

SURVEY REPORT



Campion Chase 800

Prepared for:




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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
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.

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

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

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

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

SURVEY PARTICULARS

Date attended: 2022 March 31
 Location: Osgoode, Ontario
 Vessel support: Road-launch trailer.
 Weather Conditions: Cloud with showers, light breeze, temperature 1C
 Exposure: In a climate-controlled shed.
 In attendance: Client

VESSEL PARTICULARS

Name:
 Builder: Champion
 Model: Chase 800
 Year: 2001
 Conformity Label: Transport Canada
 Hull Identification Number:
 Licence Number: ON 2345885
 Length: 7.93 m
 Propulsion: Single I/O, gasoline
 Auxiliaries: None.



VESSEL DESCRIPTION

Vessel is a stock production power boat.



Hull configuration: Vee bottom, single chine.

Deck Configuration: Foredeck, open cockpit, upholstered engine bay hatch cover aft leading down to boarding platform.



Interior Configuration: Cuddy forward largely taken up by a full berth and seats port and starboard.

CONSTRUCTION

HULL Fibre reinforced resin. Reinforcement believed to include Kevlar
 BOTTOM:
 Visual: Fair lines, smooth with no discernible defects. Some light, trailer scuffing.
 Percussion: Sound
 Moisture: Generally dry except in way of forefoot where it registered 60. There was a distinct boundary between completely dry and registering 60 leading to the conclusion that the reinforcement in this area is Kevlar (conductive)

TOPSIDES:
 Visual: Fair lines, smooth with no discernible defects.
 Percussion: Sound
 Moisture: Dry

DECKS
 FOREDECK: Cored fiberglass
 Visual: Fair and smooth finished
 Percussion: Sound
 Moisture: Dry

COCKPIT Cored fiberglass
 Visual: Clean and mar free.
 Percussion: Sound
 Moisture: Dry

INTERNAL STRUCTURE

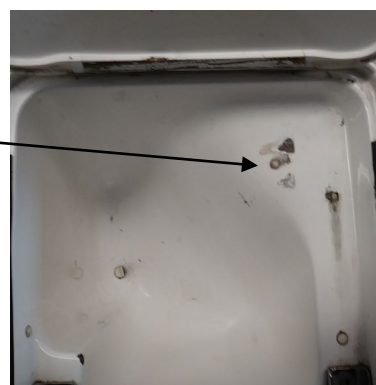
LINER Generally of fibreglass.
 Overall structural rating VERY GOOD

ANCHORING & MOORING

Anchors: Not aboard at time of survey.
 Rode:
 Locker: Deck recess with hatch cover.
 Windlass: No
 Bow roller: No
 Cleats: Retractable, s/s. GOOD
 Fenders: Three. GOOD.
 Boat hook: Yes. GOOD
 Lines: Several. GOOD

LADDERS, RAILS & STANCHIONS

Boarding platform: Integrally moulded with hull and deck.
 GOOD – some minor wear of gel coat inside the ladder recess.
 Boarding ladder: Telescopic s/s. GOOD
 Grab handles & rails: Powder coated. GOOD
 Bow rail & stanchions: Powder coated. GOOD


**HATCHES, DOORS & WINDOWS**

Exterior doors: Cuddy entrance fitted with a horizontal sliding door. GOOD
 Exterior hatches: Escape hatch on foredeck. Bomar. GOOD
 Cockpit locker hatches: Aft bench seat squab, lifts off. GOOD
 Anchor locker hatch: Hinged. GOOD
 Engine cover: Upholstered aft deck. Entire deck opens up on hydraulic struts. VERY GOOD
 Windows: Taylor windshield. GOOD – minor distortion of rubber edge mouldings.
 Portlights: None
 Interior doors: None
 Interior hatches: Secured.. GOOD

HULL & DECK FITTINGS – Miscellaneous

None of note

PROPULSION MACHINERY

Engine model:	MerCruiser 496 MAG, 425 hp	
Serial #:	OM084420	
Condition:	Visually VERY GOOD	
Operation:	Not started. Still winterized.	
Engine seats:	All visually secure. GOOD	
Propeller:	s/s four bladed. VERY GOOD	
	Spare. GOOD	
Outdrive:	Visually GOOD	
Transom unit serial #:	OL528335	
Lubrication system		
Oil condition:	Clean. GOOD	
Oil level:	Normal.	
Cooling system:		
Type:	Closed cooled.	
Intake fitting:	Via outdrive. GOOD	
Piping & hoses:	GOOD	
Clamps:	GOOD	
Exhaust system:		
Type:	Wet	
Pipes and hoses:	GOOD	
Silencer :	Via outdrive leg for silent running. Diverter valves directing the exhaust via the transom and above the waterline. GOOD	
Clamps :	Double stainless steel. GOOD	
Belts:	GOOD	
Wiring:	GOOD	

FUEL SYSTEM

Fuel Type:	Gasoline.
Fill fitting(s)	
Location:	Port side aft.
Material:	Plastic cap, metallic body. GOOD
O ring-seal:	GOOD
Grounded:	Yes
Fill pipe	Hose. USCG Type A2. GOOD

Tank

Location: Under cockpit deck.
 Make: Not identified
 Material: Aluminium. GOOD as far as could be determined.
 Capacity: Not noted
 Grounded: Yes
 Shut-off: Anti-siphon at tank top.
 Vent(s) Location: Within filler.
 Delivery line(s): GOOD
 Support: GOOD
 Connections: Double clamped. GOOD
 Filters: Engine mounted.

CONTROLS

Steering Mechanism: Hydraulic. GOOD
 Engine: Gaffrig. GOOD
 Trim: Bennett hydraulic. GOOD
 Helm console switches: GOOD
 Helm console gauges:
 Temperature – coolant
 Fuel
 Voltmeter
 Oil pressure
 Tachometer
 Hours: 484 (meter in engine bay)

BILGE PUMPING SYSTEM

Pump #1: Function tested on manual. GOOD
 Location: Engine compartment.
 Type: Submersible.
 Float switch: Not confirmed
 Manual switch: Yes.
 Indicator light: Yes
 Accessibility: Not Readily accessible.

VENTILATION

Engine space: Blowers fitted. Tested. GOOD
 Fuel tank space: No obvious ventilation provision.

ELECTRICAL SYSTEM – DC

Battery(ies):

Type: NAPA 24M-7

CCA 800 CA 1000

Number: Two

Location : Beneath aft bench seat.

Proximity to fuel system: Clear.

Restraint : Tie bars.

Cover : Seat squab only, no Terminal caps. FAIR – {1}

Ventilation : As for engine compartment.

Cables : GOOD

Selector switch: Yes GOOD

Wiring: GOOD

Panel: Resettable breakers under helm console. GOOD

**ELECTRICAL SYSTEM – AC**

None fitted.

NAVIGATION & ELECTRONICS EQUIPMENT

Magnetic Compass: No

Sound signalling device: Horn. Tested. FAIR – sounded weak

Navigation Lights Bow unit and plug-in white 360. GOOD

Depth indicator: Garmin.

Radios: Not noted

Electronic positioning: Garmin.

CATHODIC PROTECTION & BONDING

Anodes on outdrive. GOOD – NOTE bonding wire on outdrive broken. {2}

FRESH WATER SYSTEM

None

GREY WATER SYSTEM

None.

SEWAGE SYSTEM

None

PROPANE SYSTEM

None

GALLEY OUTFIT

None

PROTECTIVE COATINGS & COSMETICS

Bottom antifouling. . None. Bare gel coat. Minor trailer scuffs.
Topsides finish. Refinished. Visually GOOD
Engine bay interior: Refinished high gloss red. Visually VERY GOOD

LININGS

Hull liner of fibreglass with plastic liners in cockpit storage recesses.

DECK COVERINGS

Foredeck: None. NOTE- the high gloss gel coat finish is very slick.
Cockpit deck: Snap on mats. GOOD
Interior decks. Fitted carpeting. VERY GOOD

AWNINGS, SCREENS & COVERS

Storage tonneau. GOOD
Full cockpit enclosure on s/s pipe frame. VERY GOOD.

SOFT FURNISHINGS

Vinyl cockpit upholstery. VERY GOOD.
Interior upholstery: fabric. VERY GOOD

MISCELLANEOUS EQUIPMENT

Road trailer. Double axle and painted steel frame. GOOD
Clarion entertainment system with Thunder Marine amplifier and MTX speakers. VERY GOOD



SAFETY EQUIPMENT

[1] Safety equipment required as per Small Vessel Regulations
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:	Not applicable.
Heaving line:	Not noted
PFDs:	Not noted
Flares:	Not noted
Waterproof flashlight:	Yes. Battery low.
Fire fighting:	One hand held 1A 5BC.
Emergency bilge pump:	Bucket
Paddle:	One
Gasoline fume detector:	Not noted
CO detector:	Not noted
Propane detector:	Not applicable.

DOCUMENTATION (Certificates, manuals etc)

Engine and equipment manuals.

GENERAL COMMENT

Overall Rating VERY GOOD. The vessel was found to be in better than average condition for its age with some upgrades and meticulous maintenance and housekeeping placing it at the top of the value range.

INSURABILITY

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

VALUATION

Fair Market Value as inspected, including trailer: In the range of \$ 60,000 to \$70,000
Valuation based upon reference to Power Boat Listings (range of \$21,500 to \$64,000 US) and the prevailing local market, general vessel condition and outfit as found and inspected.
Fair Market Value does not include GST (Goods and Services Tax) or HST (Harmonized Sales Tax)

SAFETY DEFICIENCIES & RECOMMENDATIONS

[1] Safety equipment required as per Small Vessel Regulations

SURVEYOR'S ADDITIONAL RECOMMENDATIONS

Before putting the boat back in service:

{1} It is recommended that caps be fitted to the battery post terminals.

{2} The bonding wire on the outdrive should be replaced.