

Sea School of Newfoundland

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S.V. Fiddlers Dream

**Survey prepared for Dr. Stephen Walker
January 9, 2011**

GENERAL CHARACTERISTICS

Date: December 22, 2010 dry survey, September 30, 2010 wet survey.
Yacht name: Fiddlers Dream
Description: Fiberglass mast head rigged sloop. Vee berth forward, head to port, main salon amidships with galley across the aft portion of salon. Engine under companionway, step up to cockpit.
Manufacturer: CS Yachts, Ontario, Canada
Model: 27
Serial number: ZCU012400277
Year built: 1977
Official number: N/A
Registered tonnage: N/A
Home Port: Holyrood, NL
Maximum speed: 6 knots
Owner: Dr. Stephen Walker
Address: 103 Strawberrymarsh Road, St. John's NL, A1B 2V6
Telephone: 709- 726-5485 email: stephenwalker@nl.rogers.com
Surveyed at: Holyrood Marina, Holyrood, NL
Survey Conditions: Afloat and on cradle

HULL

Length: 27' LWL: 23' 11"
Beam: 9' 04"
Draft: 5' 02"
Displacement: 6100 lbs
Material: Fiberglass
Watertight bulkhead: None
Condition: Above Average

MACHINERY

ENGINE:

Gas or diesel:	Diesel
Manufacturer:	Yanmar
Model:	YSB 8
Year:	1977
Serial number:	Not visible
Horse power:	8 hp
Engine hours:	Unknown
Overhaul/maintenance:	Engine was reported to have been completely rebuilt by previous owner in 2004

ENGINE ROOM:

Ventilation:	Natural Draught
Ventilation ducts:	2
Blower:	No
Room condition:	Above Average

TANK AND CARBURATION:

Carburation type:	N/A
Overflow collector:	N/A
Fuel tank capacity:	10 gallons
Tank material:	Welded steel
Tank valve:	Yes
Fill location:	Cockpit floor
Type of pipe:	Rubber
Overflow location:	Stern transom
Fill grounded:	Yes
Tank and pipe condition:	Above average

COOLING AND EXHAUST:

Stop valve on water intake:	Yes, gate valve
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Water intake strainer: Yes, Pump guard
 Cooling system: Raw water
 Material: Engine casting material
 Exhaust system: Wet system, cast iron to rubber exhaust
 Exhaust isolation: Adequate, typical of this type vessel
 Cooling and exhaust condition: Average

PROPULSION:

Screw, diameter and pitch: 2 blade folding bronze prop; 13 X 10
 Propeller shaft: Stainless steel
 Stuffing box: Inside
 Cutlass bearing: On strut, replaced fall 2010
 Transmission: Yanmar supplied, type not visible
 Engine mounts: Average
 Propulsion system condition: Average, engine compartment well maintained and clean

MACHINERY

GENERATOR: N/A
DINGHY MOTOR: No

STEERING

Type: Tiller
 Mechanism: Direct to rudder post
 Type of rudder: Transom hung pintal/grudgeon type
 Material: Fiberglass
 Emergency steering: No
 General condition: Above average

THROUGHHULLS

USAGE	MATERIAL	VALVE	CONDITION
Engine	Bronze	Gate	Operational
Galley	Bronze	Gate	Operational
Head sink	Bronze	Gate	Operational

Head intake	Bronze	Gate	Operational
Head exhaust	Bronze	Gate	Operational

ELECTRICAL SYSTEMS

Voltage:	12 Volt DC and 120 Volt AC shore power
Wiring type/rewiring:	Marine
Electrical panel:	At companionway
Shore power:	Yes
Main breaker:	Breaker system
Battery:	Lead acid, two
Battery containers:	Yes
Battery tie-downs:	Yes
Battery ventilation:	To starboard cockpit locker and overboard
Battery charger:	No
Hydro generator:	No
Electrical system condition:	Average

NAVIGATION EQUIPMENT

Navigation lights:	To collision regulations
Mast light:	Yes
VHF radio:	Realistic MT 400 with DSC capability
Portable VHF radio:	Uniden Atlantis 250
Depth sounder:	Raytheon
Log:	Raymarine
Wind indicator:	Windex plus Raymarine (not connected)
Compass:	Plastimo 4" bulkhead mount
Radar:	Raytheon R10 Serial # LN 24126
GPS:	Furuno GPS Navigator, Magellan 315 hand held
Plotter / Lap top:	Navman Tracker 5500 with C Map
Auto pilot:	Raymarine ST2000
Wind steering:	No

Charts: Paper & electronic for navigational area.

ONBOARD EQUIPMENT

Stove: 2 burner
Make: Origo 4000
Fuel: Alcohol
Distance from
woodwork: Factory built in
Gas detector: N/A
Adequate gas
installation: N/A
Microwave oven: No
Refrigerator: Icebox
Heating: None
Condition: Domestics adequate for crews comfort, overall above average condition

OTHER EQUIPMENT

Freshwater pump: Manual
Water heater: No
Radio CD: No
Clock & barometer: Trintec Barometer, Victory Clock
Dock lines: Adequate size and number
Fenders: 4 inflatable type
Windlass: No
Dinghy: No
Cellular telephone: No
Satellite phone: No
Cradle or trailer: Cradle

ANCHORING

MODEL	WEIGHT	CHAIN	CABLE
Danforth	16 lb	5/16' galv chain 10'	Aprox 150 ft nylon rode

RIGGING AND UPPER WORKS

Rigging type: 1 X 19 Stainless steel with yacht swaged fittings
Mast: Aluminum
Boom: Aluminum
Genoa roller furling: Harken furler
Mainsail roller furling: No
Spinnaker pole: Yes
Spinnaker rigging: Yes
Dodger: Yes
Mainsail cover: Yes
Davit: No

SAILS

TYPE	MATERIAL	MAKE	YEAR
Mainsail	Dacron	Unknown	Unknown
Genoa 150%	Dacron	North	Unknown
Spinnaker	Nylon	Sobstad	Unknown

WINCHES

NUMBER	MAKE	MODEL	PURPOSE
2	Lewmar	25	Primary
2	Lewmar	16	Spinnaker
2	Lewmar	16	Halyard

SAFETY EQUIPMENT

EXTING UISHER	TYPE	WEIGHT	LOCATION	CONDITION
1	ABC	3.5 lbs	Forward bulkhead	Charged
1	ABC	3 lb	Galley	Charged

Bilge pumps: 1.5" Gusher type, manual accessed at cockpit
High Water alarm: No
Fog horn: Manual
Radar reflector: No

Life vests / PFD's:	5 PFD type, 1 inflatable type, 2 floater jackets
Harnesses:	1
Life ring:	1
Man overboard line:	Yes
Distress signals:	12 flares
Swimming ladder:	Yes
Man overboard pole:	No
First aid kit:	Yes
Liferaft:	No
General condition:	Typical equipment for this type vessel.

RECOMMENDATIONS (MANDATORY)

1.Ensure that all hose connections below water line are double hose clamped. Engine intake hose and head exhaust hose was found to be single clamped.

SUGGESTIONS TO IMPROVE THE VESSEL

Replace sink hose for the head to one continuous hose, currently it is in two sections.

OPINION

Overall, the vessel was found to be well maintained and pride of ownership is very obvious. This is the owner's second vessel in these waters. He has had approximately twenty years sailing locally and is quite familiar with all aspects of his vessel.

The report analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and is my personal unbiased analyses, 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.

I have made a personal inspection of the vessel. It is the responsibility of the owner of the vessel to resolve the above recommendations. When these issues are resolved, and the vessel is been made seaworthy for the seasons operations, it is my opinion that the vessel will be a reasonable insurance risk. This is based on the assumption that the owner will consider weather conditions, typical marine hazards and that the proper relevant regulations are considered.

I estimate the value of this vessel to be **\$25,000.00** for insurance purposes. This value is determined based on conditions at the time of the survey and based on research by groups such as Yachtworld. The actual Market Value may differ due to availability for a suitable replacement in the event of a loss. This value is not an appraisal for a financial institution.

THIS REPORT HAS BEEN PREPARED AND HANDED TO THE OWNER WITHOUT ANY PREJUDICIAL RECOGNITION AND UNDER RESERVE OF ALL RIGHTS. IT IS THE RESULT OF A GENERAL INSPECTION OF THE BOAT, AFLOAT OR AT DRY DOCK, WITHOUT ANY IN-DEPTH EXAMINATION OF HIDDEN PARTS OR MACHINERY AND DOES NOT INCLUDE WATERTIGHTNESS OR MACHINERY TESTING.

Without prejudice



Jim Miller
Surveyor



Bow profile



Stern profile



Vee berth



Head



Main salon, port



Main salon, starboard



Engine



Fuel tank



Prop shaft



Engine sea cock



Sea cocks for head



Battery box



Drydock profile, bow



Stern profile