



Mike Pyzel Marine Survey & Consultation

COMPLETE CONDITION SURVEYS & APPRAISALS FOR -
VESSEL PURCHASE • FINANCE • INSURANCE • VOYAGE PREPARATION • DAMAGE • UPGRADING

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Cheoy Lee 41-ft Cruising Ketch
Pg. 1

SURVEY REPORT

Date: Nov 11, 2011

VESSEL IDENTIFICATION:

Name: MILES OF VIEW
Reg/Doc #: CF-2227-GU **HIN:** CHLO35710879
Location: Santa Barbara, CA Harbor, Marina 1 (To Pier 32, San Diego)
Vessel type: 1979 Cheoy Lee fiberglass cruising ketch, diesel aux power.
LOA: 40-9 **LWL:** 32-6 **Beam:** 12-9 **Draft:** 6-0
Disp: 22,000# **Ballast:** 8,700# internal in fin keel
Builder: Cheoy Lee Shipyards, Hong Kong **Designer:** Cheoy Lee

Owner: George Beronius
5030 Placita del Lazo, Tucson, AZ 85750
Survey requested by: Buyer, Nathan Kraft,
3201 Marina Way #7, National City, CA 91950

CONSTRUCTION:

Hull: Fiberglass cloth/mat/roving
Bulkheads: Marine ply bonded to hull
Stringers: Marine ply and fiberglass U-sections bonded to hull.
Keel: Molded with hull, cast ballast fiberglassed internally
Thru-hulls: Marine grade bronze with seacocks (Operational)
Rudder: Fiberglass/foam with SS shaft, skeg-mounted rudder.
Decks: Fiberglass with core, teak overlay
Cabin: Built in unit with decks & cockpit

MACHINERY:

Engine: Isuzu Marine Diesel, 3 cyl, 40hp @ 2800rpm
Hours ind: (Not indicated)
Prop & Shaft Est 1.25" SS shaft, 3-blade 17x10 RH prop, standard adjustable seal with grease cup lubrication.
Ventilation: Ample
Separate Mechanical Survey completed: Scheduled by buyer.
Engine Serial #: Not visible due installation

TANKS:

Fuel: 1 iron, 1 fiberglass **Cap:** 100 gals rep
Fuel delivery system: Type A1 hose & copper, Racor fuel filter/separator
Water: 2 fiberglass integral **Cap:** 150 gals rep
Hot water system: AC & engine operated, 6 gals
Holding: 1 steel with macerator & deck pump outs (Operational at brief test)

ELECTRICAL SYSTEM:

Alt: 12 V DC, Est 55 amps on main engine
Batteries: 1 4D, 1 Gp 27, 1 8D secured in place per ABYC
 15 - amp marine battery charger
Circuit protection: Breakers on main DC panel.
AC system: Dockside system with 2 15 amp breakers on incoming AC.
 Breakers on individual circuits on main panel
Distribution: Standard outlets in cabin, heads, galley
Inverter: No
Generator: No

Electrolysis protection: Zinc on prop shaft, bonding.

SPARS & RIGGING:

Masts: 2 deck-stepped aluminum main & mizzen, painted, Kenyon spars
Add'l spars: Aluminum main & mizzen booms Replacement masts.
Standing rigging: 1x19 SS wire, bronze & stainless turnbuckles. (Replacement rigging)
Headsail furling: Cruising Designs
Add'l: Main traveler, vang tackle, stays'l system, spinnaker gear.

SAILS:

Main: Standard type Good cond
Headsails: Genoa on furler Good cond, due for cover replacement
 Storm jib Ex cond
 Radial head spinnaker Aged cond

DECK EQUIPMENT:

Winches: Cheoy Lee stainless: 2 #29, 1 #25 aft. 2 clutches
1 Cheoy Lee #12 reel, 2 (est)#25 at main, 1 # 17 at mizzen

Anchor: 33# Bruce, set 150' 5/16" chain, 100' 3/4" nylon at bow
22# Danforth, est 40' 5/16 chain, 250' 1/2" nylon aft.

Windlass: Ideal single action electric (Operational)
Roller at bow, guide at stern

SAFETY & USCG REQUIRED EQUIPMENT:

Pumps: 1 manual, 1 automatic electric (Operational)

Fire ext: 2 BC1 hand-held (Charged, due for tags)

Life Vests: 5 Adult II

Overboard eqt: 1 Type IV ring, boarding ladder

Horn : Yes **Bell** NA

Flares: Kit aboard (Expired)

Tender: Not aboard at survey

Motor: No

EPIRB: No

Life raft: No

NAVIGATION EQUIPMENT:

Compass: Ritchie (Operational)

VHF radio: Standard Horizon Eclipse (Radio check clear)

Fathometer: Signet digital & Morrow flasher (Morrow Operational)

Knot/log: Signet knot log (Rep Operational)

GPS: Not aboard

Radar: No (Reflector aboard)

Auto-pilot: No

Add'l: Signet rudder angle indicator, wind speed & direction,
SiTex Loran (older type), RDF. (Inop at survey)

MISCELLANEOUS EQUIPMENT: (Not limited to the following items)

Steering: Wheel, pinion & geared quadrant (Emergency tiller aboard)

Refrigeration: 12/120 elec (Operational at survey)

Galley: Alcohol with remote tank (Scheduled to be replaced)

Add'l: Full boat cover, misc canvas covers for hatches, sails, etc., misc sailing gear (line, blocks, handles), 2 TVs, stereo, manuals for on-board equipment, minor tools, minor spares.

COMMENTS: The vessel was inspected at her slip and while hauled at Santa Barbara, CA. The hull was found to be in excellent structural condition. All bulkheads and framing well

bonded to hull. Hull-deck joint was in good condition where accessible for inspection. The boat is in good cosmetic condition, though teak decking is coming due for maintenance. The boat has been under the care of a marine professional.

Decks are fiberglass with ply core and teak overlay. Remaining thickness of teak overlay is serviceable. Decks were sound-tested from inside the boat at accessible areas- no significant areas of deterioration were found.

BOTTOM: Inspected for blistering and sound tested for delamination. General gel blistering noted on various areas of the bottom but not to any structural degree. Some isolated gel and outer laminate blisters noted which can be ground and filled as part of normal bottom preparation.

Fin keel is molded with the hull with internal ballast fiberglassed in place. Rudder is skeg-mounted. Keel has typical void areas associated with internal ballast construction. Conditions are not structurally significant

THRU-HULLS: Valves are lever type seacocks and have been greased and serviced. Hosing has been updated and is well clamped in place.

PROP & RUDDER: Prop is in good condition. Shaft bearing is within normal wear limits. Shaft seal is standard type with grease cup lubrication and can be adjusted according to use to minimize normal seepage.

Rudder blade noted to be in good condition. Rudder bearings are within normal wear limits. Shaft seal properly adjusted at in-water part of survey. Steering is by pinion and geared quadrant. Emergency tiller is aboard.

ENGINE: Engine operated normally at brief run at survey. Separate mechanical survey to be completed to determine condition of the engine and marine gear in detail, with separate report provided to buyer.

TANKS: Inspected on visibly accessible surfaces. Fuel tank is steel (aft) and fiberglass (main forward in keel). No visible indication of fuel leakage at tanks or in tank compartment. Water tanks are fiberglass and had no detectable leakage. Holding tank is stainless and has been repaired (new bottom). Some corrosion noted at random locations on the tank. Head system appears operational at brief in-harbor test.

MAST, RIGGING & SAILS: Mast and rigging inspected from deck level. Aluminum masts and boom have only minimal (normal) corrosion at stainless attachments, but not to any significant degree. Masts are well-painted.

Standing rigging has been replaced and has no visible indication of cracked terminals at survey. Due to age, rigging should be inspected aloft and serviced as needed. Running rigging is in good condition overall. Sails noted to be aged but in good condition but could benefit from

sailmaker's inspection and maintenance to ensure longer service life. Chainplates are due for resealing.

ELECTRICAL: 12V DC system uses 1 4D, 1 8D, 1 Gp 27 wet cell batteries. Batteries are due to be boxed and secured in place, terminals covered as per ABYC. DC system is protected by breakers on individual circuits. Wiring is original Cheoy Lee multi-strand, and additions are marine grade with crimped connectors and marine grade components. Batteries are maintained by 15-amp marine battery charger.

AC system is installed for dockside service and is protected by two 15-amp breakers on incoming shore power, and breakers on individual AC circuits at the main panel. Outlets are standard types

Systems tested for proper operation at survey. Wiring system not inspected in detail due to normal limitations of survey. Wiring can be inspected by marine electrician for a more detailed statement of condition.

ELECTRONICS: Items tested during survey as noted on Pg. 2. Radio check was clear. Test of electrical system includes operation of on-board DC items. Running lights were operational at survey; mast top lights not visible due daylight.

NOTE: Buyer was present at survey and has been advised of survey items.

RECOMMENDATIONS (Essential items to be completed):

1. To meet UCG and safety requirements:
 - A. Have fire extinguishers charged and tagged (annually). Mount extinguishers in unlocked compartments or lockers for quick access at all times.
 - B. Provide up-to-date flare kit.
 - C. Provide battery for man overboard light.
2. To meet insurance requirements:
 - A. Replace standard AC outlets with GFCI outlets in head, galley, main cabin.
 - B. Provide boxes for batteries, and cover battery terminals as per ABYC requirements.
 - C. Replace wing nuts on battery terminals with standard nuts.

Note that the 4D battery in the cabin is dry. Replace battery.

Operational Advisory: Carbon Monoxide gas in engine exhaust is lethal and can enter the cabin when underway powering. Ensure there is always a fore-to-aft flow of air through the cabin when motoring or when using the cooking stove or BBQ. Provide a CO alarm in the main and aft cabin.

MAINTENANCE ITEMS (Advisory information provided as a guide for continued care for the vessel.):

1. Chainplates are due for re-calking and are prone to deterioration under deck. Remove caulking, inspect chainplates for corrosion at the deck level, reseal.
2. Teak decking is coming due for maintenance –loose caulking and plugs.
3. Windlass is operational but has active oil leak; service as needed.
4. Holding tank (under ft berth) is showing some pinhole corrosion from inside the tank, but no leakage. Monitor condition when the tank is in service and repair if needed. Replace with plastic tank for maximum
5. Lubricate all sheaves, blocks, sail tracks so they can operate normally.
6. Steering has excess play; adjust the brackets between rack & pinion. Lubricate gears and components inside the pedestal.
7. Clean oil and debris from the aft bilge and engine space.
8. Exhaust system is old-style water-jacketed pipe which can corrode undetected internally and admit water into the engine. Consider replacing the exhaust system with a standard fiberglass waterlift muffler and hose connection to the transom. Route the aft end of the hose in an upward loop to minimize chance of water flowing into the system.

End of notes. Valuation & photos follow.

SURVEY LIMITATIONS; This report is a statement of the surveyor's opinions of conditions aboard the vessel at the time of survey and is based on a visual inspection of accessible areas. There has been no destructive testing, nor any removal of bulkheads, paneling or any other part of the vessel's structure. Machinery was inspected without disassembly, and tanks were inspected only on visibly accessible surfaces and without opening/resealing access ports.

This report is valid at the time of inspection and is not a warranty of the condition of the vessel or associated equipment. This report does *not* represent a complete record of all information exchanged verbally between the surveyor and client. The surveyor cannot be held responsible for any misstatement. This report is provided for the exclusive and confidential use of the client and his designated agents.

In the course of maintenance, modification or repairs to, the boat, and through the use of the boat, additional conditions *will* be discovered that were not evident at the time of survey. Discoveries of this nature are a normal aspect of boat ownership.

There has been no water testing for leakage at deck hatches and fittings; leakage at these installations is common on new vessels and especially common on vessels that have seen some service. Interior spaces of any boat are subject to mildew and mold formation, which is hazardous to persons sensitive these conditions. This hazard can be minimized with a routine of thorough cleaning and proper ventilation of all interior living and storage spaces on the boat.

HIN Tracing: Not available, HIN has been filled as part of hull painting preparation. Builder's serial number 3571 is part of HIN and noted on plaque in main cabin. See photo.

VALUATION;

Present Market Value; \$55,000. In present condition, as-equipped, Aluminum masts upgrade.

Replacement Value; \$350,000. Equivalent new, est.

Mike Pyzel, AMS (Electronic signature)

Nov. 11, 2011

Mike Pyzel,
SAMS Accredited Marine Surveyor

Date of survey

This report consists of **SEVEN** pages. Photos attached with original

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