

# Navigation Services Unlimited, LLC

2083 E. Packsaddle Drive, Coeur d'Alene, Idaho 83815  
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**A MARINE SURVEY**, conducted solely and exclusively for:

**Mr. Bruce Robertson**  
**504 Forest Ave.**  
**Sandpoint, ID 83864**  
**(208) 263-3610**

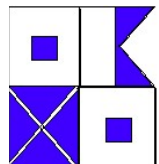
**Vessel Surveyed:** "CLOUD NINE," a 1974 Cal 2-29 Sloop rigged Sailboat  
Hull Identification Number: **CAB297230274**

**Date of Survey:** August 7, 2019



**Survey Conducted By:**  
**Capt. John C. Finney, AMS®**  
*Marine Surveyor*  
*Master Mariner*

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## CONDITIONS OF SURVEY:

This vessel was randomly tested and examined in all accessible areas consisting of main strength members. Testing and examination was performed by probing, hammering, sounding, and visual inspections employing non-destructive testing and monitoring equipment. The vessel was examined as presented, without shifting of heavy interference or secured partitions, etc. This survey was conducted on Wednesday, August 7<sup>th</sup>, 2019 commencing at 1:00 PM. The vessel "CLOUD NINE," a 1974 Cal 2-29 Sloop rigged Sailboat, was seen and examined at MacDonald's Hudson Bay Resort, Bayview, Idaho. The vessel was seen afloat. Underwater surfaces, structures, and fittings were sighted and inspected by an independent diver.

The findings of the survey are as described in the following sections. The user of this survey report is advised that this is a limited report. It is limited by the inspection process, manner of presentation of the vessel for inspection, and the possibility of latent conditions. Not all conditions may be uncovered or found. Accordingly, no guarantee or warranty whatsoever is given, or made. It is further expressly stated, and to be understood, that this signing Surveyor, his organization or its employees, jointly or severally, do not accept any responsibility for damage or defects or deterioration not found or discovered during the course of the inspection.

## GENERAL DESCRIPTION:

This is an older fiberglass sailboat, sloop rigged. The boat is equipped with an auxiliary inboard diesel engine. The boat is intended for pleasure cruising and charter use on protected inland waters.

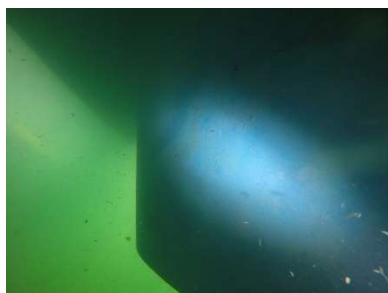
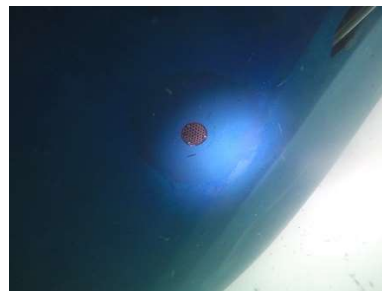
## VESSEL PARTICULARS:

<b>Name of Vessel:</b>	<b>CLOUD NINE</b>		
<b>Type:</b>	<b>SAILBOAT</b>		
<b>Builder:</b>	<b>CAL-PEARSON</b>		
<b>Model:</b>	<b>2-29</b>		
<b>Year Built:</b>	<b>1974</b>	<b>Where Built:</b>	<b>COSTA MESA, CA</b>
<b>LOA:</b>	<b>29' 00"</b>	<b>Beam:</b>	<b>9' 03"      Draft: 4' 06"</b>
<b>Displacement:</b>	<b>8000 LBS</b>	<b>Ballast:</b>	<b>3350 LBS</b>
<b>Hull Color:</b>	<b>WHITE</b>		
<b>Registration Number:</b>	<b>ID 9051 AU</b>	<b>Expires:</b>	<b>12/31/2019</b>
<b>Engine/Type:</b>	<b>INBOARD DIESEL</b>		
<b>Model:</b>	<b>YANMAR 2GM20F</b>		
<b>Serial Number:</b>	<b>27298</b>		
<b>Engine Hours:</b>	<b>NO METER</b>		
<b>Propeller:</b>	<b>BRONZE RIGHT HAND</b>		
<b># Blades:</b>	<b>2</b>	<b>Dia:</b>	<b>12"      Pitch: 12"</b>

## SURVEY FINDINGS:

### ⚙️ EXTERIOR HULL:

The exterior hull of this boat is made from fiberglass reinforced plastic, and single molded construction. The underwater inspection revealed minimal blisters, and found the hull in overall good condition. Shaft and strut found in good serviceable condition. Sacrificial anodes were in good condition, but should be changed out to ones of Magnesium instead of zinc, for better freshwater protection.



Material Condition:	GOOD
Through-hull Fittings, external:	GOOD
Transducers:	GOOD
Sacrificial anodes:	GOOD, ZINC; SHOULD CHANGE TO MAGNESIUM
Propellers:	2-BLADE SIGHTED, GOOD CONDITION
Propeller clearance:	GOOD
Propeller shafts:	GOOD
Struts:	GOOD
Rudders:	SPADE, GOOD CONDITION
Rudder bearings:	GOOD

### ⚙️ DECK:

The deck of this boat is also made from FRP, and single molded. The overall condition of the deck is fair, with moderate oxidation, expected on a vessel of this age.

Material Condition:	FAIR
Hull-to-deck Connection:	SHOEBOX
Deck hardware:	STAINLESS STEEL
Grab rails:	TEAK RAILS ON CABIN TOP
Toe rails:	PART OF DECK MOLD
Stanchions:	STAINLESS STEEL, GOOD CONDITION



Lifelines:	GOOD
Scuppers:	FREEING PORT IN COCKPIT
Hatches, external:	EGRESS HATCH FORWARD



### ⚓ BRIDGE/COCKPIT:

This cockpit on this sailboat is located aft. All control lines, sheets and halyards are “lead aft” to facilitate single handed sailing. Engine controls are mounted on the steering pedestal.



Material Condition:	GOOD
Engine controls:	GOOD
Steering:	PEDESTAL/QUADRANT, GOOD CONDITION
Cables and sheaves/hydraulics:	GOOD
Emergency steering:	YES
Scuppers:	FREEING PORT IN TRANSOM
Antennas:	TRUCK MOUNTED VHF ANTENNA
Winches:	WELL MOUNTED, RECENTLY OVERHAULED

### ⚓ SAILS & RIGGING:

The rig on this boat is a full masthead rig. The mast is deck stepped, and well supported. This surveyor was shown evidence of the complete replacement of the mast support frame in the main

cabin bilge. Replacement of this frame was well done, and all related support found in good serviceable condition. Mast support rigging and shrouds found in good serviceable condition.

Mast steps:	DECK STEPPED
Mast/boom straight:	YES
Is Mast bonded?:	YES
Spreaders:	GOOD, STRAIGHT
Stays & Shrouds:	GOOD
Turnbuckles:	GOOD, NORMAL WEAR SEEN
Adjustable backstay:	NO
Traveler system:	YES
Pins:	GOOD, NORMAL WEAR
Halyards:	MAIN, GENOA, SPINNAKER SIGHTED, GOOD CONDITION
Sheets:	GOOD
Blocks:	GOOD
Winch mountings:	THROUGH-BOLTED, GOOD CONDITION
Chain plates:	ACCESSIBLE, GOOD CONDITION
Furling system:	YES
Type:	PROFURL, GOOD CONDITION
Sails:	MAIN, GENOA SIGHTED
Cloth condition:	LIKE NEW, GOOD CONDITION
Battens:	GOOD
Mast slugs:	GOOD
Boom vang:	YES

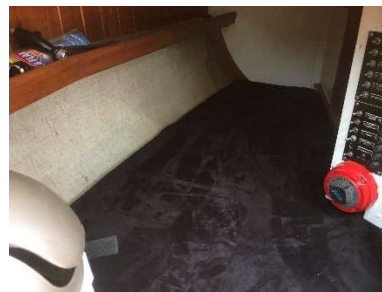
#### ☼ CANVAS:

The only canvas products seen were the mainsail cover, and the protective edge of the genoa/headsail. Both were found in good serviceable condition.



#### ☼ INTERIOR HULL:

Although an older boat, the interior of this boat was found well maintained, and in good serviceable condition.



Material condition: GOOD  
 General condition (i.e. ventilation, leakage, furnishings, doors, cabinetry): GOOD  
 Bulkheads/Frames: GOOD  
 Bilge: GOOD  
 Sole: GOOD  
 Bilge pumps: YES, w/AUTO FLOAT SWITCH, GOOD CONDITION

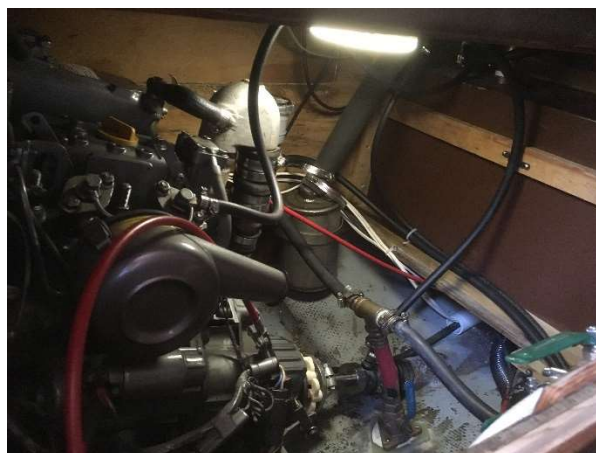
### ⚙️ENGINE COMPARTMENT:

The engine compartment on this boat is located under the cockpit, and is accessed via the companionway steps, and slide panels in each quarter berth. Space is limited, but there is good access to all critical components.

Stringers/engine beds: GOOD  
 Hoses: GOOD  
 Valves: GOOD  
 Ventilation: GOOD  
 Fire extinguishing system: NO

### ⚙️PROPULSION MACHINERY:

This boat is equipped with an auxiliary diesel engine. The engine was found to be in good serviceable condition.



Installation: GOOD  
 General condition: GOOD  
 Age of Unit: CIRCA 1983  
 Last Overhaul: UNKNOWN



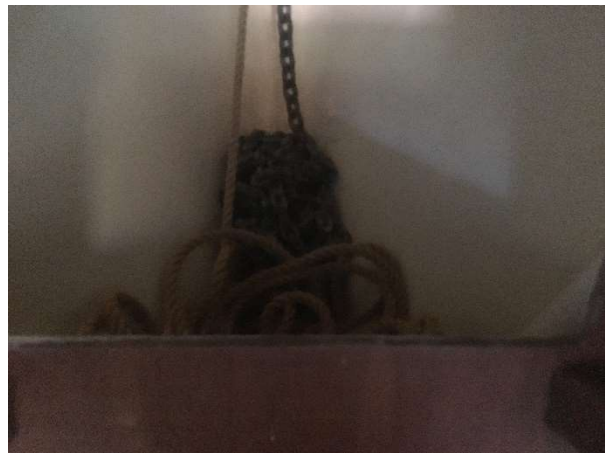
Hours of Operation: NO METER  
 Engine Cooling System: CLOSED COOLED w/HEAT EXCHANGER  
 Engine Exhaust System: WATER COOLED, GOOD CONDITION  
 Engine mounts: GOOD  
 Engine compartment insulation: FAIR  
 Compartment blower: NO, NATURAL VENTILATION  
 Additional ventilation: NATURAL

#### ⚙️ FUEL:

Type: DIESEL  
 Tank material: STEEL  
 Mounting: CRIBBED  
 Electrical bonding: YES  
 Hoses: GOOD  
 Valves: GOOD  
 Fuel tank capacity: 18 GAL / 12 GAL (TWO TANKS)

#### ⚙️ GROUND TACKLE AND CORDAGE:

This boat is outfitted with a 7.5 kg Bruce anchor, mounted on the bow. The rode is made up of a combination of 1/4" galvanized chain married to 3-strand nylon line. The rode and anchor were found in good serviceable condition.



Anchors: BRUCE, 7.5 KG  
 Shackles: GOOD, SWIVEL IN GOOD CONDITION  
 Chains: YES, 50 FT 1/4" GALVANIZED, GOOD CONDITION  
 Rodes: CHAIN AND NYLON, GOOD CONDITION, ~200 FEET TOTAL  
 Lines: GOOD  
 Windlass: NO  
 Mooring cleats: YES  
 Backing plates?

#### ⚙️ FRESH WATER SYSTEMS:

This boat has a potable water system, with a 3 gpm pressure pump. In addition, there is a foot pump in the galley that draws water from the lake. All related taps/valves found in good condition.

Number and location of tanks: ONE SUPPLY, UNDER VEE BERTH IN BOW  
 Capacity: 24 GALLONS  
 Hoses: GOOD  
 Valves: GOOD  
 Pumps: YES, 3 GPM  
 Taps and sinks: GALLEY, GOOD CONDITION  
 Shower: NO  
 Hot water System: NO    ~~Tank capacity:~~    ~~Heat source:~~

### ☼ SANITATION SYSTEM:

This boat is outfitted with a USCG approved marine sanitation device. The head compartment containing the MSD is located midships, forward of the main salon, and aft of the vee berth. Overboard discharge valve was confirmed secured, as required on inland waters. The head and holding tank installation was found in good serviceable condition.



Number of heads:	ONE	Type:	USCG APPROVED MSD
Hoses:	GOOD		
Valves:	GOOD		
Waste Pumps/Macerators:	NO		
Holding tanks:	YES	Capacity:	15 GALLONS

### ☼ GALLEY:

The galley on this sailboat is located on the starboard side of the main salon. The Stove w/oven has LPG for type of fuel. All equipment found in good serviceable condition.



Stove/oven:	YES	Type fuel:	LPG
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Segregated LPG locker: YES  
 LPG bottle condition: GOOD  
 Hoses: GOOD  
 Valves: GOOD  
 Solenoids: YES  
 Leakage: NONE  
 Iceboxes: YES  
 Refrigerator: NO

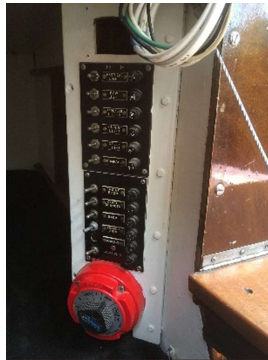
Proper vents and drains: YES

### ⚙️ ELECTRICAL SYSTEM:

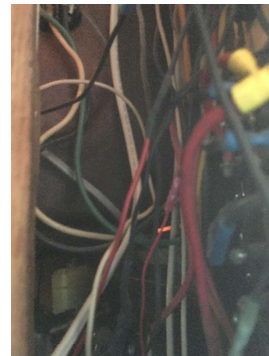
The electrical system on this boat is a 12v DC based system, supplied from (4) series 27 12v DC batteries. Batteries were found properly secured and ventilated. Shore power is available, 110v AC. Outlets were found to be GFI protected. Wiring was randomly inspected for condition and support. The wiring behind the DC distribution panel needs to be better supported and sorted to reduce the “congestion” in the small space.



Battery Storage



DC Distribution panel



Wiring behind DC panel



AC Distribution Panel

Shore power: YES, 110v AC  
 Ship's power: 12v DC VIA (4) 12v DC BATTERIES  
 Battery mounting: BOXED AND STRAPPED  
 Wiring: GOOD  
 Lighting, internal: GOOD

## ⚙️ NAVIGATION EQUIPMENT:

This boat is outfitted with USCG approved navigation light fixtures required on a vessel of this size and type. Additional equipment sighted and tested for “power up” only included an Apelco 5160 VHF radio, and a Garmin GPSMap 541s chartplotter/depthsounder. Both found in good serviceable condition.



Navigation lights:	USCG APPROVED
Port:	GOOD
Stb:	GOOD
Bow:	<b>BULB NOT LIT</b>
Stern:	GOOD
Spreader/foredeck:	GOOD
Anchor:	GOOD

## ⚙️ REQ'D U.S.C.G. EMERGENCY EQUIPMENT & WARNING LABELS:

PFD's:	YES	Type:	TYPE I OFFSHORE
Signals:	GOOD		
Horn:	YES		
Oily Discharge Placard:	YES		
Plastics Disposal Placard:	YES		
Fire extinguishers:	YES, (2) SIGHTED, GOOD CONDITION		

## ⚙️ RECOMMENDATIONS:

The following recommendations are based on this surveyor's professional opinion and personal experience:

1. **INSTALL ENGINE HOUR METER.**
2. **ORGANIZE AND SUPPORT DC WIRING BEHIND DC PANEL.**
3. **INSTALL CO DETECTORS. (OWNER PURCHASED, BUT STILL IN BOXES)**
4. **INSTALL PROTECTIVE COVER IN ANCHOR LOCKER TO PROTECT BOW LIGHT WIRING.**
5. **REPAIR/REPLACE FORWARD NICO SOLAR VENT.**

## VALUATION:

The goals of a C&V (condition and value) marine survey are two-fold. First and foremost, is to ensure that the vessel being surveyed is safe for its intended use, and to attempt to identify all existing or potential problems, if any. It is the opinion of this surveyor that **this vessel is indeed safe for its intended use.**

The second goal is to assess a value on the boat, based on the findings of the first and other data available to the surveyor. "Fair Market Value" is the most probable price a vessel should expect to bring on the open market. This value is arrived at by consideration of comparative values of similar/like vessels recently sold, as well as information gleaned from the survey. Accordingly, based on information available at the time of this survey, it is the opinion of this surveyor that the fair market value of the subject vessel is **\$16,500.00.**

Replacement value for the subject vessel is estimated at \$124,500.00.

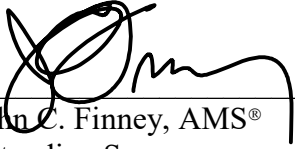


## SURVEYOR'S CERTIFICATION:

On Wednesday, August 7<sup>th</sup>, 2019 I personally visited and examined the vessel "*CLOUD NINE*," a 1974 Cal 2-29 Sloop rigged Sailboat, the subject vessel of this report, for the express purpose of conducting a marine survey.

Without conflict of interest, the findings herein are based on my observations and tests, and are my personal, professional opinions alone.

Respectfully Submitted,

  
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John C. Finney, AMS®  
Attending Surveyor

Date: August 16, 2019



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