



Laketow Marine Surveyor Captain Lance Schilka



Pre-purchase Survey  
(Condition/Value/Recommendations.)  
of -----

Date surveyed++++  
604 768-6867  
7515 Estate Dr  
Anglemont BC Canada  
V0E1M8

Laketow Marine report no. ++++++.

Report prepared for: Mr. xxx  
Address++++  
Date++++.

Survey report must be signed by the surveyor on the last page to be valid.  
A PDF copy of this report is available upon your request.

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## ***Description***

Vessel condition

The vessel is in: =====

Laketow Marine - Survey report no. =====.

Report prepared for: Mr. ===== address=====, Date=====.

Survey report must be signed by the surveyor on the last page to be valid.

A PDF copy of this report is available upon request.

Survey information and survey report remain property of Laketow until full payment is received.

## ***General information***

Vessel

Name of Vessel: =====

Manufacturer/model: =====

Model year: =====

Date of mfg.:=====

Licence =====

ON=====

Registered tonnage=====

Canadian Ship Registry=====

HIN/MIC =====

Sxxxx

Laketow Marine - Survey report no. =====.

Report prepared for: Mr. xxx =====, Date=====.

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### ***Survey site***

Vessel inspected at: =====

Vessel observed: In water ? on land followed ? by sea trial?

Weather: =====

Survey times\*: =====

The client attended: =====

Client's broker attended: =====

Seller attended: =====

Seller's broker attended: =====

### ***Published specifications***

Weights and dimensions are taken from common publications. If any are in question then the concerned party should take actual measurements.

Make =====

Colour ===== Length =====

Beam =====

Weight =====

Power =====

Horsepower =====

Drive System =====

Fuel Capacity =====

Laketow Marine -Survey report no. 2014-71.

Report prepared for: Mr. xxx Vancouver, July 27 20xx.

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## *Scope of survey*

The purpose of this inspection and survey report, requested by =====, is to determine insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyor's personal opinion as to the vessel's condition.

This type of survey is also known as a Pre-purchase survey. Certain parts of the structure, systems and equipment are inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This is not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect.

Thick layers of anti-fouling paint may inhibit bottom inspection and therefore destructive testing is offered at additional cost. Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable and that if a survey must be conducted under certain adverse conditions the soundings and meter readings should be re-done at above freezing for a sustained period of more than 7 days. It should be noted that moisture meter readings are relative and these meters are affected by many factors other than moisture and that percussive sounding interpretations are subjective.

Components requiring access with tools or by disassembly are not inspected. A vessel's systems and component parts have a limited useful life and are subject to deterioration over time. Some conditions affecting useful life include original material specifications, fabrication techniques, environmental exposure and history of use. These systems and component parts often give no readily detectable external indication of deterioration or failure.

Cosmetic or comfort issues should be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment should be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, sail-drives and/or stern drives regularly.

Loose gear and accessories are neither inventoried nor inspected. This survey is ONLY an opinion of the surveyor based on his knowledge, experience and following the ABYC standards, NFDA standards and the SAMS code of ethics. Within these parameters the surveyor will report on the hull, deck, vessel systems, running gear, cosmetic condition and provide a valuation based on the foregoing. This surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid ***only at time of survey***. The surveyor has made neither weight calculations nor measurements.

All dimensions and weights are from published specifications such as original brochures, the PowerBoat Guide, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.

Laketow Marine Surveys report no. xxxxxxxx.

Report prepared for: Mr. xxx Vancouver, July xxx xxxx4.

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# Survey Report

## Structural components

### General Hull

\*\*\*EXAMPLE ONLY\*\*\* The hull is solid FRP. The hull is supported by a system of longitudinal stringers and transverse bulkheads. No blisters were sighted on the hull. Percussive sounding was performed on the underwater section of the hull and on the spine and around thru-hulls and scuppers, the sounding did not indicate delamination or damage. Visual inspection did not indicate any damage or repair to the hull. The vessels anodes were almost 100% depleted and a large amount of marine growth was present, indicating that the vessel has been at rest for some times, this was later confirm with the owner. New anodes were installed on the propeller shafts and a new diver anode was installed at the transom. Two clam type anodes are located on the trim tabs were replaced. The anti fouling paint appears in thin but in serviceable condition the exact anti-fouling paint used is un-known.

See comment =====

### Structural changes

No structural changes were reported or noticed.

### Deck to hull joint

Deck to hull joint was inspected

=====

=====

=====

### Topsides

=====

=====

=====

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## Transom

=====

=====

=====

=====

=====

=====

See comments #####

## Aft-deck

=====

=====

=====

=====

=====

=====

=====

=====

=====

=====

=====

=====

=====

See Comments #####

Laketow Marine - Survey report no. =====

Report prepared for: Mr. xxx Vancouver, July xx 20xx.

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### Foredeck and cleats

Description and observations

Moisture metre readings were taken on the deck and the cabin with

a=====and resulted=====

readings around the bow anchor but lower than expected.

See comment #####.

### Fly-bridge

Description=====

=====

=====

=====

condition.

=====

=====

=====

=====

The fly-bridge can be fully enclosed with ?=====

See comments #####.

### Interior

#### General Comments

Description=====

=====

=====.

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**Salon**

Access

description=====

=====

=====

See Comments #####

**Galley**

Access

description=====

=====

=====

See Comments #####

**Pilothouse**

Access

description=====

=====

=====

See Comments #####

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**Forward cabin**

Access

description=====

=====

=====

See Comments #####

**Guest cabin**

Access

description=====

=====

=====

See Comments #####

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### **Potable water**

description=====

=====

=====

See Comments #####

That tank provided hot water at all taps.

Model =====, s.n. 234567890

### **Heating system**

description=====

=====

=====

See Comments #####

### ***Engine room***

#### **General**

The engine room

description=====

=====

=====

See Comments #####

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.

## ***Propulsion system***

### **Transmissions**

description=====

=====

=====

See Comments #####

### **Engines**

\*\*\*EXAMPLE ONLY\*\*\* Two Caterpillar 375HP turbo diesel. Model 3208T. Engine hours port 2550hr, starboard 2550hr. The engines were clean, no sign of leak and minimum amount of corrosion for a vessel this age. The engines started quickly from cold (78 degrees) and produced minimum amount of smoke. The engines appear to have been painted at some point in the past, hose clamps are painted over. Part of the exhaust after the turbos appear to have been replaced, newer cooling hoses also appear to have

\*\*\*Example Continued\*\*\*

description=====

=====

=====See

Comments #####

### **Cooling system**

\*\*\*EXAMPLE\*\*\*\*\* All hoses that were sighted appear in serviceable condition and were flexible, no cracks was noticed. Seacock and thru-hulls appear in serviceable condition. The scuppers were inspected and appear in serviceable condition. Once started the engine exhausts had a good flow of cooling water. The engines temperature remained stable during the sea trial.

See Comments #####

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### Exhaust system

Part of the exhaust system appears, the hoses are in serviceable condition no cracks or kinks, the clamps show no signs of corrosion, double clamped as per ABYC standards. The exhaust is supported properly. Large dry type mufflers appear in serviceable condition no cracks or signs of stress.

### Alternator and regulator

Output was not tested by the surveyor. The gauge at the main helm indicated that the alternator was=====charging.

Comments #####

### Fire suppression

See comment ###

### Fuel system

description=====

=====

=====See

Comments #####

### Fuel tanks

Fuel tanks are located in

===== Tanks are secure, equipment. The tank material is =====. No signs of leaks or smell were noticed, no signs of excessive corrosion were noted, corrosion at =====, Inspection was limited due to the tank being =====, The tanks are capacity each.

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### Fuel lines

All fuel lines that could be inspected appear in  
description=====

=====

=====See

Comments #####

## ***Propulsion and control systems***

### **Propellers, and Shafts**

description=====

=====

=====See

Comments #####

**Anodes** were

**Dripless coupling** on starboard and port have lubricating  
hoses attached to them.

The shafts are part of the bonding system with a bonding strap touching  
the shafts. Limited amount of corrosion was noticed on the couplings.

All appear in

description=====

=====

=====See

Comments #####

### **Rudders and Steering System**

condition,

description=====

=====

=====See

Comments #####

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### Trim tabs

Operated?

?description=====

=====

=====See

Comments #####

### Bow thruster

Bow thruster is =====, original equipment. The bow thruster is installed  
===== in the =====. The tube is glassed-in and  
integrated with the hull at the bow. The propellers appear in ===== condition,  
the anodes at the props were =====% depleted.

description=====

=====

=====See

Comments #####

### Ground Tackle

#### Windlass

Condition/description=====

=====

=====

See Comments #####

### Anchor(s) & Rode

Anchor roller with CQR articulated shank type anchor, the anchor has no  
marking. The rode is all chain and secured to the anchor with a proper shackle.  
The shackle pin is moused with proper seizing wire. Confirm that the bitter end  
of the rode is secure to the boat. The anchor appears adequate for a vessel this  
size. The length of chain appears to be =====

See comment #####

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## **AC Electrical System**

### **AC panel**

AC panel is original equipment? Located? on starboard side near the staircase. The genset or shore power breaker panel is located in ? the nearby cabinet. The panel was monitored with a ? The panel and the breakers remain cool (less than 15 degrees above room temperature). All breakers were turned on and off with ? breaker tripping. The wiring for the panel is accessible and appears in ? condition.

### **AC shore connection**

50A shore connections located on ?.  
The shore connector shows ? signs of corrosion, shorts or arching.  
A 50A to 30A pigtail was?.  
The 30A shore power cable shows signs of ?.

Condition/description=====

=====

=====

See Comments #####

### **G.F.C.I.**

GFCI outlets was ? on the vessel.  
See comment #####

### **Other Outlets**

Other outlets throughout the boat that were sighted appear in ? condition. A GFCI tester was used to test polarity at some outlets and showed #? faults.

Condition/description=====

=====

=====

See Comments #####

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### **Battery charger**

? duty battery charger, located in the ?. The charger was charging ? when the boat was on shore power. A series of #? battery switches is located ?

See comment #####

### **Generator**

A ? marine genset ? generator is located ?,  
The generator was tested, started ? and produced ? A/C Current.  
The generator is in a ?. A breaker is located ?near AC Panel?

The genset has ##### hr on the meter. The genset has a silencer?  
all hoses are flexible with no cracks or damage?

See Comments#####

### ***DC Electrical System***

#### **DC panel**

The DC side of the panel appear in ? condition. The back of this panel is ?t separated from the AC side, this an ABYC standard that was not in effect when the vessel was built.

### **Ship's Batteries**

\*\*\*EXAMPLE ONLY\*\*\*Multiple battery banks are serviced by the battery charger and the alternator.

House, bow thruster, starting battery, generator battery. The house battery bank located in the engine room under the cabin sole is compose of eight US 145C batteries and one 8D battery these are lead acid batteries, all connected in parallel. The cables used for connecting the batteries is heavily corroded, the batteries were boiling when the compartment was opened, the batteries plates appeared not to be flooded, the batteries were hot and the compartment was hot.

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### **Ship's Batteries**

The brand of the 8D and dates on all batteries could ? be found. The connections to the battery posts do not have battery boots, the batteries are ? secure, there are four cables secured by a wing-nuts on the positive terminal of  
See comments #####

### **Inverter**

Type? control panel is located ?. Powered-up, reported in ? condition.

Condition/description=====

See Comments #####

### ***Electronic, Navigational Equipment***

#### **Engine controls**

Condition/description=====

See Comments #####

### **Flybridge Helm Station.**

The helm station is ? with type of? console. All gauges worked?.

Condition/description=====

See Comments #####

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## Navigation Lights

Navigation lights, located at ?, and the anchor light located on ? in working condition?.

## Sea connections

### Bilge & Bilge Pumps

Condition/description=====

=====

=====

See Comments #####

### Thru-hulls and seacocks

All thru-hulls that were sighted ? appear secure and in working condition.? Seacocks that were worked, opened and closed easily???

Condition/description=====

=====

=====

See Comments #####

### Oil Sample Results (Optional)

The genset, engines and transmissions oil samples were sent to Finning Proactive fluid analysis.

This is a xxxxxxxx authorised dealer, xxxxxxxxxxxxxxxxxxxxxxxx., trld's xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx. The surveyor contacted Mr. ? who performed the interpretation of the sample results, to review his findings and compare with the ? wear tables.

The conclusion was ?

The results for the generator was ?.

It is important to note that these results should be considered a baseline to be compared to with future oil analysis, it is a changes in these numbers that becomes important. Consider always using the same lab and if possible the same technician in future oil analysis.

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## **Sea trial**

Sea trial was performed? When?. The fuel tanks, water tanks were approximately ? full. The engines warmed up to port ?F and starboard ?F, The gear engaged smoothly?. At ???RPM the vessel traveled at 9.5knot. The engines did not appear to smoke after warmed-up???. The speed was upped to 11.5 knots the boat was trimmed, the port engine was return to idle then back up and same was done with starboard engine, in both cases the helm needed less then ?% a turn to maintain course, ???vibrations.

The vessel was put hard to port centered and hard to starboard, changing course for more than ??? degrees each time, the vessel listed ??? degrees during this test. The course was then changed and the vessel crossed its wake at a shallow angle, the vessel movement was tempered with no shakes????

roll ???and ? reaction at the helm.

The vessel was pushed to ???knot and trimmed, that was deemed WOT by the owner ?and his broker, the vessel maintained that speed for approximately five minutes.

Engine temperature remained stable ??? at all time during the sea trial,??? vibrations at the engines and engine mounts, ??? vibration and noise in the vessel.???

*See Comments####*

## **Safety equipment**

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. The Transport Canada "Safe Boating Guide" TP5111E, should be consulted for requirements specific to the vessel.

The vessel should comply with the regulations for the area in which it is intended to be used. s life raft, mfg date ===== s/=====, due for inspection.????

Fire extinguishers that were sighted are due for inspection.?????

# re-boarding ladder is located ?????

See comments #####

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## Comments

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice".

A: Issues in need of immediate attention.

None.

B: Issues that may enhance safety and/or value of vessel.

C: Offered for information or suggested as maintenance or upgrades.

## Standards used

Standards used are the most current editions and may not have been in place when this vessel was built. ABYC standards are voluntary but generally accepted throughout the marine pleasure craft industry and counts as the reference standard. Transport Canada "Construction Standards for Small Vessels, TP1332 are mandatory to the date of manufacture and states "existing pleasure craft shall comply with this standard insofar as it is reasonable and practicable to do so". TP1332 frequently refers to and is in the process of being harmonized with ABYC Standards.

Compliance with "Collision Regulations" is mandatory. NFPA 302 is a voluntary standard. Standards quoted may have been paraphrased in the interest of brevity. A 100% accurate survey to the aforementioned standards would require complete disassembly of the vessel and inspection by several specialists and is not within the scope of this report. Canada Shipping Act, CSA Small Vessel Regulations. TP127 "Ships Electrical Systems". TP10739B "International Regulations for Preventing Collisions at Sea, ed.1972 with Canadian Modifications". American Boat and Yacht Council "Standards and Technical Information Reports for Small Craft". National Fire Protection Association. NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" might be referred to as necessary.

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## **Certification statement**

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, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal unbiased professional analysis, 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 reporting of a predetermined value or direction in value that favours 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 should be considered as an entire document. No single section is meant to be used except as part of the whole. This report is submitted without prejudice and for the benefit of whom it may concern. This report does not constitute a warranty, either expressed or implied, nor does it warrant the future condition of the vessel. It is a statement of the condition of the vessel at the time of the survey only.

## **Valuation**

Valuation is primarily determined through ?????? but may also be derived from consultation with knowledgeable boat brokers, other marine surveyors, personal experience, current listings of similar vessels in the area and available pricing sources such, on line marketplaces such as,(Facebook, Craigslist, Boats.com etc,.) Computer Boat Value Guide, N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition for example. Currency conversion is done on date of survey using [www.xe.com](http://www.xe.com) Universal Currency Converter. Valuations do not include taxes.

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**Vessel condition**

The vessel "xyz" surveyed on ??????, is in "?????" condition

Fair market value =====

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter. The assigned value assumes that components, systems, sails or equipment not inspected during the survey are in serviceable condition commensurate with age. This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. The current fair market value is: \$xxx,000.00 CDN (\$yyy,000.00USD)

**Replacement value.**

"Replacement value" is the value of replacement in case of a total loss of the vessel. It is the opinion of the surveyor that the vessel "xyz" current replacement value is: \$xxx.000.00CDN (\$yyy,450.00USD)

Prepared without prejudice.

Captain Lance Schilka

Discovery Marine Surveys.com®

Cpt. Licence 75591Z Command 500t, 1<sup>st</sup> Class Marine Pilot BC Coast

CDN# 75591Z

ABYC member

Signed \_\_\_\_\_

Captain Lance V Schilka

Marine Surveyor

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## Marine grading system of condition

The following is the accepted marine grading system of condition used:

“Pristine (Bristol) CONDITION” Vessel is maintained in mint or Bristol fashion, loaded with extras. Maintenance is performed as ‘restoration’ projects – a rarity.

“ABOVE AVERAGE CONDITION” Has had above average care and is equipped with extra gear. Maintenance is done as ‘improvement’.

AVERAGE CONDITION” Ready for sale requiring no additional work and normally equipped for its size. Maintenance is done as ‘repair of faults’.

“FAIR CONDITION” Requires usual maintenance to prepare for sale.

“BELOW AVERAGE CONDITION” Yard work required and/or maintenance previously performed was sub-standard.

“RESTORABLE CONDITION” Enough of hull and engine exists to restore the boat to usable condition