

CONDITION SURVEY FOR INSURANCE

Name of vessel	Name deleted
Hull identification number	BEYUSxxxJ292/xxx
Registered port	Toronto
Registered number	Not seen
Description	Beneteau Oceanis 440, Moorings 445 fiberglass aux diesel sloop, built in October 1992
Person requesting the survey	XXX XXXXXX.
Persons present at survey	XXX XXXXXX and XXX XXXX, liability attaches to no third party.
Purpose of Survey	Condition for purchase
Date of Survey	9 th July 2005
Date of report	10 th July 2005
In water location	Nanny Cay and the Sir Francis Drake Channel, Tortola, British Virgin Islands
Out of water location	Nanny Cay Yard, Tortola, British Virgin Islands
Mast Surveyed Aloft	Yes, the starboard fore lower swage is cracked aloft and should be replaced, no other defects seen.
Estimated Value	Approximately \$120,000.00, see the last page of the report.
Estimated Replacement Value	Approximately \$250,000.00

GENERAL COMMENTS: The structural liner to the fore and aft areas of the vessel appear to be detached from the hull in various places, probably as a result of a hard grounding. The grid is also cracked in the region of the aft end of the keel. The buyer intends to use the vessel for offshore sailing and the dis-bonding is likely to result in structural problems when sailed offshore. We therefore do not recommend this vessel as suitable for the intended purpose without substantial repairs. There was no removal of fittings or furnishings.



Name and date

HULL - Fiberglass Reinforced Plastic

BOTTOM Interior Painted fiberglass with structural hull liner. The liner is cracked in the region of the hot water tank, both in front of and aft of the aft keel bolt. The cracks appear to be in the fiberglass and not just cosmetic in nature. The cracks should be repaired. The liner also appears to be not bonded to the hull in this area, allowing the aft end of the keel to separate from the hull. The liner should be re-attached to the hull.

Exterior Moulded fiberglass. The liner is dis-bonded in the forward quarter, in the area of the aft end of the keel and aft quarter, to port and starboard in various places below the water line. There is a small area of stress cracks 8" x 3" to the flat part of the hull bottom, approx 6" aft of the bow. In order to regain the original structural integrity, the dis-bonded areas should be repaired. An additional survey would need to be undertaken with the repairer to locate all the areas. There were some areas of repair consistent with osmotic blister repair. There were no osmotic blisters seen. There were no areas of delamination found.

BULKHEADS Primary

Plywood bonded to the hull. The bonding appears to be intact, where visible. The starboard side of the main bulkhead is rotten at the bottom near the mast. The rot should be cut out and the bulkhead repaired

BULKHEADS Secondary

Plywood bonded to the hull. The bulkhead at the aft end of the forward water tank is rotten and should be replaced, no other defects seen.

HULL TO DECK JOIN

Flanged and sealed, no leaks seen.

HATCHES & PORTS

Lewmar alloy and Plexiglas. The fore hatch, hatch over the fore berth, hatch over the salon all leak. The stay arms all need repair or replacement. The side hatch over the galley leaks no other leaks seen.

DECK Interior
Exterior

Covered by fiberglass liner, no defects seen.

Fiberglass mould with moulded-in non slip. There is one area where the deck is soft, near the toe rail amidships, near the entry gate. The void should be filled, no soft spots seen elsewhere.

CABINET WORK

Plywood with veneers and Formica, The cabinet work under the showers is discoloured. The cabinet work next to the mast base is discoloured. The partition to the port side, under the fore berth, aft of the water tank, is rotten and should be replaced. The cabinet work has been slightly displaced at the galley / main bulkhead area. The door to the fore cabin would not close when underway on starboard tack. There is movement at the galley worktop to main bulkhead area



Name and date	
TYPE OF STOVE	Tasco propane 3 burner with oven, no defects seen.
LOCATION OF TANK	Port cockpit locker with no defects seen. .
CABIN SOLE	Imitation teak and holly in mostly reasonable but rather worn condition. The boards at the galley and at the mast step have started to delaminate.
GEL COAT	Covered by paint in good condition
PREVIOUS REPAIRS	No structural repairs seen
<i>SPARS, RIGGING & SAILS</i>	
SPARS	Z-Spars alloy anodized mast and boom, no defects seen.
MAST STEP	On frame on top of keel, no defects seen.
SPREADERS	Double tapered anodized alloy, no structural defects seen.
CHAIN PLATES	Stainless steel with tie rods to inner liner. The toggle under the bottom of the port forward lower tie rod is cracked and should be replaced, no other defects seen.
SHROUDS & STAYS	1 x 19 stainless steel cable, no broken strands seen.
FITTINGS	Swages. The starboard fore lower shroud swage is cracked aloft and should be replaced. The upper swages show some corrosion but no cracks seen.
TURNBUCKLES	Chrome plated bronze, no effects seen.
LIFE LINES, STANCHIONS & PULPITS	Stainless steel cable with stainless steel stanchions, stainless steel pulpit, pushpits and mast pulpits. The upper forward end of the starboard aft life line is corroded. The lower forward swage of the starboard aft life line is cracked. The lower aft end of the starboard forward life line is corroded. The forward turnbuckle of the starboard forward lower life line is cracked. The corroded and cracked fittings should be replaced
RUNNING RIGGING	Braided Dacron, in reasonable condition. One rope clutch is damaged and should be replaced
SAIL INVENTORY	Main and roller furling jib in reasonable visual condition. The stitches to the cloth were not examined as the sails were fitted to the vessel.
WINCHES	The winches are working but need servicing
<i>EXTERNAL HULL FITTINGS</i>	
SEA COCKS	Swing valves, in working order, all with double hose clamps. The handle to the engine intake sea cock is corroded, port toilet waste sea cock is leaking, port hand basin sea cock handle is broken, galley sink sea cock is leaking, all should be repaired.
RUDDER & FITTINGS	Hollow fiberglass spade rudder with minor damage to the trailing edge. The bearings are in acceptable condition
STEERING MECHANISM	Wheel with roller chain, stainless steel cable to quadrant, no defects seen.
PROPS, SHAFTS & STRUTS	Three blade bronze prop on stainless steel shaft, one blade is slightly bent and should be "dressed" no structural defects seen.
CUTLASS BEARING	In good condition, the shaft log has recently been replaced
ZINCS	Prop shaft zinc in good condition.
KEEL BOLTS	Steel. The heads of the bolts are in acceptable condition. The washer to the aft bolt is badly corroded and should be replaced
KEEL	Steel fin with bulb and winglets, some evidence of grounding damage noted. There was movement at the aft end of the keel to hull join when the vessel was lifted and some water draining from the keel to hull join. The movement is consistent with the dis-bonding of the grid at the keel area

Name and date

MACHINERY

ENGINE TYPE & MAKE Yanmar 4JH2E #6739, four cylinder marine diesel, the engine was rather noisy, but consistent with the hours. We recommend a compression check.

TEST TIME RUN & RPM Various RPM for 2 hours

WATER TEMPERATURE Alarm fitted and not tested. The engine block temperature was approx 170 degrees

OIL PRESSURE Alarm fitted and working.

BLOWER Is provided

EXHAUST SYSTEM Wet with stainless steel waterlock, no defects seen

ENGINE HOUR METER The meter has 6150 hours

GEARBOX Hurth KBW 20 in working order, no defects seen.

ELECTRICAL

AC 30 amp 110 V shore power, tested ok.

DC 2 x 4D house batteries, dated Jan 95 but look to be newer, in 1 x 12V bank, and 1 group 27 wet cell starting battery. The starting battery was discharged at the start of the survey, and may need to be replaced. The plywood for the aft berth is resting on the top of the battery terminals, this should be prevented.

DC CHARGING SYSTEM Sentry G140-3NL #H92A002, 20 amp batter charger, and engine driven alternator.

MASTER SWITCH Is provided

REFRIGERATION Sea Frost R12 engine driven with holding plates which trips the breaker and did not run for more than 30 seconds

OTHER EQUIPMENT Fans, lights, 3 x par shower drain pumps

TANKS AND ASSOCIATED SYSTEMS

WATER TANKS Fiberglass tanks built-in to hull liner. The fore tank leaks at the fitting. The starboard tank leaks at the top. The port tank leaks at the top in three places and also there is an internal leak into the bilge. The vent system for all tanks does not work. The leaks should be repaired and the vents cleared.

FRESH WATER SYSTEM Par Blaster and Parmate pump pressurized hot and cold with accumulator tank. The hot water tank and accumulator tanks should be secured. The tap for the fore and port shower leak. The tap for the starboard shower did not operate

FUEL TANKS 1 alloy no defects where seen.

FUEL SYSTEM Racor water separator/filter and engine mounted secondary filter, in good condition.

WASTE TANKS None, three Lectrasan treatment systems provided and not tested. The 12 volt wiring to each unit should be secured at not more than 12' intervals

MARINE TOILET Three manual, in working order.

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SAFETY EQUIPMENT

EMERGENCY TILLER	Is provided
ANCHORS & RODES	Simpson Lawrence Fastset 44 with rather corroded chain rode, and Bruce in very corroded condition with chain and warp rode. The Bruce should be replaced
ANCHOR WINDLASS	Lofrans Tigress with a broken aft base and the fiberglass mounting shelf is badly cracked and should be repaired
FIRE EXTINGUISHERS	First Alert FE5 and 5BC in charged condition. A minimum of four charged fire extinguishers should be provided with one accessible from the cockpit
AUTOMATIC FIRE EXTINGUISHERS	None fitted and none required.
SIGNAL HORN	Bell provided and not mounted
VHF RADIO	Standard Horizon Galaxy in working order.
FLARES	No in-date flares found, to be provided
LIFE JACKETS	6 x type II (near shore type) and 1 x type III flotation aid
BILGE PUMPS	1 x Rule 1500 submersible with float switch, 1 x PAR manual electric and 1 x Whale manual (did not see the suction hose). The wiring is incorrect to the float switch which should be repaired
MAN OVERBOARD RECOVERY	Horseshoe in very poor condition without line or light and should be replaced.

NAVIGATION EQUIPMENT

RUNNING LIGHTS	Provided and the bow light is working. The stern light is provided and not working. The anchor light is broken. The deck and steaming lights are missing. The lights should be provided and brought to working order
COMPASS	Plastimo Olympic 135, last correction is unknown. The cover and light holder is broken and should be replaced
DEPTH INDICATOR	Stowe, in working order.
LOG	Stowe, not working and should be repaired
WIND INSTRUMENTS	None
REPEATER	None
GPS	Micrologic not working and should be replaced
OTHER	None

VALUATION

Based on internet research, BUC book value, NADA book value and our knowledge of the local market, after all the comments and recommendations in the text of the report have been repaired, we would value this vessel at approx \$110,000.00 to \$115,000.00.

Name and date

COMMENTS AND RECOMMENDATIONS FOR INSURANCE

1. The structural hull liner is cracked in the region of the hot water tank, both in front of, and aft of, the aft keel bolt. The liner is dis-bonded:- in the forward quarter, in the area of the aft end of the keel and aft quarter to port and starboard in various places below the water line. There is a small area of stress cracks 8" x 3" to the flat part of the hull bottom, approx 6 feet aft of the bow. In order to regain the original structural integrity, the dis-bonded areas should be repaired. An additional survey would need to be undertaken with the repairer to locate all the areas.
2. The starboard side of the main bulkhead is rotten at the bottom near the mast. The rot should be cut out and the bulkhead repaired
3. The bulkhead at the aft end of the forward water tank is rotten and should be replaced
4. The toggle under the bottom of the port forward lower tie rod is cracked and should be replaced
5. The starboard fore lower shroud swage is cracked aloft and should be replaced. The upper forward end of the starboard aft life line is corroded. The lower forward swage of the starboard aft life line is cracked. The lower aft end of the starboard forward life line is corroded. The forward turnbuckle of the starboard forward lower life line is cracked. The corroded and cracked fittings should be replaced
6. The washer to the aft keel bolt is badly corroded and should be replaced
7. The hot water tank and accumulator tanks should be secured
8. The 12 volt wiring to each Lectrasan unit should be secured at not more than 12' intervals
9. The corroded Bruce anchor should be replaced
10. The Lofrans Tigress anchor windlass has a broken aft base and the fiberglass mounting shelf is badly cracked and should be repaired
11. A minimum of four charged fire extinguishers should be provided with one accessible from the cockpit
12. In-date flares to be provided
13. The wiring is incorrect to the float switch which should be repaired
14. The Horseshoe lifebuoy is in very poor condition and should be replaced.
15. The stern light is provided and not working. The anchor light is broken. The deck and steaming lights are missing. The lights should be provided and brought to working order
16. The Stowe log is not working and should be repaired

These and other comments are detailed in the text of the report

W. J. Bailey Principal Surveyor

Accredited Marine Surveyor # 461

Certified Marine Loss Adjuster

International Association of Marine Investigators #2601

Surveyor of Ships for Transport Canada

This report is presented by the undersigned following his survey on the vessel and is submitted by him in utmost good faith and represents the full findings of the attending surveyor on the date of survey, and is subject to the following limitations: No withdrawal of shafting undertaken, No opening of joiner work, paneling, void spaces or tankage rendered. No removals made or destructive testing undertaken. No disassembly of engines, machinery, electrical, plumbing or other equipment undertaken; assessment thereof is limited to what is externally visible, or ascertainable from operation. Survey does not contain a full inventory, and any items not mentioned, or items put aboard at a later date that would normally be included under insurance, should be listed and the list appended hereto. Every effort has been made to conduct such survey findings in accordance with marine surveyor's best practice. This survey is submitted without prejudice