries: Generator.  
 Bow thruster  
 Stern thruster

**VESSEL DESCRIPTION**

Vee bottom planing hull with recessed propeller tunnels.

Generously sized boarding platform gives easy access to external transom locker. A transom gate to port gives access to the cockpit.

Cockpit arranged with aft section with bench seat across starboard rear (a fiberglass moulding incorporating a stern opening locker), bench seating across front to starboard abaft the pilot seat with a pedestal table between. A walkway forward along port side is outfitted with a wet bar and fridge. To starboard a raised section with individual helm seat and double co-pilot bench seat.



Nominal Side decks. Primary access to foredeck and cabin top forward via windshield gate on the centreline.

Companion offset to port leading down to open concept interior.

Dinette/berth to starboard, galley to port, raised berth forward with accordion screen closure.

Aft, cuddy cabin under cockpit with accordion screen closure      Head compartment to port in way of companion

**CONSTRUCTION**

Hull: Glass and carbon fibre.  
Bottom

Visually fair. No visible signs of osmosis were found.  
Hammer tested and found sound.  
Moisture metered and found to be essentially dry.

Topsides: Glass and carbon fibre.

Visually fair except for some rippling at upper aft starboard quarter.



No visible defects.  
Hammer tested and found sound.  
Moisture metered and found to be essentially dry.

Transom: Fibreglass.  
Hammer tested and found sound.  
Moisture metered and found to be dry.  
No visible signs of osmosis were found.

Cabin top & decks: Fibreglass.

Sound.  
Moisture metered and found to be dry except in way of the windlass foot controls.  
(Meter registered 35 on relative scale 1 – negligible moisture content).



A typical finding on this type and vintage of boat. Insignificant, no immediate action required. Surveyor's Recommendation {1} Client may wish to have moisture rechecked annually if moisture content persists consider removal of deck fittings and windlass and check the seal of deck edges around openings.

**Bulkheads:** Plywood. Generally sound and well bonded to hull.  
**Exceptions:**  
Anchor locker bulkhead; moisture metering 60 (low). NOTE the anchor was reportedly used a lot hence the locker may be expected to be continuously damp.  
Bulkhead between aft cuddy and engine room registered 80-90 in the bilge area, otherwise appeared sound.

**Floors:** Wood encapsulated in fibreglass. Generally sound and well bonded to hull.  
**Exceptions:**  
Floor on starboard side in the aft cuddy. Registered high moisture in way of a crack in the fibreglass. A piece was pried off to reveal the wood core. The wood appeared sound, resisting a screw driver. {2} The area is localized and unlikely to cause any issues for a considerable time. However, it would be prudent to remove the loose fibreglass, allow the wood to dry, then re-glass.

Aft cuddy



Note mildew on underside of hatch cover



High moisture in way of loose fibreglass



**Stringers:** Wood encapsulated with fibreglass. Sound and well bonded to hull.

**Engine beds:** Wood encapsulated with fibreglass. Sound and well bonded to hull.

**ANCHORING & MOORING**

Anchors: 35 lb Kingston plow. GOOD  
 Rode: 5/16" chain, swivel shackle and 3/4" rope. GOOD  
 Secured: Secured with hook and chain. GOOD  
 Locker: Yes. Deck hatch access. Hatch coaming drains overboard.  
 Windlass: Lewmar Pro-Fish. Visually GOOD  
 order. Not tested.  
 Bow roller: Yes.  
 Cleats: s/s. All secure. GOOD  
 Fenders: Six. GOOD  
 Boat hook: One noted. Surveyor's Recommendation {3} Two boat hooks are useful to have.  
 Lines: Several. GOOD

**LADDERS, RAILS & STANCHIONS**

Boarding platform: Fibreglass, Secure. GOOD  
 Boarding ladder: Telescopic, on platform. FAIR – needs lubricating.  
 Grab handles & rails: Stainless steel. GOOD  
 Bow rail & stanchions: Stainless steel. Height 54 cm. GOOD  
 Side rail & stanchions: Stainless steel. Height 50 cm. FAIR – some bases loose enough to potentially break the seals. {4}  
 Stern rail & stanchions: No. Cockpit coaming all around. GOOD

**HATCHES, DOORS & WINDOWS**

Companion: 1/2" thick white polycarbonate, sliding hatch cover and bi-fold door with hold back catches. GOOD  
 Exterior hatches: Three cabin top hatches. FAIR – gaskets, hinges etc. should be lubricated  
 One retractable sun screen POOR – {5} will need replacing  
 Boarding ladder hatch. POOR – Hinges loose. {11}  
 Engine cover: Fibreglass flush hatch with hydraulic opening. Functioned well. GOOD  
 Windows: Windshield by Taylor, safety glass in alloy frame. GOOD.  
 Portlights: All good except high up and awkward to reach. NOTE – at least one insect screen damaged. {6}  
 Interior doors: Head door, wood joiner. Tight fit, possibly due to boat being out of the water.  
 GOOD  
 Interior hatches: 3/4" plywood. GOOD



**HULL & DECK FITTINGS – Miscellaneous**

None of note

**RIG**

Fibreglass radar arch. GOOD save for the caulking around the base is deteriorating.

**PROPULSION MACHINERY**

Engine model: Two 8.1 litre MerCruisers. Both visually clean and in good order..  
 Engine serial #: OM314434 and OM314433  
 Transmission model: Hurth ZF..  
 Engine seats: Bolted on tops of engine bed brackets in turn through bolted to the beds. GOOD  
 Propeller: Three blade, bronze. GOOD  
 Shafting: 1.5" dia. Stainless steel. GOOD

Shaft stern tube bearing: Appeared GOOD.

Struts &amp; bearings: Bronze. GOOD.

**Lubrication system**

Oil condition: Not changed from last season. FAIR – {7} The engine oil should be changed before commencing the season.

**Cooling system:**

Type: Closed  
 Piping & hoses: GOOD  
 Clamps: Doubled s/s  
 Strainers: Bronze with clear view glass and integral seacock. GOOD

**Exhaust system:**

Type: Wet.  
 Pipes and hoses: s/s and "Premier" certified hose. GOOD.  
 Silencer : s/s mufflers exhausting through the bottom. GOOD  
 Clamps : Doubled stainless steel. GOOD

Belts: GOOD.

Wiring: GOOD.

**AUXILIARY MACHINERY**

Generator: Kohler 7.3 kW. GOOD.  
 Mounted outboard of the starboard engine and encased in a sound deadening box. Was not accessed.

**Cooling system:**

Type: Raw.  
 Valves: Bronze seacocks. Visually In good order.  
 Piping & hoses: Unmarked hose. Visually in good order.

Clamps: Doubled stainless steel. Visually In good order.  
 Strainer: Bronze with clear view glass. Visually In good order.  
 Exhaust system:  
   Type: Wet.  
   Pipes and hoses: Premiun Certified exhaust hose. GOOD  
   Silencer : Silent lift. Fibreglass. GOOD  
   Clamps : Doubled stainless steel. GOOD

Thrusters: Bow tunnel thruster. Visually GOOD (not tested)  
 Stern thruster. External, transom mounted. Visually FAIR – needs  
 cleaning (not tested)

### **FUEL SYSTEM**

Type: Gasoline.  
 Fill(s) Location: Topsides aft, each side.  
   Grounded: Not required  
   Fill pipe: Visually GOOD.  
 Tank Location: One port one starboard forward in engine compartment.  
   Make: EZEL  
   Material: Aluminum, 0.125 thk. GOOD  
   Capacity: US gallons each.  
   Grounded: Not evident  
 Shut-off Manual manifold in engine bay  
 Vent(s) Location: Aft, port and starboard.  
 Delivery line(s)  
   Material: Hose. GOOD.  
   Support: ~12 in. GOOD.  
   Connections: Clamped. GOOD  
   Filters: Both engine mounted and in-line. FAIR - {8} Recommend replace.

### **CONTROLS**

Steering: Seastar hydraulic. Rudder stocks s/s. Bronze spade rudders. All visually  
 in good order with no discernible play.  
 Exception – the starboard tiller stop appears to be misplaced.{9} adjust  
 as necessary  
 Trim: Electro-hydraulic. FAIR – Could do with a good cleaning  
 Helm console switches: All essential systems. ON/OFF indicator lights. GOOD  
 Helm console gauges: Comprehensive. GOOD

**BILGE PUMPING SYSTEM**

Pump #1: Rule  
 Location: Engine space aft, adjacent, near transom.  
 Submersible: Yes.  
 Float switch: Yes.  
 Manual switch: Yes.  
 Indicator light: Yes.  
 Ignition protected: Yes.  
 Strum box: Integral.  
 Accessibility: Poor.  
 Piping: Plastic ribbed hose.  
 Connections: Stainless steel clamps.  
 Discharge: Above waterline  
 Vented loop: No.

Pump #2: Rule 800 gph  
 Location: Saloon bilge aft.  
 Submersible: Yes.  
 Float switch: Yes.  
 Manual switch: Yes  
 Indicator light: Yes  
 Ignition protected: Yes.  
 Strum box: Integral.  
 Accessibility: Readily.  
 Piping: Plastic ribbed hose.  
 Connections: Stainless steel clamps.  
 Discharge: Above waterline  
 Vented loop: No.

**VENTILATION**

Engine & fuel tank space: Electric extractor fans in ducting. Functional. GOOD.

**HEATING & AIR CONDITIONING**

Located starboard under forward berth. Visually GOOD. Not tested.

**ELECTRICAL SYSTEM – DC**

Battery(ies): Two for each engine start and generator.  
 Three house batteries.  
 See Bow Truster

Location : Engine compartment

Proximity to fuel system: Well clear.

Restraint : Not in place at time of inspection. [1]

Cover : No Terminal caps. [2]

Ventilation : Yes. As for engine compartment.

Cables : Good.

Selector switch: Switches on main panel in cockpit.

Wiring: Good.

Panel: Breaker panel with battery condition monitoring. Integral with AC panel and clearly identified. Saloon aft to starboard.

**ELECTRICAL SYSTEM – AC**

Shore connection: Two 30A covered sockets located in transom locker with isolation switches.  
 GOOD.  
 Also TV, telephone cable connections.

Shore power cord:: GOOD.

Panel: Breaker panel with polarity indicator, Line 1 & 2 monitoring and generator lock-out switch. Integral with DC panel and clearly identified.

Charger: ProNautic. In engine space on forward bulkhead to starboard. GOOD.

Wiring: Boat cable. Visually in good order.

Outlets: All gfci or covered as needed.

Fixtures:

Appliances: Beam central vacuum. Unit under starboard dinette settee forward end. Tested  
 GOOD.  
 Cockpit refrigerator, Norcold. dc only. Tested. GOOD.  
 TV with remote. Tested. GOOD  
 Rockford entertainment system. GOOD

**NAVIGATION & ELECTRONICS EQUIPMENT**

Compass: Ritchie 4". GOOD.

Sound signaling: Electric horn, Tested. GOOD.

Navigation lights: All functional save for plug-in anchor and mast light.

FAIR – plug-in mast needs servicing. [3]  
 Night vision: Not tested.  
 Searchlight: GOOD.  
 Windshield wipers: One GOOD.  
 Depth indicator: RayData GOOD  
 Knot log: RayData GOOD  
 GPS: RayData GOOD  
 Radios: Uniden VHF. GOOD  
 Public Address: No.

### **CATHODIC PROTECTION**

Anodes at transom, on shafts, rudders and trim tabs. FAIR-POOR {10} replace all anodes.

### **BONDING**

All through-hulls bonded to transom anode.

### **LIGHTNING PROTECTION**

No specific provision.

### **FRESH WATER SYSTEM**

Pressurized: Yes, Not tested.  
 Tank  
     Location: Under forward berth. Not readily accessible.  
 Heater: In engine bay. Visually GOOD. Not tested

### **GREY WATER SYSTEM**

Overboard above waterline.  
 Shower drain equipped with sump and Rule 800 gph pump and float switch. Not tested

### **SEWAGE SYSTEM**

Intake valve: None, draws from fresh water tank.  
 Toilet: VacuFlush by Sealand Technology. Visually GOOD Not tested  
 Holding tank: GOOD  
     Location: Beneath aft berth.  
     Material: Aluminium. GOOD NOTE – a mild odour discernible when aft berth removed.  
 Vacuum tank: GOOD  
     Location: Engine compartment, port side.  
     Make: Sealand.

Material: Polyethylene.  
Discharge piping: Sewage hose.  
Discharge fitting Deck.

**PROPANE SYSTEM**

None fitted.

**GALLEY OUTFIT**

Sink: Moulded fiberglass, integral with countertop and with granite effect gel coat.  
Stove: Kenyon Euro 110v ac. Tested GOOD  
Oven: Sylvania microwave. Tested GOOD  
Refrigerator: Isotherm refrigerator. Tested on 12v and 110v. GOOD  
Samsun television. Powered up. GOOD

**PROTECTIVE COATINGS & COSMETICS**

Bottom antifoulant – FAIR – a few bare spots.

**LININGS**

All GOOD.

**DECK COVERINGS**

Interior with nylon carpeting glued in place. Clean and protected by removable mats secured with studs. GOOD

Cockpit deck sheathed with grey teak effect “Seadeck”. GOOD.

**AWNINGS, SCREENS & COVERS**

Cockpit enclosure of black synthetic canvas fabric. GOOD.

**SOFT FURNISHINGS**

All interior and interior upholstery GOOD. Minor Exception – some wear and loose edging on underside of some berth cushions.

**MISCELLANEOUS EQUIPMENT**

Hand held shower wash down at transom. Not tested

**SAFETY EQUIPMENT**

Safety equipment required as per Small Vessel Regulations [4 ]

*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.*

Liferings:	One
Heaving line:	Yes.
PFDs:	None noted
Flares:	None noted
Waterproof flashlight:	None noted
Fire fighting:	Three hand held extinguishers. GOOD. Engine space Fireboy halon system. GOOD
Emergency bilge pump:	
Gasoline fume detector:	None
CO detector:	One portable.
Propane detector:	No.

#### **DOCUMENTATION (Certificates, manuals etc)**

Yes but not sighted.

#### **GENERAL COMMENT**

Other than Spring recommissioning and some minor maintenance items as noted, the boat was found to be in a very presentable and clean condition, right down to the bilges.

#### **INSURABILITY**

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

#### **VALUATION**

Fair Market Value as inspected: In the range of \$140,000 to \$ 150,000.

If maintenance issues all taken care of then potentially \$150,000 to \$ 155,000.

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 [ ]**

The following should be attended to before putting the vessel into service.

[1] Batteries to be secured.

[2] Battery terminals to be protected by individual caps and a complete shield over.

[3] Navigation lights: anchor and mast to be serviced.

[4] Safety equipment required as per Small Vessel Regulations

### **SURVEYOR'S ADDITIONAL RECOMMENDATIONS**

The following are discretionary and may be attended to as and when deemed necessary.

{1} Client may wish to have moisture rechecked annually if moisture content persists consider removal of deck fittings and windlass and check the seal of deck edges around openings.

{2} The minor deterioration of the structure in way of the aft cuddy berth is localized and unlikely to cause any issues for a considerable time. However, it would be prudent to remove the loose fiberglass, allow the wood to dry, then re-glass.

{3} At least two boat hooks are useful to have.

{4} Some stanchion bases loose enough to potentially break the seals. Monitor and correct as necessary

{5} At least one retractable sun screen will need replacing

{6} At least one insect screen damaged.

{7} The engine oil should be changed before commencing the season.

{8} Recommend replace all fuel filters.

{9} Starboard tiller stop appears to be misplaced. Adjust as necessary

{10} Replace all anodes before launching this season.

{11} Boarding ladder hatch. POOR – Hinges loose.