

Marine Survey Report

Report Number : 2013P/2850

Date of Inspection : May 20 and 21, 2013. Title page photo May 17, 2013

Commissioned by : [REDACTED] for pre-purchase purposes

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GENERAL

Make of Vessel : The MIC is registered to Cherry Yachts, 454 S Queen St. HAMPTON, VA as the importer from Kha Shing Ent., Co., Ltd., 10 Kang Yang St., Hsial Kang, Taiwan R.O.C Marketed as a "Sundowner 30" and a "Regency 30".

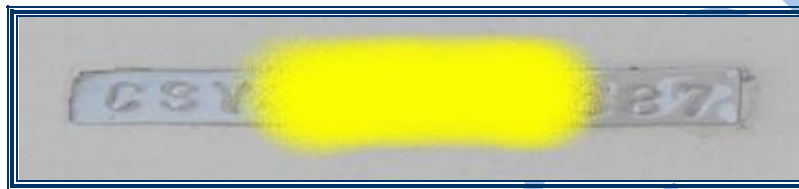
Name of Vessel : [REDACTED] on transom

Model year : 1987 per HIN/MIC

Date of mfg. : November 1986 per HIN/MIC

License Number : [REDACTED]

HIN/MIC : CSY [REDACTED] 687



HIN/MIC on upper starboard transom

TRANSPORT CANADA REGISTRY DATA

Register No. : n/a

Registry expires : n/a

PUBLISHED SPECIFICATIONS

The surveyor has made neither weight calculations nor measurements. All dimensions and weights are from published specifications such as original brochures The PowerBoat Guide, Mauch's Sailboat Guides, manufacturers or owners association web sites. Survey fees are based on such published L.O.A.,

L.O.A. : 30' 0"

Beam : 11' 0"

Draught : 2' 10"

Ballast : Present but not accessible

Displacement : 9600lbs.

Vessel type : Monohull

SURVEY SITE

The vessel was inspected afloat and ashore in a 4-pad steel frame cradle at [REDACTED] Marina, Mississauga, Ontario. Weather was warm at 16°C, clear and dry on May 20th when all exterior soundings and moisture measurements were taken and completed on May 21 with similar weather conditions. The client did attend on the 21st. Sea trial was also completed on the 21st and that report is attached as an Appendix.

GENERAL DESCRIPTION

Marketed as a "Sundowner 30" in the USA, this vessel was built in Taiwan and rebranded as Regency by a Canadian importer. She is a standard production tug style vessel and diesel fueled and has galley, head compartment and sleeping quarters for four crew. Ontario license numbers are displayed at both bows. The HIN/MIC is clearly moulded in the upper starboard transom.

SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies against the standards quoted in the "comments" section of this report and to present the surveyors personal opinion as to the vessel's condition. Certain parts of the structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and headliners etc. or in the case of cored structure, drilling core samples. This would be prohibitively time consuming, potentially destructive, costly to restore and not within the scope of this survey. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected.

All Seacocks are activated and tested by hand pressure only. Cosmetic or comfort issues may be addressed where there is a significant effect on the value of the vessel. Electronic and electrical equipment may be tested by powering up, only when power is already connected. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external visual condition of wiring, connections and panels is reported. The surveyor recommends that a qualified marine mechanic inspect all engines, generators, V-drives, transmissions, saildrives and or stern drives. Normal wear and tear relative to the model and vintage will not generally be reported on. Fuel burning equipment or appliances will be visually inspected and not be started or ignited by the surveyor.

Any reference to bronze, aluminum or stainless steel metals is a colour reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing.

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration of the party or persons retaining him, with no guarantees express or implied. The surveyor cannot predict how the vessel or its systems will perform over time and therefore this report is valid only at time of survey. No right of action against the surveyor for negligence, or breach of contract or otherwise, accrues to anyone other than the party retaining the surveyor and is both restricted and limited to the cost of the survey herein provided. All photographs remain the property of Port Credit Marine Surveys. This report may be used as an example of the surveyors work with all vessel and personal identifiers redacted. Acceptance and or use of this report constitutes agreement to these and all other conditions and limitations contained herein. This report remains the exclusive property of Port Credit Marine Surveys until the accompanying invoice is paid in full.

MOISTURE CONTENT

Be advised that moisture meter readings and percussive soundings on frozen structure are not reliable. Meter readings on composite structures are relative and moisture percentages cannot be determined by these meters.

Moisture levels where measured are taken with an Electrophysics, capacitance type digital meter. Relative meter readings related to balsa cored structure are interpreted as follows

- | | |
|----------------------------|---|
| Low : | Meter reads 10-13 = Core is dry to the touch. |
| Slightly elevated : | Meter reads 13-16 = Faint moisture can be drawn by applying some hand pressure to the core through a paper towel. |
| Elevated : | Meter reads 17-23 = Slight amount of moisture is visible in core when squeezed by hand pressure. |
| High : | Meter reads 24 + = Droplets can be squeezed from core with light finger pressure. |
| Near saturation : | Meter reads 40 + = Moisture is clearly visible in the core without pressure applied. |

STRUCTURAL COMPONENTS

General :

Hull is fabricated from fiber reinforced resin and taken from a female mold. Decks, topsides and superstructure are of FRP cored sandwich construction while the bottom is uncured. The hull and deck shells are supported by longitudinal and transverse encapsulated stringers, frames, floor members and plywood bulkheads attached to the hull with FRP.

Structural changes : No structural modifications sighted.

Topsides :

Check sound and appear fair and with no more than some minor scuffs and abrasions. Wooden rub rails are secure and generally sound with a few small soft areas. **See comment (1).**



Soft spot on rub rail



Transom :

The transom checks sound with moisture levels in the low range above the waterline and high below.

Keel :

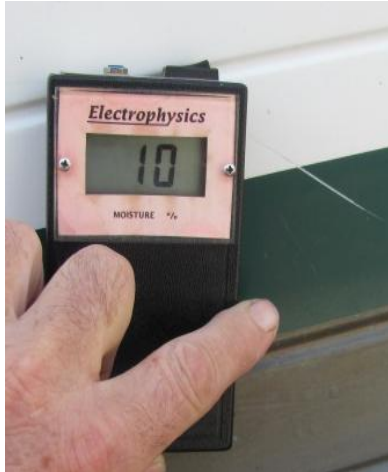
The keel checks sound and shows variable moisture levels on exterior surfaces from low to high. The starboard side of the keel shows some flaking gelcoat which reveals more gelcoat underneath and hairline fractures. **See comment (2).**



Flaking gelcoat on keel to starboard

Bottom :

The bottom is fair and checks sound with moisture levels in the high range. On interior surfaces where accessible, moisture levels were in the low range. Multiple layers of antifouling paint are in satisfactory condition. Hairline fractures are noted near the starboard bow. **See comment (2).**



Low moisture above waterline



High moisture below waterline



Low moisture interior surface

Decks :

The main exterior decks are covered with teak planking in sound condition. Where accessible from the underside, moisture levels are high and soundings produce a dull report. The gutters around the lazarette hatch have no means of drainage and the deck core in this area is very soft with high moisture as is the hatch itself. **See comment (3).**



Deck hatch gutter without drains

Superstructure :

The deck house and pilot house show variable moisture from low to high but all surfaces are serviceably sound. The fore trunk shows low moisture levels. **See comment (4).**



Fore trunk low moisture



Pilot house deckhead -high moisture

Hull to deck joint : The joint is not accessible externally or internally however the teak cap rail is secure and sound showing no indication of movement or separation.

Bulkheads/frames : All bonding appears secure where accessible with no sign of fracture or separation and all encapsulated stringers and frame members appear sound. Most bulkheads show high moisture levels along the lower edges.

Engine beds : FRP beds integral to the liner moulding check sound and appear secure.
FRP encapsulated stringers/beds check sound and appear secure although moisture levels are elevated.

DECK EQUIPMENT

The decks are covered with teak planking and surround by gunnels on a teak cap rail with stainless steel bow/stern rails connected via single lifelines through stainless steel stanchion with port and starboard gates and all are secure as are the sampson post and hawse pipe/cleats. A lazarette hatch is fitted and is in poor condition. A transom door is sound and secure. On the foredeck a wooden sprit with single anchor roller is sound and secure.

STERN EQUIPMENT

The stern is fitted with an attached teak plank swim platform secured over four stainless steel struts and appears sound as does the transom door.



HOUSE EQUIPMENT

All pilot house and deck house windows are wood framed and all are leaking to some degree. Port and starboard pilot house sliding doors of wood are secure as are the aft deck house companionway hatch and door. Stainless steel grab rails are in good order as is the escape hatch on the trunk.



BRIDGE DECK EQUIPMENT

The bridge deck (house deckhead) is fitted with a wooden mast with external sail track supported by a forestay and two shrouds, a basic pilot station and surrounded with stainless steel deck rails. All are secure and in good order.

RUNNING GEAR

Steering : Wagner single ran hydraulic steering is secure and responsive at both stations.

Rudders : Stainless steel plate rudder is sound and secure.



Hydraulic steering gear



Propeller : One 3-blade bronze unit in good order and secured with nut, jam nut and cotter pin. Pitch and diameter are not legible.

Shafting : A stainless steel shaft is secured through bronze log with cutless bearing to bronze logs to compression type stuffing box and conventional flange and all are secure and in good order.



Stuffing box



Cutless bearing

Trim tabs : n/a

Thrusters : n/a

PROPULSION MACHINERY

The engine is quite clean but for oil on the port side of the gear reduction unit. Engine oil, coolant and gear reduction fluid are clean and at proper levels. The bilges all have a few inches of water with an oily film. **See comment (5a & b).**

Engine mounts : Steel mounts with flexible bushings over steel angle brackets, bolted to FRP beds bonded to the hull. All appear sound and secure.



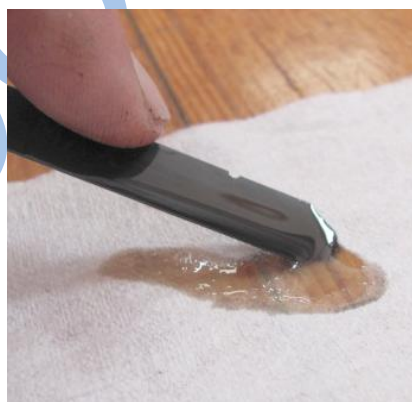
Bilge



engine oil



engine coolant



gear fluid

Engine controls : The lower helm is comprised of wheel steering, single function levers to cables is secure and free moving. Engine ignition panel includes oil pressure gauge, temperature gauge, tachometer, volt meter and fuel gauges. The upper helm is fitted with steering, ignition and throttle/shift controls only. Gauges are clear and secure.

Cooling system : Heat exchanger with raw water exhaust cooling. With no signs of leakage.

Exhaust system : Cast manifold to stainless steel waterlift type muffler with type approved exhaust hose.

Ventilation : Passive ventilation appears adequate.



Lower helm



Engine from port



Engine from top front



Engine from starboard

Engine mfg. : Lehman
Engine model : SP90
Engine type : Naturally aspirated
Engine serial No. : [REDACTED]
Horse power : 90
Engine hours : 2038.59 per meter
Gear mfg. : Borg Warner
Gear mod. No. : 5C . 1701
Gear Ser. No. : [REDACTED]
Gear ratio : 2.1 : 1



Oil on port side of gear reduction

FUEL SYSTEM

Tanks :

One steel tank is outboard on each side of the lazarette and both are mounted directly on wet plywood decks with an aluminum water tank in between. Wooden blocks directly on top of the tank are supporting the deck structure overhead. There is significant corrosion on the top of both tanks and severe corrosion on the bottom surface along the accessible aft 4". It is also likely that both tanks may be in direct contact with the aluminum water tank where galvanic corrosion should be expected. **See comment (6).**



Corrosion peeled from top of port tank



Deck support on fuel tank



Corrosion from top of starboard tank



Accessible 4" of underside of port tank



Steel and aluminum tanks likely in contact with each other



- Fuel lines(s) :** None of the fuel hoses are type approved. Fuel fill hoses are single clamped and the starboard fuel fill hose is exceedingly soft. **See comment (7).**
- Fuel filters :** Opaque metal cartridge type appears secure. **See comment (8).**
- Ground :** Ground grounding conductors from the fuel fill fittings to fuel tanks to engine are not fitted. **See comment (9).**
- Ventilation :** Fuel tank is vented overboard through vent fitting with flame suppression screen as required.
- Anti-siphon :** None sighted.
- Shut-off valves :** At tanks
- Fuel overflow :** Overflow from filling will run overboard as required.

OTHER FUELS

A galley stove is propane fueled and supplied from an expired propane bottle stored in a side loading, dedicated locker without direct overboard drainage or pressure gauge as required. The locker also contains a non-ignition protected engine ignition relay. The propane stove is not fitted with flame failure devices (thermocouples) and the fuel supply line is not accessible for inspection. **See comment (10).**



Side loading propane locker

GENERATOR

None fitted.

GROUND TACKLE

Windlass : n/a

Anchors : One approximately 13lb. Danforth type.

Rode : Undetermined lengths of 5/8" triple strand Nylon and 5/16" chain leader appear adequate.

NAVIGATION EQUIPMENT

Navigation lights : All in place as required by Collision Regulations but port, starboard, stern and anchor lights did not power up.
See comment (11).

Compass : Ritchie 4" fluid damped type is clear and responsive to magnetic influence but low on damping fluid.
See comment (12).

Radar : None fitted.

Radar reflector : None sighted. **See comment (13).**

Chart plotter : None fitted.

GPS : None fitted.

Depth sounder : Raytheon D600. LCD display is damaged.
See comment (14).

Sound signal : 12VDC unit.

Knot log : None fitted.

Marine radios : Uniden President LTD 715 VHF did power up.

Autopilot : Autohelm ST6000 did function properly

Wipers : Two wipers are fitted and both blades are in poor condition. **See comment (15).**

Spotlight : None fitted.

Wind : No wind instruments fitted.



AC ELECTRICAL SYSTEM

Shore power - 120VAC/30amp

Ignition Protection : Not required in diesel fuel or engine compartments

AC panel : Original equipment type panel with single pole main breaker, volt meter and accessory breakers in good visual order but sharing a panel with the DC system without AC/DC separation and without a polarity indicator. **See comment (16a & b).**

AC/DC Bond : The AC and DC system grounds are not bonded as required. **See comment (17).**

Neutral/ground : As required, AC neutral and grounding conductors are not bonded on the vessel.

Conductors : Stranded copper conductors where accessible but not marked as 600V as required. **See comment (18).**

G.F.C.I. : One G.F.C.I. is fitted in the water heater compartment but no others were sighted. The outlets in the head /shower compartment and at the galley are not protected. **See comment (19).**

Other Outlets : All secure but not tested

Inverter : n/a

Battery charger : ProNautic 15 amp unit.



Shared DC & AC panel

DC ELECTRICAL SYSTEM

Ships power - 12VDC

Ignition Protection : Not required in diesel fuel or engine compartments.

Conductors : Stranded copper where accessible.

Alternator : One 70amp, 12VDC unit.

Battery switches : One readily accessible 3-way unit at panel.

Batteries : Two sealed 12VDC, 140amp/hr, one is in an FRP box with lid and one is not in a box, has no means of securement, no positive terminal protection and the house battery has no fuse protection. **See comment (20).**



Battery charger



No box, no fuse, no terminal protection



CORROSION PROTECTION

- Anodes :** Two anodes on the rudder show no continuity with the rudder or propeller shaft.
See comment (21).
- Bonding :** The underwater metal components are bonded.
- Current impressor :** None sighted.
- Transformer :** No isolation transformer sighted.
- Galvanic isolator :** No galvanic isolator sighted.

SEA CONNECTIONS

There were two below the waterline and seven near waterline through hull fittings located on this vessel.

1. Near waterline. Bilge outlet Metal lever activated ball valve, double clamped and free moving.
2. Near waterline. Bilge outlet. Metal lever activated ball valve, double clamped and free moving.
3. Near waterline. Galley drain. Metal lever activated ball valve, double clamped and free moving.
4. Near waterline. Vanity drain. Metal lever activated ball valve, double clamped and free moving.
5. Near waterline. Bilge outlet. Metal lever activated ball valve, double clamped and free moving.
6. Near waterline. Purpose not determined. Metal lever activated ball valve, double clamped and free moving.
7. Below waterline. Head intake, Metal lever activated ball valve, double clamped and free moving.
8. Below waterline. Engine intake. Metal lever activated ball valve, double clamped and free moving.

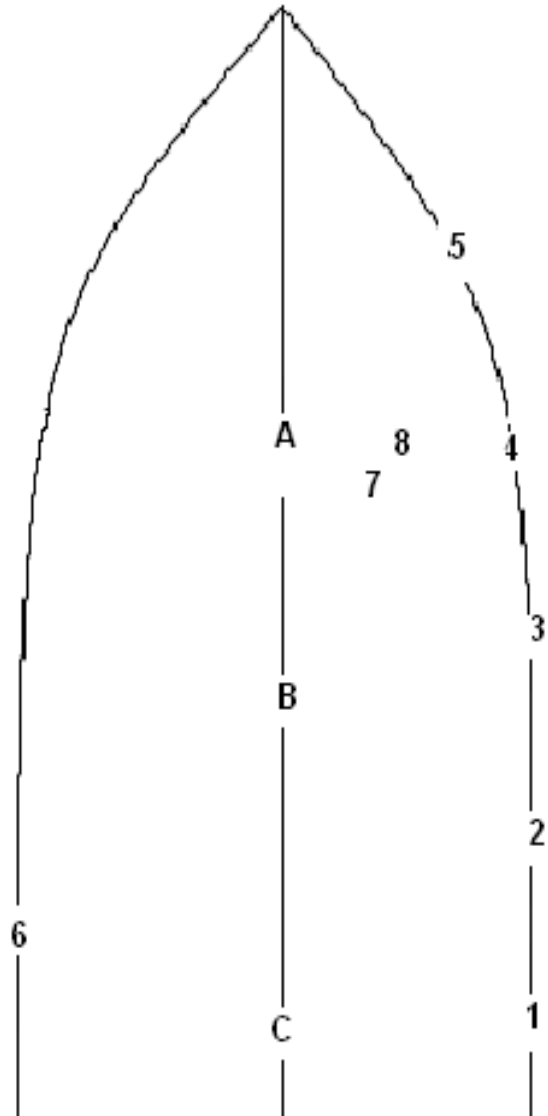
BILGE PUMPS

No manual and three electric bilge pumps were located.

- A.** 12VDC bilge pump.
- B.** Manual bilge pump pickup.

HIGH WATER BILGE ALARM

None fitted. **See comment (22).**



INTERIOR

The interior headliners, sole panels, and cabinetry are in sound and secure condition. Upholstery is in good order. Many finishing panels show water stains and there are some moist, soft corners of these panels. As these are cosmetic issues, no further comment is offered.

Cabin layout : From the aft deck one enters the saloon/galley with dinette then move forward and up to the pilot house with bench seat at the helm station and down to the head/shower compartment to starboard with hanging locker opposite and forward, a conventional V-berth cabin.

Air conditioning : n/a

Heating system : n/a

Vacuum system : n/a

Entertainment : n/a



Stb. pilot house



Port pilot house

GALLEY

All fixtures and fittings are sound, secure and in good condition.

Refrigeration : Self contained 12VDC, air cooled unit.

Potable water : 12 VDC pressure system supplied from an aluminum tank mounted directly on a plywood deck and may be in contact with the steel fuel tanks. **See comment (23).**

Water heater : 6US gallon 120VAC/heat exchanger unit mounted directly on a deck without airspace underneath or hose on the pressure relief valve and showing corrosion around the bottom edges. **See comment (24).**

Stove : Magic Chef 3--burner propane unit with oven.

Other : n/a

SANITATION

There is a strong odor of waste from under the vanity and the waste hose is degraded and not of a sanitary grade type. **See comment (25).**

Heads : One manual marine head.

Shower : Integral to head compartment.

Black water : One FRP black water tank is located in the engine compartment and connected to a deck pumpout fitting as required.

SAFETY EQUIPMENT

Safety equipment that is not integral to the vessel or permanently installed has not been inventoried or inspected by the surveyor. Local Provincial, State and/or Federal authorities should be consulted.

Gasoline Fume detector : No gasoline aboard.

Carbon monoxide detector : None sighted. **See comment (26).**

Propane Fume detector : None sighted. **See comment (27).**

Smoke detector : None sighted. **See comment (28).**

Fixed fire fighting system : No fixed system in the engine compartment. **See comment (29).**

Re-boarding ladder : None sighted. **See comment (30).**

Emergency tiller : None sighted.

USCG RECALLS

A search of the "USCG Recall Notice" database revealed no issues with this model.



Degraded waste hose



BoatUS® TECHNICAL EXCHANGE NOTICES

A search of the BoatUS® "Technical Exchange" database revealed no issues with this model

BoatUS® CONSUMER COMPLAINT DATABASE

A search of the BoatUS® "Consumer Protection" database revealed no issues with this model.

MANDATORY STANDARDS USED

Canada Shipping Act (CSA2001) and all regulations under the Act including "Small Vessel Regulations, "Construction Standards for Small Vessels" – TP1332E and "International Regulations for Preventing Collisions at Sea, 1972 with Canadian Modifications" are mandatory.

TP1332E is mandatory to the date of manufacture and states "existing pleasure craft shall comply with this standard insofar as it is reasonable and practicable to do so". TP1332E frequently refers to and is in the process of being harmonized with ABYC® Standards.

American Boat and Yacht Council® TP1332E authorizes the use of E-10 Storage Batteries and E-11 AC & DC Electrical Systems as alternative approved standards and I have chosen this option.

US Code of Federal Regulations – For vessels to be USCG Documented or state registered, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.

VOLUNTARY STANDARDS USED

American Boat and Yacht Council® – ABYC® "Standards and Technical Information Reports for Small Craft" are generally voluntary (E-10 & E-11 excepted) and accepted throughout the marine pleasure craft industry as "the" standard.

National Fire Protection Association - NFPA302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" are generally a voluntary with some of its standards mandated by TP1332E.

US Code of Federal Regulations – For vessels to being exported to the United States of America, United States Code of Federal Regulations Title 33 and 46 requirements will be applied.

Note : The vessel is surveyed as found. Loose gear and accessories are neither inventoried nor inspected. Appropriate authorities should be consulted as to required safety gear to be carried for this size and type of vessel.

COMMENTS

Comments based on a specific authority are cited as such. Other comments are based on the opinion of the surveyor as being of "good marine practice". Standards used are the latest editions and may not have been in place when this vessel was built.

A : Issues in need of immediate attention.

- 5a. Oil on the gear reduction unit appears to be coming from the bottom of the oil filter or filter housing. Additional oil was visibly leaking during the sea trial. This may be simply a poor gasket seal or oil hose union. It should be repaired prior to any voyage.
6. TP1332E and ABYC "Diesel Fuel Systems" Standard H-33 require a minimum $\frac{1}{4}$ " air space be provided (when tank is full) between the tank and mounting surface and that the mounting surface be self draining in order to inhibit corrosion.
- H-33 also prohibits the use of the tanks as a means of support for decks unless they are specifically designed to do so. These wooden blocks do not appear part of any design.
- H-33 also requires metallic fuel tanks be installed so that water will drain from the top surface of the tanks and that metallic tanks be insulated from any other metal to avoid galvanic corrosion.
- These tanks may be in contact with the aluminum water tank and if not in direct contact their corrosion by products most certainly are, making both metals susceptible to galvanic corrosion.
- The corrosion on these tanks is severe where accessible and likely more severe on the inaccessible surfaces in contact with the wet plywood decks. Integrity of these tanks is suspect.
8. Given the grey smoke produced from the engine at sea trial and the surveyors' personal knowledge of the very little use of this vessel over the last 15 years. It is very likely that the fuel is very old. The fuel also may be contaminated with corrosion byproducts from the tanks and degraded hoses. Fuel samples should be drawn from the tanks for analysis. The fuel filter is an opaque metal canister type and it is advised that a clear bowl type be installed to monitor fuel condition.
10. NFPA-302 and ABYC "Marine Liquefied Petroleum Gas (LPG) Systems" Standard A-1 require that propane fuel bottles be stored securely in a dedicated, top loading locker with gasketed lid and direct overboard drainage with a minimum $\frac{1}{2}$ " inside diameter from the bottom of that locker and that the system be fitted with a pressure gauge. These same standards also require all appliances be fitted with flame failure devices (thermocouples). The propane tank certification has expired and the tank should be replaced.
11. Repair all navigation lights as required.
- 16a. Transport Canada "Constructions Standards For Small Vessels", TP1332E requires conformance with ABYC "AC and DC Electrical Systems On Boats" Standard E-11 which in part requires that AC panels be fitted with a double pole main circuit breaker or a single pole breaker and polarity indicator.
20. ABYC "Storage Batteries" Standard E-10 and TP1332E require in part that batteries not move more than one inch in any direction, be contained in boxes or trays resistant to electrolyte, that positive terminals be protected by dielectric material and requires positive conductors be fused within 7" of the battery or 40" if the conductor is fully enclosed with the exception of the conductor running to the engine starter motor.

B : Issues that may enhance safety and or value of vessel.

3. The high moisture and dull checking on the underside of the decks and lazarette hatch pose no threat to the vessel or crew but do have a negative effect on value due to the high cost of repair.
4. The areas of high moisture on the deck house and pilot house pose no threat to vessel or crew as they are serviceably sound. . Re-bedding all fasteners and fittings may help extend the life of the core.
7. ABYC "Diesel Fuel Systems" Standard H-33 and TP1332 require that diesel fuel hose be marked as USCG type A or SAE J1527 and all fuel fill hose connections be double clamped. Replacement of all fuel hoses is advised.
9. Transport Canada TP1331E "Construction Standards For Small Vessels" and ABYC "Diesel Fuel Systems" Standard H-33 require that each metal or metallic plated component of the fuel fill system, fuel tank and must be grounded so that its resistance is less than 1ohm.
14. Repair or replace depth sounder as required.
15. Replace wiper blades.
- 16b. Transport Canada "Constructions Standards For Small Vessels", TP1332E requires AC and DC distribution systems not share the same panel board and if both systems share a common enclosure must have a means of clearly separating the two systems with a dielectric barrier.

ABYC "AC and DC Electrical Systems on Boats", Standard E-11 permits AC and DC to share the same panel but requires that access to energized parts of the AC side need further use of tools.
17. Transport Canada "Constructions Standards For Small Vessels", TP1332E and ABYC "AC and DC Electrical Systems On Boats" Standard E-11 which require that AC and DC grounds be bonded.
19. ABYC "AC and DC Electrical Systems On Boats" Standard E-11 requires the first outlet in all circuits be fitted with a G.F.C.I. . NFPA 302 8-11.1states "A GFCI shall be permitted to be used on any single phase ac circuit and shall be used for all receptacles in a head, galley, or machinery space or on a weather deck".
23. This aluminum water tank sitting on a wet plywood deck is prone to pitting corrosion and likely galvanic corrosion due to its contact with oxides from the fuel tanks. Integrity of the tank is suspect.
26. ABYC "Carbon Monoxide Detection Systems" Standard A-24 and NFPA 302 require the installation of carbon monoxide detectors.
27. ABYC "Gasoline & Propane Detection Devices" Standard A-14 requires in part the installation of a propane fume detector where such powered appliances are in use.
28. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector.
29. ABYC "Fire fighting Equipment" Standard A-4 and NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" require either an automatic extinguishing system in the engine compartment or a provision (fire port) for discharging a fire extinguisher directly into the engine compartment without opening the primary hatch.
30. Transport Canada "Equipment Requirements For Pleasure Craft" Regulations require this vessel to carry a re-boarding device (ladder). ABYC Standard H-41 "Reboarding Means, Ladders Handholds, Rails and Lifelines" requires ladders to be deployable by the person in the water unassisted.

C : Offered for information or suggested as maintenance or upgrades.

1. Repair and re-finish wooden rub rail as required.
2. The hairline fractures in the gelcoat on keel and bottom are cosmetic issues and may be addressed if desired. The high moisture levels measured on the bottom exterior are likely due to a high capacitance paint under the VC17 anti-fouling paint as interior measurements showed low moisture levels.
- 5b. The Canada Shipping Act, NY State and US Federal Environmental Acts prohibit the discharge of petroleum products. These bilges should be made free of pollutants to avoid bilge pumps pumping them overboard.
12. Replenish compass damping fluid.
13. Canadian Coast Guard "Collision Regulations" require a vessel of less than 20 meters or constructed of non-metallic materials to be equipped with a passive radar reflector if the vessel will operate in an area where radar navigation is in use, after sundown or in unfavourable environmental conditions.
18. Transport Canada "Constructions Standards For Small Vessels", TP1332E and ABYC "AC and DC Electrical Systems On Boats" Standard E-11 requires in part that conductors be identified as having a minimum voltage rating of 600volts.
21. There should be less than 1ohms resistance between any anode and the metal to which it is secured.
22. Water heaters can be expected to have a significantly shortened life due to corrosion if no air space is provided underneath and no hose leading to the bilge is connected to the pressure relief valve such as this installation.
25. Replace waste hose with sanitary grade material.

VALUATION

Valuation is primarily determined through www.soldboats.com but may also be derived from consultation with knowledgeable boat brokers, personal experience, current listings and available pricing sources such as Boat For Sale Value Guide, Computer Boat Value Guide and N.A.D.A. Marine Appraisal Guide or the BUC Value Guide. Boat values vary considerably due to local market demands and significant premiums may be paid for fresh water vessels in exceptional condition. Currency conversion is done on date of survey using www.xe.com Universal Currency Converter. Valuation does not include taxes.

www.yachtworld.com Currently lists three other such models for sale asking from \$59,900 to \$79,500 and all have radar, windlass and have had teak decks removed.

NADA Appraisal Guide None listed for Sundowner or Regency

www.soldboats.com Listed below are the sales data for all such models sold through yachtworld.com in North America since January 2010.

Length	Boats	Year	Listed Can\$	Sold Can\$	Location	YachtWorld Memb
30'	Sundowner 30...	1984	70,886 (09/12)	66,776 (10/12)	WA, USA	Marine Servi...
30'	Sundowner Pi...	1982	81,672 (08/09)	65,646 (10/09)	WA, USA	Giq Harbor Y...
30'	Sundowner Pi...	1984	59,071 (02/10)	56,503 (03/10)	WA, USA	North Harbor...
30'	Sundowner Pi...	1983	61,640 (05/11)	43,148 (01/12)	FL, USA	Ross Yacht S...
30'	Sundowner Pi...	1982	56,498 (01/10)	51,366 (02/10)	ID, USA	
30'	Sundowner Tug	1984	54,962 (01/10)	41,093 (03/10)	FL, USA	Bayside Yach...
30'	Sundowner Tug	1983	66,776 (03/11)	66,776 (06/11)	WA, USA	Anacortes Ya...
30'	Sundowner Tu...	1984	61,126 (03/08)	54,448 (09/10)	WA, USA	Wolfe Marine...
30'	Sundowner Tug	1983	75,919 (06/10)	69,345 (12/10)	WA, USA	SEA Marine
30'	Sundowner Tug	1983	48,182 (08/09)	41,093 (06/12)	NY, USA	Northside Ma...

The assigned value assumes that components, systems or equipment not inspected during the survey are in serviceable condition commensurate with age.

Note : Vessel is in below average condition relative to age and type with little "extra" equipment and older electronics. Valuation presumes that fuel tanks are sound. The cost of replacement if unsound should be deducted from this valuation.

This valuation opinion is intended for insurance and financing purposes only and is not intended to influence the purchase or purchase price of the subject vessel. The surveyor has no interest in the vessel financial or otherwise. It is the opinion of the surveyor that current fair market value of this vessel is

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Prepared without prejudice



Captain Wallace Gouk AMS®
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Transport Canada Licensed Master
ABYC® Certified Technician #10952
BoatUS® Approved Surveyor