

VESSEL INFORMATION:

Make: Catalina

Style: C-22

Hull ID Number: The inner plate on the cockpit transom lists serial #

Registration: , expired 03/31/17

Documentation: None

Length Overall: 21 feet 6 inches

Beam: 7 feet 8 inches

Draft: 3 feet 6 inches, keel extended

Hull Material: Fiberglass

Model Year: 1984

Current Name:

Intended Use: Recreational

DEFINITIONS:

Sound:	Listed items appear to be undamaged by testing using hand, visual inspection or other tests not always including operation.
Serviceable:	Listed item visually appears undamaged or only slightly worn and should serve its intended function.
OK:	Listed item is present and appears undamaged.
See note:	Listed item has some type of defect detected and there will be details listed in the survey notes.
Undamaged:	Listed item was only visually examined, but appears intact.
Proper:	Listed item appears to be installed to good marine practice and in compliance with various applicable marine standards.
N.A.	Not applicable.

The inspection of this vessel utilized visual examination techniques, Tramax "Skipper" non-intrusive moisture meter readings, probing and sounding techniques. These are all non-intrusive methods of determining the soundness of the hull. Also inspected were thru-hull fittings, securing hardware, overboard rails and hand grabs, deck fittings and other equipment, hardware and features affixed to the hull. Internal hull and equipment were inspected only in areas accessible without cutting, or excessive removal of fastenings. Areas not inspected (unless otherwise stated) would include locked compartments, sealed areas that are not accessible without destructive testing and areas not visible due to vessel manufacturing techniques. Portable equipment was not examined unless otherwise specified. Standards used for inspection and proper equipment are found in U. S. Coast Guard administered laws (C.F.R.), American Boat and Yacht Council (A.B.Y.C.) as well as other accepted standards used in the marine industry. This vessel inspection attempts to determine the boat is in compliance with these standards as well as generally accepted good marine practices. Conditions listed are valid at the date of inspection and can not be guaranteed accurate at a later date due to lack of control over the vessel by the surveyor. The contents of this survey are designed to meet the needs of the customer and can not be guaranteed to be valid for other uses or for use by interested third parties.

HULL EXTERIOR:

Transom:	Sound	Hull Bottom:	Sound
Hull Sides:	Sound	Thru-hull Fittings:	Serviceable
Transducers:	Serviceable	Keel:	Sound
Rub Rail:	Undamaged	Deck Rails:	Serviceable
Hand Grabs:	Undamaged	Fastening Hardware:	Serviceable
Chines:	Undamaged	Decks:	Sound
Mooring Hardware:	Serviceable	Windscreens:	N.A.
Port Holes:	Undamaged	Rudders:	Serviceable
Ventilation Cowls:	Proper for fuel	Propeller (s):	Serviceable
Propeller Nuts/Pins:	Proper	Radar Arch:	None
Bow Pulpit:	None	Zinc/Magnesium:	Serviceable

Hull inspection was made for scratches, blistering, fiberglass de-laminating, stress and impact damage and any indications of prior repair. Areas known to contain fiberglass encapsulated wood as well as other areas were metered for elevated moisture. These areas were also sounded and probed when conditions allowed. No access was attempted to areas that would require removal of fasteners such as bolts, screws or areas requiring cutting of access holes, unless otherwise stated.

Exterior Notes:

1. I had elevated moisture readings along both port and starboard decks at the forward end of the cabin. There was also high readings from the step for the mast and down the cabin top to the edge. I did not see any stress lines, weep, softness or other indications the encapsulated wood is getting bad. I would keep these areas under seasonal observation and if any of the above signs become apparent, repairs should be considered.
2. There are a couple of cosmetic chips in the transom by the rudder attachment.
3. The lift line for the rudder is in poor condition.

VESSEL INTERIOR HULL:

Transom:	Sound	Decks:	Sound
Deck supports/Frames:	Sound	Sea Valves:	None
Stringers:	None	Motor Mount Stringers:	None

Latitude Frames:	Sound	Butt Blocks (if Applicable):	Sound
Deck/Hull Attachment:	Serviceable	Inner Keel:	Sound
Bulkheads:	Sound	Hatches:	Serviceable
Ventilation:	Proper for fuel	Window/Door Framing:	See note
Fixed Seating:	Serviceable	Fastenings/Hardware:	Proper
Electrical Wiring/Routing/Type/Hangers/Connections: (Includes outlets and G.F.I. test if applicable)			Proper

The inner hull was visually inspected for signs of fiberglass and wood de-lamination, stress and impact damage, deterioration of fiberglass encapsulated wood, elevated moisture readings, cracks or detachment of fiberglass attachment materials, improper repairs or equipment installations as well as other deficiencies not in compliance with good marine practice.

Vessel Interior Hull Notes:

1. The dagger hatch entering the cabin is a poor fit at the bottom.

POWER SYSTEM:

Motor Make:	Mariner Outboard Model 6E3	Horsepower:	5 hp.
Fuel Type:	Gasoline		
Serial Number(s):			
Engine/Vessel Hours:	Not noted	Engine Belts:	N.A.
Engine Hoses:	Serviceable	Motor Mounts:	Undamaged
Exhaust System (hoses, clamps, supports, mufflers):			Serviceable
Engine Cooling:	Serviceable	Spark Plugs/Wires:	Serviceable
Alternators:	S.A.E. J1171 Marine, OK	Starters:	Pull cord start
Distributors:	S.A.E. J1171 Marine, OK	Fuel Pumps/Carburetor:	Marine type, OK
Engine Wiring:	Proper	Batteries:	2-Marine type installation Not installed at time of surveyed
Battery Charger:	None	Fuel Lines:	U.S.C.G. Type B-2, OK
Fuel Shutoff/Siphon Valve:	Proper	Fuel Fill Deck Fitting:	None

Fuel Tanks/Secured: (1) portable remote can, OK Fuel Filters: None

Electrical and power systems were examined to ascertain they were marine type installations and the have been maintained in accordance with good marine practice. Electrical ignition protection required type components were visually examined to assure they were marine type and no damage was visible. No testing was done to assure they still meet S.A.E. J1171 or U.L 1500 standards. Wiring was examined to assure proper routing, attachment, guarding in both fuel compartments and interior hull. Unless otherwise stated, systems have not been operated. Thus it is unknown if they are fully operational.

Power System Notes:

1. Propeller is cast aluminum and has some distortion. It will function but a rebuild is suggested.
2. While the remote gas can is secured with a bungee strap, there is still quite a bit of movement. I would try to lessen movement.

MAST/RIGGING:

Mast was not accessible for inspection. It is stowed in separate barn with numerous stored boats in front of it. I advised the marina that when the barn gets more open, I would like to come and see the mast. Boom and rigging for Genoa were there and in good shape.

Mast Step:	Sound		
Rails:	Serviceable	Boom:	Serviceable
Sails:	See note	Lightening Ground(mast):	None

Mast/Rigging Notes:

1. I noticed one of the 4 pulley rollers at the transom boom rail is checking but functional. You may wish to replace this before it fails.
2. Main and Genoa sails were examined but not hoisted. Both look aged and are missing a small amount of stitching up toward the head. The main also has a couple of very small pin holes up toward the head as well. Not much bigger than a pin head.

CONTROL SYSTEMS:

Helm Visibility:	Serviceable	Compass:	Serviceable
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Control System Notes:

Retractable keel appears in good shape. Cable is steel wire and while not easily visible without removal of panels, appears to be in decent shape.

SAFETY EQUIPMENT:

Fire Extinguishers: 1-B1 dry chemical
 Be advised that plastic top portable fire extinguishers have had a large recall by Kidde Corporation. Check their web site to ascertain if any of those on board are on the list and how to get

Life Preservers (P.F.D's): them replaced. See note

Navigation Lights: Proper for U.S.C.G. Rules for power vessels, Inland waters
See note

Horn: Powered, OK

Carbon Monoxide Detector: None, I would install one if you plan on sleeping aboard.
(per A.B.Y.C. TH-22)

Equipment listed does not necessarily reflect the legal requirements under federal and state laws regarding the safety equipment that must be carried aboard while the vessel is underway. Consult with the appropriate authorities to guarantee compliance for the waters you plan to navigate.

Safety Equipment Notes:

1. Ring on transom is no longer serviceable. Some life preservers are stowed out of sight and not readily accessible when underway. Still encased in plastic and unlabeled lockers.
2. The bow light mount on the front rail has had the fixture break off, it hangs by wires.

GENERAL ITEMS:

Anchor System:	Manual, OK	Companion Ways:	Unimpeded
Interior Trim:	Undamaged	Passenger Safety:	Nothing unique
Cabinets/Doors:	Undamaged	Cooking/Heat Systems:	Serviceable
Air Conditioning:	None	12V/115 Amp Panel:	12 V only
Head:	Type: Portable		

ELECTRONICS:

Depth/Speed/Temperature: Data Marine Dart digital

Galley: 2 burner alcohol stove and sink on a slide out arrangement in the cabin.

Gauges, electronic equipment, motors and other on board equipment were not operated unless otherwise specified. They were visually inspected to determine proper marine installation. Nothing in this report would substitute for sea trials to determine the operational abilities of this equipment.

End Notes:

1. It looks like the paddles for the speedometer are slightly offset. They probably work enough to give readings but perhaps not very accurate.
2. Porta Potti is loose. I did not spend a lot of time here, but could not readily secure the head against movement. Could be my error, but be sure it is secured when underway.

COMMENTS/VALUE:

Value is determined by the observed condition of the vessel. The value given is for the basic hull package and would not include equipment not permanently attached to the vessel, such as fishing equipment, cockpit furnishings that were not factory provided, trailers and storage bunks, etc. Price would reflect fair retail value when any deficiencies noted have been properly repaired. "As is" value will be provided upon specific request. Value was arrived at by use of BUC and NADA price guides, as well as internet search. Value reflects fair used boat retail value, not what replacement as new would reflect. Surveyor is U.S.P.A.P. trained and values reflect proper appraisal procedures.

Vessel surveyed appears to be in good condition for the model year in fresh water use. I would estimate the used boat retail value to be approximately:

\$4,300 boat	\$350 motor	\$600 Trailer	Total \$5,250
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References Used to Assess Value:

Value arrived at using BUC Used Boat Web Site:

Submitted;

Trailer Information: Single axle, manual jack stand (poor shape but works), manual winch with poly line, surge brakes, steel construction., 2 inch ball hitch, 4 prong in line light connection, L78x15 tires.

Notes: 1. Tires are checking and before any serious travel is done, replacement should be considered.

2. Surge brake hose and connections by reservoir are badly checked and connections showing corrosion . No leaks observed, but again I would consider service before any long trips.

3. No bow safety chain present.

Photos attached