



DATE OF SURVEY: June 15th, 2022

OWNER'S NAME:

OWNER'S ADDRESS:

PHONE NUMBER:

Email (IF AVAILABLE):

TYPE OF SURVEY: Insurance and Pre-

Purchase LOCATION OF SURVEY:

Without Prejudice Standards and References-Transport Canada

FINDINGS AND RECOMMENDATIONS PRIORITY RATING SYSTEM

[A] Requires immediate attention. Vessel should not put to sea before being rectified.

[B] Requires attention as soon as possible or at next haul out and poses no immediate safety threat.

[C] Requires inspection and monitoring at every haul out.

[D] Surveyor's observations and advice that may enhance or prolong the life of the vessel or device.

STATEMENTS

In the wake of a vessel reaching the age where a seaworthiness and condition survey is required; a fiberglass vessel or fiberglass/epoxy hull completely sealing both sides of the wooden hull creating basically a wooden core must be inspected every 5 years. When the vessel reaches 35 years old it must be inspected every 3 years unless the surveyor feels it necessary to attend sooner.

A wooden hull vessel or fiberglass/epoxy over the outside of a wooden hull (only) must be inspected every 3 years. When the vessel reaches 26 years old it must be inspected every 2 years unless the surveyor feels it necessary to attend sooner.

A condition survey is only valid until the vessel changes hands and will have to be re-inspected by the new owner.

Any recommendations or findings during the vessel seaworthiness inspection must be addressed within the time period agreed on between the owner and surveyor to avoid possible cancellation of boat insurance.

The owner or representative of the owner must be present during the survey.

DEFINITION OF TERMS

The use of the word "appear" "appears" "appeared" or "apparent" where used in the text of this document, is intended to mean that close or complete inspection was not possible due to (e.g. Location, no power available, inability to remove panels, etc) a close or complete inspection would have been possible only with destructive testing or that a close or complete inspection was not deemed appropriate at the time of survey.

Fair Market Value: An average price for similar vessels with similar machinery and navigation equipment is based on research compiled on the open market. The overall condition and maintenance records of vessel or equipment are closely considered as well.

Very Good Condition: Near new with only minor wear and tear.

Good Condition: Average/medium wear and tear for a vessel of this age.

Fair Condition: Operational as is but may require minor repairs.

Coastal Cruising: means staying close enough to a safe haven so that you have time to reach it before bad weather strikes.

VESSEL INFORMATION

- BUILDER: Beneteau
- MODEL OF VESSEL: *FIRST 375*
- YEAR BUILT: 1985
- HULL CONSTRUCTION MATERIAL: Fiberglass
- HULL/DECK/TOPSIDES MATERIAL USED: Fiberglass



- HULL IDENTIFICATION NUMBER: Not available
- DEEPEST DRAFT: 6' 6"
- DRY WEIGHT: 14900 lbs
- DISPLACEMENT: 15,432 lbs
- PORT OF REGISTRY:
- REGISTRATION NUMBER:
- NAVIGATION LIGHTS AND SIGNALS: As per regulations for a sailing vessel of this size.
- THE LATEST UPDATED NAVIGATION CHARTS and PUBLICATIONS FOR EXPECTED AREA OF USE ONBOARD: Yes
- VESSEL LENGTH OVERALL: 37' 0"
- VESSEL EXTREME BEAM: 12' 4"
- ENGINE, YEAR, HORSEPOWER: (1985) Yanmar 30 HP diesel engine with ~1500 running hours.



- DRIVE TYPE: Direct Drive
- EXHAUST SYSTEM: Wet Exhaust System
- PROPELLER TYPE: Folding 2-blade propeller with shaft/strut.



- NUMBER OF BILGE PUMPS: 2 - electric pumps + 1 - manual bilge pump.
- THROUGH HULL FITTINGS: The fittings have ball valves which are stuck/seized.
- UNDERWATER HULL COATING: Fair condition

ELECTRICAL



- VOLTAGE DC/AC: 12 V DC system with fuses.
- BATTERIES: 2 X 12 V batteries
- BATTERY SECURING, and THE POSITIVE TERMINALS COVERED: The battery is secure with the positive terminal covered.
- POWER INVERTER: 1 – 1000 W power inverter.
- SHORE POWER: 30 A shore power
- INSTRUMENTATION WARNING GUAGES/LIGHTS: All warning lights and gauges for the vessel's safety alarm systems are in plain view of the operator.



FUEL

- FUEL CAPACITY: 25 Gallons

STRUCTURAL/DECK FITTINGS



- TOPSIDE DECK FITTINGS: Good condition
- TOPSIDE RAILS/LADDERS: Fair condition

- PORT HOLES/WINDOWS: Fair condition; the windows/skylights are sun crazed.
- DOORS/ENTRANCEWAYS: Fair condition
- STRUCTURAL ANY INDICATION OF JOINT FAILURE CAUSED BY DE-LAMINATION OR COLLISION: No de-lamination or joint failure issues were noted; there's some gel coat cracking along the outside hull and more prevalent on the port side and rudder area.



GROUND TACKLE



- ANCHOR: Plough anchor
- CHAIN/CABLE/ROPE: Chain/Rope combination
- POWER WINDLESS: Electric Windlass
- BOW ROLLER: Yes
- CHAIN LOCKER DRAINAGE: Yes

INTERIOR LAYOUT/CONDITION



- **ACCOMMODATIONS:** 8 - single berths, full galley (fridge doesn't appear to be working) 3 - cabins and 1 - head.
- **SIGNS OF ANY MOLD OR MUSTY SMELL:** There's mold in several areas onboard.



- **ENTERTAINMENT SYSTEM:** Stereo and TV onboard
- **STOVE:** 2- burner gimble propane stove c/w oven.



- **FRIDGE/ICEBOX:** The fridge doesn't appear to be working.
- **WATER STAINS:** A few stains around the overhead hatch in the lounging area.
- **OVERHEAD DECK HATCHES, CONDITION:** Fair condition, sun crazed.



- HEADLINER: Fair condition and in some places the headliner is torn, and duct taped.
- FABRIC AND CUSHIONS: Fair condition
- FLOOR/WINDOW COVERINGS: The decks/woodwork inside should be re-finished.

TANKS/PLUMBING

- POTABLE WATER HOLDING TANK: 40 Gallons
- WASTEWATER HOLDING TANK: 30 Gallons
- "Y" VALVE (for overboard discharge): Yes
- TOILET TYPE: Jabsco

ELECTRONICS



- GPS: Furuno GPS
- RADAR: Not sighted
- VHF: Standard Horizon (AIS)
- DEPTH SOUNDER: Yes
- AUTO PILOT: Not sighted
- MAGNETIC COMPASS: Yes

SAILING VESSEL EQUIPMENT SECTION



- NUMBER OF SAILS TYPE/CONDITION: 2 – main sails, 2 spinnakers, and 2 Jibs.
- MAIN MAST (Deck/Keel Stepped): Keel stepped aluminum Mast.
- RIGGING TYPE: Masthead Sloop
- SAIL COVERS: Yes
- WINCHES: 6 working winches



- CHAIN PLATES: The chain stoppers appear in good condition on deck.



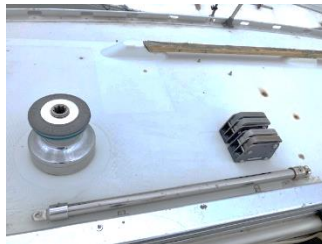
- KEEL LOADED/SOLID: Solid Fin Keel.



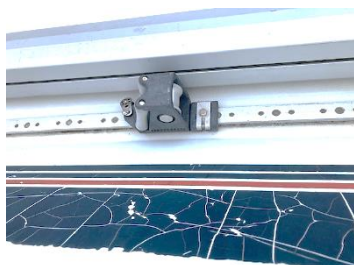
- **KEEL BOLTS:** The keel bolts are rusted and questionable.



- **TURNBUCKLES:** Good condition
- **BOOM:** Aluminum Boom
- **DECK FITTINGS:** Good condition
- **BOW PULPIT:** The rails could be tighter.
- **SPREADER:** Aluminum spreader
- **FORESTAY AND BACKSTAY:** Hydraulic backstay
- **SHEET STOPPERS:** Good condition



- **DODGER/CONDITION:** Dodger appears in fair condition.
- **TRACK CARS:** Good condition



- **LIFELINE:** Good condition
- **TIE UP LINES:** Good condition
- **RUDDER TYPE:** Spade rudder

- RUDDER SHAFT MOVEMENT: The rudder shaft bearing is worn and should be replaced.
- BILGE AREA: The bilge had to be pumped out from water/snow over the winter.
- BALLAST: 2,455 lbs
- STEERING - Rack & Pinion, Tiller, Pulley, Chain & Cable, Hydraulic: Cables

SAFETY AND EQUIPMENT

- PORTABLE FIRE EXTINGUISHERS ONBOARD: 2 X 5lb ABC fire extinguishers fully charged onboard, not mounted.
- EMERGENCY STEERING: Tiller
- PROPANE TANK LOCATION: The propane tank is located aft in a dedicated locker.



- PROPANE SAFETY SHUT OFF CLOSE TO STOVE: Not sighted
- PROPANE TANK STORAGE VENTILATION: Yes
- PROPANE TANK PRESSURE GAUGE & SOLENOID: Yes
- PROPANE GAS SNIFFER ALARM: Yes
- SAFE-T-ALERT CARBON MONOXIDE DETECTOR: No
- FIRST AID KIT: Yes
- SWIM PLATFORM/LADDER: Ladder only
- OIL ABSORBANT MATERIAL: No
- SAFETY FLARES ONBOARD WITHIN DATE: Yes
- DECK LIGHTING: Yes
- CHAFFERS/FENDERING: Yes
- HEAVING LINE (WITH AT LEAST 15 METERS OF LINE ATTACHED): Yes
- LIFE RING (WITH AT LEAST 15 METERS OF LINE ATTACHED): Yes
- CERTIFIED LIFE JACKETS/PFD'S: Yes
- BOAT HOOK: Yes
- HORN: Yes
- SEARCH LIGHT: Yes
- WATERPROOF FLASHLIGHT: Yes
- VESSEL OPERATOR'S EXPERIENCE: 10 years



GENERAL CONDITION OVERALL

This vessel was not maintained properly and now requires some labor and money.

DEFECTS/RECOMMENDATIONS/FINDINGS: Before purchasing this vessel, I would recommend a fiberglass repair person give an estimate on the gel coat repairs to the outside hull; these cracks in the gel coat are most likely caused by stress or poor gel coating, a mechanical type person should also be called to estimate cost on changing the rudder shaft bearing, the keel bolts are quite rusted and if hit with a hammer a big percentage of the bolt head would likely fall off, so these should be safety checked, also the engine should be started to hear it running. The inside upholstery repair/replacement costs and mold issues could also add up.

- 1- The rudder shaft bearing appears worn and should be replaced.
- 2- The keel bolts should be safety checked.
- 3- A shut off valve should be installed on the propane line behind the stove.
- 4- Oil absorbent pads should be available onboard.
- 5- A Safe-T-Alert alarm or smoke alarm should be installed.
- 6- The two fire extinguishers should be mounted easy and accessible.

SEAWORTHY AND INSURABLE

The sailing vessel appears both Seaworthy and Insurable.

Fair Market Value in (Canadian Dollars) which includes the boat, machinery, electronics, and equipment listed onboard: \$ 25,000.00 considering the maintenance required.

The next Vessel Condition Survey is due: July 2027

DISCLAIMER