

YouSail Canada

a division of; M.J. Customizing
Custom Residential and Marine Millwork Specialists, and Surveyors

“the vessel”

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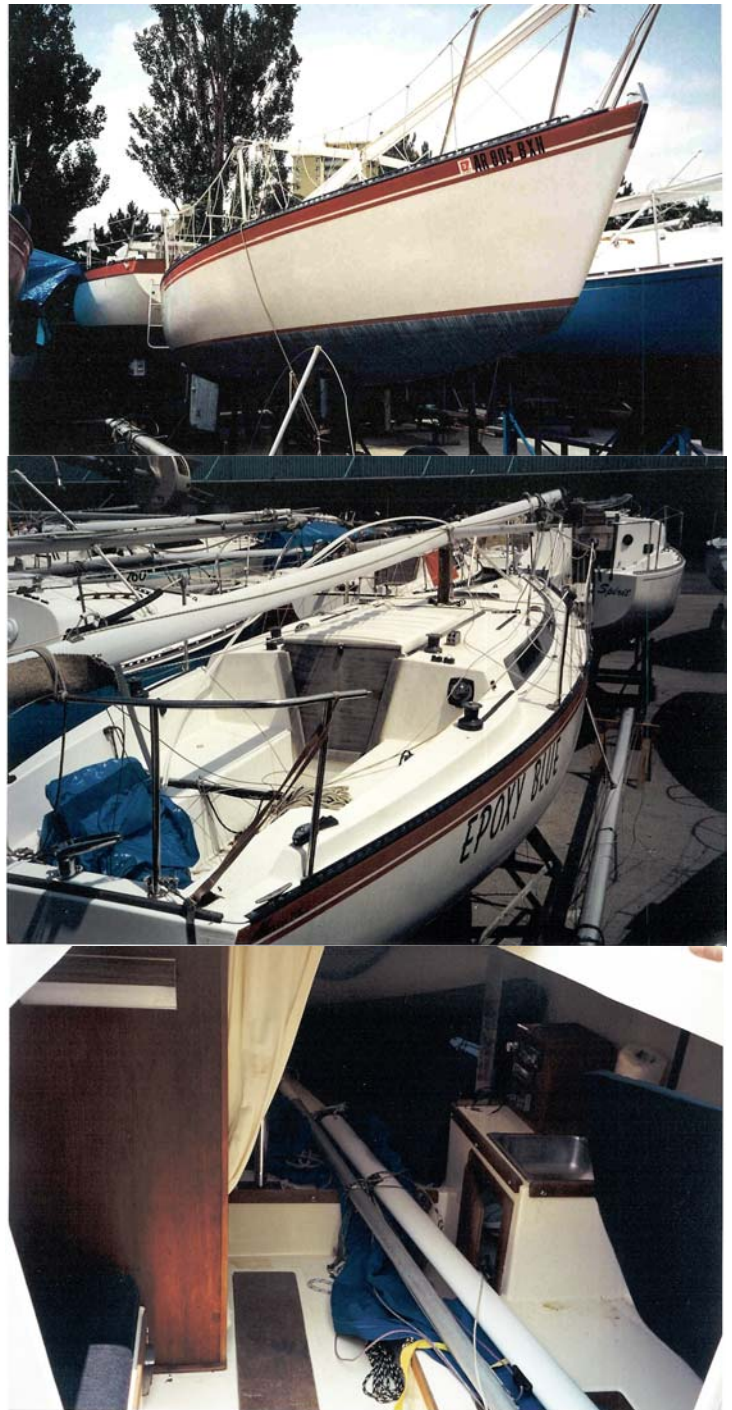
SMALL CRAFT – CONDITION AND VALUATION SURVEY

Survey Report & Terms:

The purpose of this document is to certify that M.J. Customizing, at the request of John Smith, examined and provided a report without prejudice on the condition and valuation, for insurance purposes, on the requested vessel. The vessel being a 1982 Merit 25, sloop rigged sailing vessel sitting on a metal single axel trailer, at Port Credit marina, Mississauga, Ontario, Canada.

At the time of the inspection much of the safety equipment, and rigging had been removed from the boat and temperatures were in the low 20s. The mast was also down and strapped to the pulpits; easily inspected. Boat condition and general equipment were inspected at this storage location. Any recommendations we have for this vessel are noted as to their level of importance, in the evaluation section of the enclosed report.

This report is issued strictly without prejudice on the condition of the vessel at the time of inspection. It is based on a visual inspection of the external surfaces of the vessel and its' working components. Parts normally concealed, tightness of parts and fasteners, and performance under load are not tested. This report is not a guarantee, it is a personal opinion based on said visual inspection. No right of action against the Surveyor, or his Employer, for negligence, breach of contract or otherwise accrues to anyone other than the person or party retaining the Surveyor and is restricted and limited to the cost of the survey enclosed within.



Survey contracted for:
Address:

John Smith
Xxx xxxxx, Hamilton, Ont.

Home Phone Number:
Business Phone Number:

xxx-xxx-xxxx
xxx-xxx-xxxx

Email:
Fax number:

xxxxx@xxxxxx.ca

Location of vessel in question:
General area in which vessel is intended to be used:
Time and location of inspection:

Sitting on bunk style trailer in the Port Credit shipyard, Ont.
Great Lakes and their tributaries.
July 4, 2002

Particulars of vessel:

Name of vessel at time of survey:	Epoxy Blue
Type of vessel:	sloop
Manufacturer of vessel:	Merit
Model of vessel:	Merit 25
Designer:	John Doe
Serial number:	GMPxxxxxxxxx
Registration or License number at time of survey:	ARxxxxxx
Registered displacement:	3,000 Lbs.
Colour:	White hull with red strip/White decks
Rig type:	15/16 painted aluminum extrusion (Kenyon)
L.O.A.:	26'
Hull Length	24.5'
L.W.L.:	20'
Beam:	8'
Draught:	4.5'
Trailer:	NOTE single axel with bunks 3,500 lb capacity. Plate #626 816 this item should be checked by a certified mechanic as safe.

General Vessel Description:

Hull: Material and construction type

Vessel is a standard production sloop rigged Merit 25 with an encapsulated fin keel, under hung fin type rudder, self bailing cockpit, tiller steering, low profile coach roof, and outboard auxiliary engine "on removable, not retractable mount".

The Merit 25 employed standard, commercial fiberglass construction methods. The deck and coach roof are believed (by vintage) balsa cored and the hull is solid fiberglass employing mat and roving throughout, exposed surface finishes are gel-coat covered. The interior liner is an integral part of the hull deck and coach roof construction. Bulkheads are of teak plywood. Interior appointments are of teak, teak plywood molded fiberglass with gel coat finish.

Interior:

The cabin includes bench seating, one per side, both doubling as partial quarter berths approximately 6'6" long. There is a small galley area to starboard with a pump operated stainless sink, no stove. The head is a Sanipottie portapottie appears to be an "OEM" unit. This unit is not plumbed as per current CCG standards – although a retrofit is not required it is recommended. Storage is found under the galley, under the seats, under the V-berth and below each gunwale. All cushions are clean and entire cabin is very dry.

PARTICULARS OF INSPECTION

Propulsion:

Serial # 156781
 Model #6E3 S
 14 ltr. steel tank

198? Mariner 5hp, two-stroke long shaft outboard engine. Engine appears in good condition and well maintained. Associated wires, fittings, and tank are in good condition – Hose apparently needs replaced. The engine is removed and stored, inside, at owners house during the winter. Currently i is in the possession of Mr. Freeman and was viewed at the time of inspection.

Exterior Hull & Deck:

Hull below the water line

Hull and keel, when examined, were found to be sound. The entire hull and keel, below the waterline, appears to have been stripped and epoxy barrier coated. No evidence was found to suggest the integrity of the hull has been compromised, be that from impact or water infiltration. Superstructure was inspected and believed to be sound. All through hull fittings are believed to be sound and are fitted with appropriate valves.

Hull above the waterline

NOTE There is significant cracking, crazing and compression of the core to areas around “all” chain plates. This is of concern should be addressed this season. The aft lower chain plates have been moved from the gunwale to the coach roof likely to improve sheeting angles. In moving these plates the appropriate supportive brackets were not moved, this needs be done. Area of damage seems limited to 6-8” around each.



NOTE Locks on the sail lockers are broken as are the seals around said lockers. It is recommended these be fixed before the boat is launched. In the case of foul weather the boat can not be made watertight.



Deck

Top side there is evidence of some miscellaneous hardware Replacement and re-positioning, as well re-painting There is “minor” cosmetic flaws associated with these repairs.

There is very little of the cracking or crazing that is typically found on used vessels. There is very little missing or broken equipment on the deck save the locker locks and a block or 2

NOTE The aft port stanchion is in need of repair, for safety reasons.

Deck hardware

NOTE

- 1 bow pulpit
- 4 windows
- 3 mooring cleats
- 2 Lewmar 7 single-speed winches
- 2 Lewmar 16 double-speed winches
- 3 jib tracks per side
- various spin-lock and cam cleats for sail and boat handling
- 1 stern pulpit
- 1 foredeck hatch
- 1 boom vang
- main traveler
- single life line

NOTE winches need cleaning

Mast and spars, Rigging:

Standing rigging

The vessel is equipped with a grooved aluminum Kenyon, deck stepped with compression post, mast and boom. There is a single set of removable spreaders and 6 stays. The mast and boom were on the boat and could be examined thoroughly. Boom is equipped with 2 reefs and an outhaul. There is an adjustable, mast mounted, spin track. The mast is not equipped for night running, wiring is not sufficient. Forspar spin pole with piston releases and bridal.

All standing rigging is of stainless steel wire with swaged terminals. The forestay is equipped with a 2-track "tuff luff" system. The rig is secured and handled by stainless turnbuckles attached to stainless steel chain plates. No deficit was noted in either the mast, boom, or any other part of the standing rigging save the chain plate areas of the deck

Running Rigging

All running rigging appears to be in working order.

- 1 main halyard
- 1 jib halyard
- 1 spare/spin. halyard

Electrical Connections and Circuits:

On deck

Port, starboard and stern running lights. All deck mounted electrical components look clean, however the mast Connection looks as if it need some attention.

Below Deck

The vessel is equipped with a 12 volt, DC wiring system, supplied by 1 deep cycle battery 41 amp reserve, and a 1.5 and (non marine) charger. The battery is not in a box and has is not secured sufficiently well. The after market breaker panel does not seem to be in working order and should be replaced. There is sufficient lighting throughout however the condition of these fixtures is doubtful. The vessel includes a stereo cassette with booster and 2 speakers (Kracko)

The boat has not been grounded. There are however two schools of thought on the need for grounding a boat. The writer is of the belief "it is a good thing to do".

Navigation equipment:

- Original magnetic compass (not in working order)
- 1 hand held VHF (not viewed)

Holding tanks:

5 gal. fresh water holding tank - molded polyethylene No gray water holding facilities. This is not however required by CCG to be retrofitted. There is no black water holding tanks save the tank attached to the portapottie.

Safety Equipment:

- 1 Danforth anchor - with 80' of rode and 8' of chain
- 1 manual (Guzzler) bilge pump cockpit mounted
- 7 life preservers, 1 horseshoe ring (not DOT approved)
- President CB radio
- ABC 2 ½ lb Fire Extinguisher (charged/inspected 2001)
- 1 gusher style hand pump mounted.

NOTE - Although an electric pump is not CCG required it is any wet sailed boat of this size, should have one installed.
- boarding ladder stored in sail locker

NOTE - although not CCG required it is recommended a means of boarding be installed with access from the water.
- manual sounding horn
- 3 fenders

NOTE:

It is the responsibility of every vessel owner or operator to ensure that all safety equipment required by Canada Coast Guard Regulations is placed on board the vessel and remains there while the vessel is in use, in water. It is therefore recommended that the owner of this vessel obtain a copy of the current regulations, and keep them on the vessel at all times.

SUMMARY AND VALUATION:

Although there are some major points of concern noted with the vessel at the time of inspection, these are all items that can be addressed. The inspector recommends fixing the locker locks, deck areas around the chain plates and the stanchion needs welded. As well some attention needs to be given to the wiring. The bottom of the boat it believed structurally sound, by means of percussive soundings as well the water barrier appears to be recent and intact. The antifouling is however in need of replacement as it appears the water barrier was not sanded prior to application of the antifouling (it is flaking off in spots). There is one noted problem associated with the keel bolts of these boats; this vessel however shows no signs of these problems, in fact they are all in pristine condition and have had the addition of a professionally fitted lifting system.

Generally speaking, the Merit 25 is a very sturdy and well-manufactured boat - a few of which have successfully completed 2 or more ocean crossings.

The estimated present day value of this vessel is approximately \$9,500.00 to \$12,500.00

Should all items be addressed the vessel should easily fall within, or slightly above, the higher limits of this value estimate.

We trust the information enclosed fulfills your requirements. If we can be of any further assistance please do not hesitate to contact the undersigned writer.

Respectfully,

Michael Judd
M.J. Customizing