

## Insurance survey report of “xxx” a Rampage 24, 1987



Discovery Marine Surveys®

, 2014

DISCOVERYMARINESURVEYS.COM

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Canada

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## Condition and Value Marine Survey Report

Report Number

2014-xxx

Date of Inspection

, 2014

Commissioned by

Mr. xxx

Address

bbb

Canada

Telephone

bbbb

E-mail

bbbb

### ***Description***

Vessel condition

The vessel is in: Above average condition.



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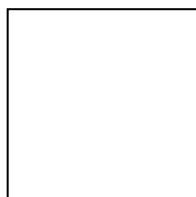
## ***General information***

### **Vessel**

Name of Vessel: No Name  
Manufacturer/model: Rampage 24 Express Cruiser  
Model year: 1987  
Date of mfg.: 1987

### **Licence**

bbb



### **HIN/MIC**

bbb



## ***Survey site***

Vessel inspected at: Reed Point Marina  
Vessel observed: On blocks  
Weather was: Mild and cloudy 18 C  
Survey times: 09:45 – 14:30.  
The client attended: yes.

### **Note.**

The vessel is going through a complete refit.

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## ***Scope of survey***

The purpose of this inspection and survey report, requested by and created for Mr. bbb , 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 an Insurance 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 these conditions the soundings and meter readings should be re-done at thaw. 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 may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may 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 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 is 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, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.

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## Survey report

### *Structural components*

#### General comment

The internal and external structural elements were visually inspected and tested with an Electrophysics GRP200 moisture metre where accessible, and with other non-invasive tools. The vessel is kept at a marina slip.

#### Hull

Hull and deck are fabricated from fibre reinforced resin part of the hull is cored. The hull is supported by a system of longitudinal stringers and transverse bulkheads. No blisters were sighted on the hull. Visual inspection did not indicate any damage or repair to the hull. Deck was tested with an Electrophysics GRP200 moisture meter. The readings were low and consistent, some higher readings on the bow section under the windlass.



#### Structural changes

No structural changes were reported or noticed. A large arch has been added to the vessel.

#### Deck to hull joint

Deck to hull joint is overlap 'coffee can' type, where visible the joint appears in serviceable condition, no cracks, separations or signs of de-lamination. No sign of leakage was sighted from the interior where inspection was possible. The joint is covered with a rubber rub rail in as new condition.

#### Topsides

Topsides were visually inspected, no signs of damage or repairs. The topsides have been wet sanded, compounded and waxed, above average.

#### Transom

The transom is fitted with a teak swim platform in serviceable condition, reported as being refinished before the vessel is re-launched. The platform is solidly mounted to the transom, there is no hairline or stress cracks around any of the mounts. A custom outboard mounting bracket with purchase lifting system is solidly installed on port of center line. Stern nav light in working condition on centerline. Hydraulic trim tabs in working condition, no leaks, cracks or rust sighted. Some trough bolts on the transom show signs of corrosion from inside the hull. Diver anode on transom and clam anodes on the trim tabs were being replaced. Exhaust with anti flooding flaps in above average condition.



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## Deck

The deck was visually inspected and tested with an Electrophysics GRP200 moisture metre. The readings were low and consistent with some higher readings under the windlass area, windlass reported to be scheduled for replacement. The non-skid is in good condition, no cracks or damage was noticed. The deck, stanchions, stanchion bases, and handrails appear secure and in serviceable condition, where sighted the trough bolts are in serviceable condition. The hatches and ports show no sign of leaks or separation from the cabin and appear in serviceable condition.



## Cockpit equipment

### General comment

The area is clean, all sole panels are in above average condition. The stern and the port and starboard quarter are capped with what appears to be teak, left natural in above average condition, no cracks or separation from the hull, the sealant is in serviceable condition. Inspection hatches on the stern are in above average condition. Full custom enclosure with extensive aluminum frames is installed and secure, the cover is in as new condition, above average condition. A large arch from the cockpit area that extends to the windscreen section has been installed and is secure.



### Windscreen

Aluminium frame with two angled glass panels, the panels are split horizontally to allow the top part to be open for fresh air, glass and frames in above average condition for a vessel this age. The vessel is equipped with windscreen wiper in working condition, no rust or corrosion found on the motors or wiper blades. Located directly in front of the windscreen is a dual tone horn in working condition.



### Helm station

Located to starboard with full complement of instrumentation. Captain seat is in new condition with foot support. The instrument cluster is protected by a custom cover in as new condition. Engine controls located at the helm station are original equipment and appear in good operating condition. Electronic navigation equipment is located at the helm; all gauges appear in working order.



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## First mate station

To port, new seat with foot rest, the first mate station has a stainless steel sink with an acrylic type board that slides in and out for access, in working condition. The console in front the helm and first mate position in fibreglass with gelcoat with wood accent, the gelcoat is in above average condition with no nicks or cracks, all woods accents have been refinished with what appears to be Cetol or similar product.



## Steering

Steering located on starboard is via a wheel of medium diameter in stainless steel. There was minimal to no play noticed while turning the wheel. The upper part of the rudderpost that is visible appears in good condition. No signs of stress or cracks in the fibreglass were noticed. The rudder post inside the hull show no cracks or signs of water ingress. The steering is Teleflex type, newer installation, properly routed and supported.



## Interior

### General comment

The interior is a nice complement of carpeting and wood accent. The wood is wood panels not veneer. The interior is clean and in serviceable condition. All light fixtures that were turned on and off functioned properly. A small water stain was sighted on the starboard bulkhead. The leak is reported by the owner as having been traced and repaired. The water stain is minimal and the wood was dry and sound, could likely be cleaned with acetone or similar product. The wood is left natural with no oil or varnish, no scratches, cracks or retired wood screw holes was sighted. At the bow, under the location of the windlass, a backing plate made of plywood shows signs of water ingress and some of the bolts used to secure the windlass show some corrosion. This is possibly the reason for the higher moisture meter readings from the deck.



**See comment C1.**

### Heating

A small Dickinson heat exchanger system is located near the helm station; the system is reported in working condition but was not tested.



### Galley

There is no galley in the vessel; a Force 10 BBQ in serviceable condition was sighted stored in the cabin on port side. No LPG tank was sighted. **See comment C2.**

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## ***Sanitation***

### **Head**

New Domestic head is installed in the cabin under the settee, the head is secure, and the area is clean with no cracks or scratches in the gelcoat.



### **Potable water**

A bladder type water tank is located in the cabin under the settee, in as new condition. Water pressure pump Jabsco model 44010 (s.n. not sighted), is mounted securely on the hull. Hoses are in serviceable condition with hose clamps with limited or no corrosion. System was pressurised adequately.



## ***Engine room***

### **General comment**

The engine is accessible largely by tilting a compartment cover that also serves as a seat in the cockpit and by removing an access panel. The engine area was generally clean. Some water was present in the area of the prop shaft; Multimeter reading indicated low conductivity suggesting fresh water possibly from washing the boat.

## ***Propulsion system***

### **General**

Extensive work is reported as having been performed on the engine recently and inspection of the engine appears to confirm the condition of the propulsion system as above average. All documentation is reported available for this refit.

### **Transmission**

Volvo Penta, markings were difficult to read. Model: MS4A??154 85?33, no.: 3101001634. Transmission is accessible via an access panel in the cockpit area. The shaft turned freely from the propeller, no signs of movement forward or aft at the shaft was notice. The coupling appears and is reported as new. No signs of oil leak, no signs of corrosion were noticed. The shaft is connected to the bonding system.



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### Propeller, prop shaft, strut

A three blade bronze propeller in serviceable condition ran crisp when tapped with a tac hammer, golden colour no signs of dezincification, no damage to the blades. No hairline cracks at the blade roots. Currently the half nut is installed first, the full nut after and then a cutter pin.



Markings: xxx.

An extra prop is secured in the cabin under the settee. Markings were not recorded.



The prop shaft is stainless steel and has been covered with antifouling paint. The shaft turned easily and appeared to be true there was no movement forward aft or athwart ship from the prop and/or the shaft. The strut appears to be bronze and has been covered with antifouling paint. The strut is secure to the hull, no cracks or sign of damage was noticed. This vessel is equipped with a log-jumper and prop skid, these have been covered with antifouling paint, boat appears secure and in serviceable condition.



**See comment B1, B2.**

### Rudder

One rudder located aft of the propeller on center line. The rudder is controlled via a control arm and a Teleflex type of cable to the helm's wheel. Rudder moved freely, the rudder post appears in serviceable condition; no cracks at the hull or on the top part of the post were noticed. The rudder is metal, believed to be bronze. The rudder was covered with antifouling paint.

**See comment B2.**

### Trim tabs

Two large trim tabs are installed on the transom; these are secure to the hull. No cracks or signs of stress were noticed, the rivet to tab connections show no to little corrosion. The hydraulic arms are secure and show no leaks or bend.



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## Engine (s)

Volvo BB260 V8, carbureted with flame arrestor, fresh water cooled reported rebuilt at 1220hr. Also reported replaced or rebuilt are the starter, the carburetor, the manifolds and the risers.



The engine was cold when inspected, oil was clean and at proper level, the belt is in as new condition but appears to be too loose, follow OEM recommendation. The muffler is located aft of the engine horizontal glass type, markings were not visible it is secure and appear in above average condition. Exhaust system is properly double clamped the clamps show no to small amount of corrosion; the hoses are flexible and appear near new. The engine was not started.

Type	One gas
Make	Volvo
Engine no.	Not sighted
Engine hours	1,350hr

## Engine mounts

Original equipment, engine sits atop steel mounts bolted to frp bed. No cracks were noticed on the bed, no sign of vibrations or movement appeared. Small amount of corrosion was noticed on the mounts, less than expected for a vessel this age.

**See comment C3.**

## Oil filter

OEM spin-on type. Appear recent. No leak was noticed. Oil was clean.

**See comment C4.**

## Ventilation

Original system with blower hose in serviceable condition, blowers powered up.

## Drip pans

Integral to frp bed. No fluid was noticed, generally clean.

**See comment C5.**

## Cooling system

All hoses that were sighted appear in serviceable condition and were flexible, no cracks were noticed, hose clamps in serviceable condition with minimal amount of corrosion. Also refer to engine section above.

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### Exhaust system

Extensive rebuild and replacement of exhaust components; record of work performed is reported as available.

### Alternator and regulator

The alternator is original equipment and was not tested; appears in serviceable condition. No external regulator was sighted.

### Fire suppression

Small Halon system in the engine compartment appears in working order, the tag indicated service is due on the Halon tank.

**See comment B3.**



### Fuel system

Original equipment, no leaks or smell was noticed. All hoses appear in serviceable condition.

### Fuel tanks

Original aluminum tank markings were not visible, no leaks were found, no smell. Some surface corrosion on the tank. Hoses appear in serviceable condition. Tank was largely inaccessible for inspection due to location.

**See Comment C6.**



### Fuel filters

OEM was not inspected.

### Fuel lines

As noted earlier, all fuel lines that could be inspected appear in serviceable condition and are flexible with no visible cracks.

### Auxiliary propulsion system

The vessel is equipped with a Honda outboard four stroke eight hp extra long shaft with three blade big prop option. The motor is mounted on a custom bracket, appears solid and of good design. The installation was not completed at time of the survey.



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## ***Ground tackle***

### **Anchor(s) & rode**

Main bow roller on small original bowsprit; a secondary bow roller has been added to port of the bow sprit, both appear secure and in serviceable condition. A windlass is located directly aft of the main bow roller, is scheduled for removal and was not tested. There is a foot switch to starboard. A large cleat is located on top of the windlass.



**See comment C7, C8, C9.**

## ***AC electrical system***

### **General comment**

AC was not available on the vessel at time of survey.

### ***Ship's power***

The vessel is equipped with 30A shore power connection. The AC shore cable was inspected; tag on the cable should be consulted for suggested replacement date. The AC main breaker panel is located in the aft section of the cabin to starboard. Over the years, electrical equipment and navigational equipment have been added. The wiring appears to have been done properly following ABYC E-11 standards of the time. A large access panel provides access to the electrical and helm consol equipment.



### **AC panel**

A newer AC panel is adjacent to the DC panel. Original equipment appears in good working order. The wiring is clean and appears in good condition. The rear of the AC panel is not protected.



**See comment B4.**

### **AC shore connection**

30A shore connection is located to port near the transom. The connection does show signs of damage, arching or heating.

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

GFCI outlet was located near the AC panel. While the GFCI is tripped all outlets in the vessel should be disabled. GFCI tend to become less efficient and to fail with age, replacement every couple of years is good marine practice. This unit was not tested.

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### Battery charger

A Rendi Amp 6, 6A battery charger is located behind the helm station and accessible via the access panel mentioned in 'Ship's power' section. This is a two phase battery charger. This is a charger with no visible option for battery type, limited ability to monitor battery state and manage multiple batteries in one or more battery bank system. The charger capacity is only 6 amps.



**See comment B5.**

## ***DC electrical system***

### General comment

The system is 12V fed by engine alternator and battery charger.

### DC panel

Original equipment located with near AC panel. All breakers energized their respective circuits. All wiring that could be inspected appear in serviceable condition with no or minimal signs of corrosion.

### Ship's batteries

Two batteries are located under the cabin sole in the cockpit area, two Battery Alliance 690 MCA, in battery boxes are secure. Dated April 2009, the battery terminals use wing-nuts and are not covered with boots. The battery boxes have their cover installed.



**See comment B6, B7.**

### Battery switch

Battery switch is located at the electrical panel; original equipment appears in working order. A second more recent battery switch has been added likely in an effort to manage the charger manually from one battery to the next.

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

### Navigation lights

All navigation light fittings are original equipment. The navigation lights for port, starboard and stern are reported as working. There are two spot lights facing aft attached to the arch; one is reported not functioning and scheduled for replacement.

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### Radio communication

A VHF radio Icom M304 is mounted at the helm station. Powered up. This radio is equipped with a DSC.

**See comment B8.**

### Navigational equipment

Raytheon V850 echo sounder, located at the helm, powered up.

JRC radar 2000, located at the helm, powered up.

JRC enclosed radar array, NKE10044A located on the arch, provided data to the radar 2000.



## ***Sea connections***

### Bilge & bilge pumps

One bilge pump is located under the centre floorboard, aft of the engine bay, believed to be a Rule 1000 with automatic switch. A second pump, same model, is located further aft near the rudder post. The bilge pumps operated properly on manual and automatic.

### Thru-hulls and seacocks

All thru-hulls that were sighted appear secure and in working condition. Seacocks that were worked opened and closed easily. Underwater thru-hulls are bronze and above water are plastic. Some thru-hulls have been retired, they have been properly capped.



## ***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" (TP511E, one copy included with the report) 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. Two fire extinguishers, tagged and serviced, some flairs, etc were sighted. A MD-1 gasoline fume detector is located at the helm, was not tested. Reboarding ladder that can be deployed from the water is present on centerline from the swim platform.

**See comment A1.**

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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.

**A1.** Ensure vessel complies with safety regulations and consider other safety devices (smoke detector, LPG alarm, etc) suggested in this report.

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

**B1.** The double nuts attachment on the prop shaft have been a subject of controversy between mechanics and other professional in the industry for some times, here I present the two standards that I rely on for my suggestion.

ABYC standards P-6. Ap.6.2 states that the thin nut is placed against the propeller and the thick nut is placed behind that then the cotter pin. AE standard J755 shows that the thin nut goes on first, the larger nut, last.

Here is the logic and procedure. The smaller "jammed nut" acts as a washer and the larger "jam nut" takes the load. The procedure is to torque the prop down to spec with the "jam nut", take it off, install "jammed nut", (smaller), torque to spec, install the "jam nut", torque to spec and install the cotter pin.

**B2.** Stainless steel shafts do not need antifouling paint. The rudder and the strut likely do not need antifouling paint.

**B3.** The fire suppression system should be inspected and the pressure bottle should be refilled.

**B4.** A cover should be installed behind the AC panel to prevent accidental contact from tools or other conducting object.

**B5.** An upgrade in the battery charger to a three or four phase unit would improve battery charging, further upgrade could include an automatic charging relay that would improve battery management.

**B6.** ABYC E-11 recommends that boots should be installed on battery positive poles to prevent accidental shorts.

10.7.7 To prevent accidental contact of the ungrounded battery connection to ground, each battery shall be protected so that metallic objects cannot come into contact with the ungrounded battery terminal and uninsulated cell straps. This may be accomplished by means such as:

10.7.7.1 Covering the ungrounded battery terminal with a boot or non-conductive shield, or

10.7.7.2 Installing the battery in a covered battery box, or

10.7.7.3 Installing the battery in a compartment specially designed only for the battery(s).

**NOTES:** *Terminal insulation or battery covers do not provide compliance with this requirement since, during installation or removal of a battery, these protective devices are usually removed in order to connect the cables.*

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**B7.** ABYC E-11 recommends that wingnuts should not be used on battery using the size of wires used on this vessel.

10.8.3 Battery cables and other conductors size 6 AWG (13.3 mm<sup>2</sup>) and larger shall not be connected to the battery with wing nuts.

10.8.4 Multiple conductors connected to a battery shall be installed with the highest ampacity conductor terminal closest to the battery, followed by successively smaller ampacity conductor terminals.

10.8.4.1 A maximum of four conductor terminals shall be permitted to be installed on a single battery stud.

**B8.** Confirm that the DSC is registered with CCG and or Transport Canada and that an MMSI number has been registered.

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

**C1.** After removing the windlass and this reinforcement piece of plywood, investigate the condition of the core, allow to area dry or replace core material before re-sealing the area.

**C2.** If using the small portable LPG can this arrangement is satisfactory, if using a larger i.e. 12lb lpg container consideration should be made to follow ABYC standards recommendation for the installation and venting of the lpg container.

**C3.** Brushing the engine mounts with a soft wire or copper brush and coating with protective paint is good marine practice.

**C4.** Marking the oil filter with the installation date is good marine practice.

**C5.** The use of an oil pad under the engine allows quick inspection for new leak and to identify the type of fluid.

**C6.** Due to age, monitor the state of the tank on regular basis.

**C7.** Confirm that the shackles to chain and anchor are moused with proper seizing wire before use.

**C8.** Confirm that the bitter end of any rode is secured to the vessel before anchoring.

**C9.** Once the windlass is removed a strong point on the bow should be used to secure the rode while anchoring.

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## 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.

## 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 if the survey only.

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## **Valuation**

Valuation is primarily determined through [www.yachtworld.com](http://www.yachtworld.com) 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, 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. [www.yachtworld.com](http://www.yachtworld.com), [www.sailboatlisting.com](http://www.sailboatlisting.com), and others.

### **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.

It is the opinion of the surveyor that:

The vessel "no name" HIN Rxxx  
, surveyed on June 10, 2014 is in "above average" condition and that the current fair market value is: xxx,x00.00 USD or \$xxx.00 CDN

### **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 "no name" HIN Rxxx

Current replacement value is: \$xxx.00USD or \$xxx.00 CDN

Currency conversion is done on date of survey using  
[www.xe.com](http://www.xe.com) Universal Currency Converter:

Prepared without prejudice.

Captain Alain Pascal Routhier  
Discovery Marine Surveys.com®  
Cpt. Licence A104769  
SAMS-SA member  
ABYC Master marine technician

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## Marine grading system of condition

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

<b>“BRISTOL CONDITION”</b>	Vessel is maintained in mint or Bristol fashion, loaded with extras. Maintenance is performed as ‘restoration’ projects – a rarity.
<b>“ABOVE AVERAGE CONDITION”</b>	Has had above average care and is equipped with extra gear. Maintenance is done as ‘improvement’.
<b>AVERAGE CONDITION”</b>	Ready for sale requiring no additional work and normally equipped for its size. Maintenance is done as 'repair of faults'.
<b>“FAIR CONDITION”</b>	Requires usual maintenance to prepare for sale.
<b>“BELOW AVERAGE CONDITION”</b>	Yard work required and/or maintenance previously performed was sub-standard.
<b>“RESTORABLE CONDITION”</b>	Enough of hull and engine exists to restore the boat to usable condition.

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