



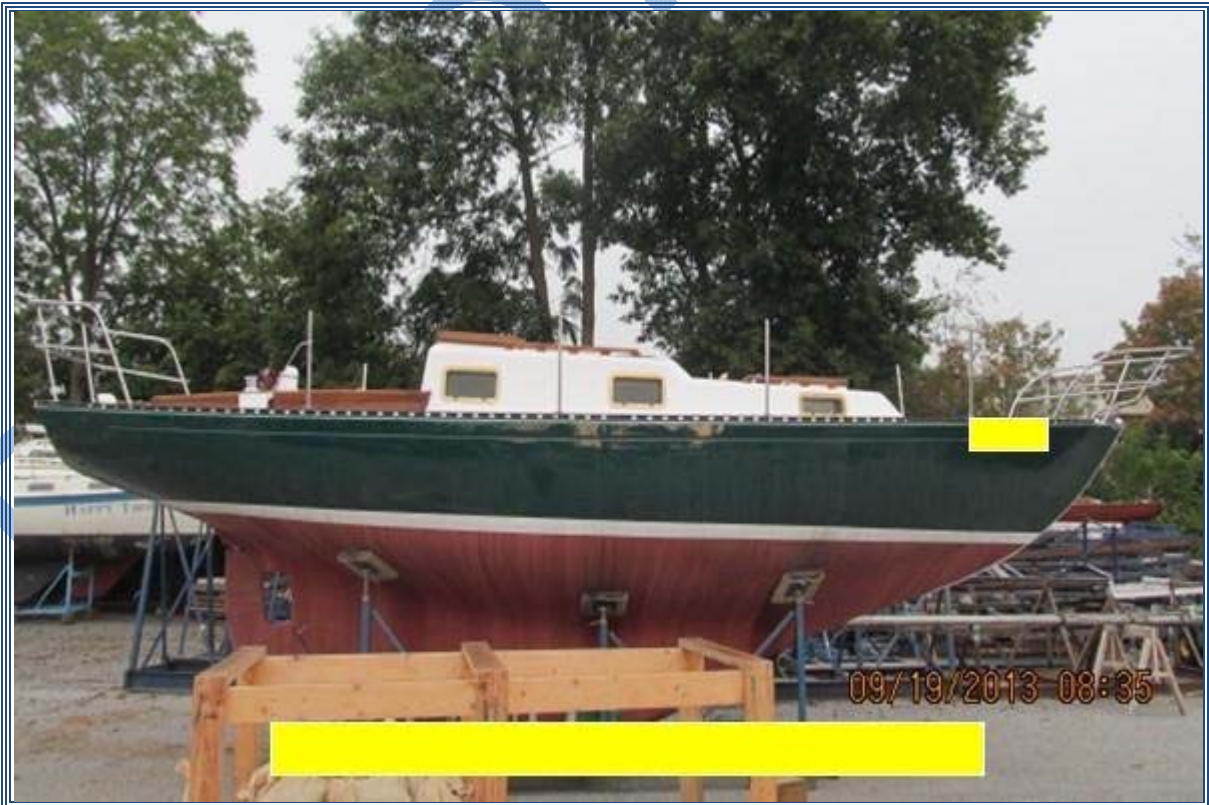
- SAMS® Accredited Marine Surveyor
- ABYC® Standards Certified
- Transport Canada Licensed Captain
- Transport Canada Appointed Tonnage Surveyor
- BoatUS® Approved Surveyor



Lakeshore RPO 39513
Mississauga, ON. L5G 4S6
416-526-3845 www.pcmarinesurveys.com

Marine Survey Report

Report Number : 2013S/2919
Date of Inspection : September 19, 2013
Commissioned by : [REDACTED] for insurance purposes
Address : [REDACTED]
e-mail : [REDACTED]
Phone : [REDACTED]



GENERAL

Make of Vessel : Whitby Boat Works, Alberg 30
Name of Vessel : [REDACTED]
Model year : 1979 per HIN/MIC on bill of sale
Date of mfg. : July 1976 per HIN/MIC on bill of sale. Note discrepancy between build and model year dates
License Number : [REDACTED]
HIN/MIC : FL [REDACTED] 79 Florida state issued HIN per bill of sale

No HIN/MIC to photograph

TRANSPORT CANADA REGISTRY DATA

Register No. : n/a **Registry expires :** n/a

PUBLISHED SPECIFICATIONS

Weights and dimensions are taken from common publications. If any are in question, actual measurements should be taken by the concerned party.

L.O.A. : 30' 3" **Beam :** 8' 9"
Draught : 4' 3" **Ballast :** 3300lbs.
Displacement : 9000lbs. **Vessel type:** Monohull sloop

SURVEY SITE

The vessel was inspected ashore in a six pad, steel frame cradle at [REDACTED], Oakville, Ontario. Weather was clear and dry with a temperature of 19°C. The client did attend.

GENERAL DESCRIPTION

This vessel full ballast keel, mono-hull sloop was manufactured by the Whitby Boatworks Company of Whitby, Ontario and powered by a gasoline fueled engine. She has an aft cockpit, stepped trunk, sleeping quarters for four crew, galley and enclosed head. Ontario license numbers are at both bows.

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 two piece female mold. Decks and superstructure are of FRP cored sandwich construction while the hull is uncured. The hull and deck shells are supported by plywood bulkheads FRP to hull, shelves and deckhead.
- Structural changes :** None sighted.
- Topsides :** Topsides are painted and check sound with moisture levels in the low range. Two small patches on the starboard side are cosmetic repairs not yet finished.
- Transom :** The transom is fair and checks sound with moisture levels in the low range.
- Bottom :** The bottom is fair but for a 2'sq' patch on the port side of the keel. Multiple coats of soft sloughing type anti-fouling paint are dry and flaking. **See comment (1).**
- Cockpit :** The cockpit deck checks sound. Moisture levels not measured due to a heavy coating of dew.
- Decks / trunk :** Moisture levels were not measured due to a heavy coating of dew. All surfaces check sound but for slightly dull checking around the lower starboard aft shroud chainplate and around the water fill fitting. There is an open 1 ½" hole on the fore deck. **See comment (2)**
- Hull/deck joint :** The inward flange type joint is secured with stainless steel fasteners through the aluminum extruded toe rail. There is no sign of separation or working of the joint although there are five missing throughbolts. **See comment (3).**
- Bulkheads/frames :** All bonding appears secure where accessible with no sign of fracture or separation and all bulkheads and frames appear sound.
- Chainplate mounts :** The stem in the area of the forestay chainplate, the transom knee, bulkheads and encapsulated knees where shrouds and backstay are attached are secure and sound.
- Engine beds :** FRP beds bonded to the hull check sound and appear secure.
- Keel / hull joint :** The joint is integral to the hull moulding and is sound.
- Mast compression :** Mast compression is supported via a reinforced deckhead member and the aft v-berth area bulkhead. There have been repairs at both ends of the member/trunk joint nut the structure appears sound.
- Keel :** The ballasted keel is integral to the hull moulding and shows no evidence of grounding damage.



COCKPIT EQUIPMENT

Wooden washboards, sliding wooden companionway hatch, two wooden locker hatches and wooden coamings appear newer and are in good condition. A steering pedestal with compass binnacle is secure and in good order.



DECK / TRUNK EQUIPMENT

Stainless steel bow rail and stern rails are secure as are the stanchions which are set for double lifeline (not fitted). A cast stemhead plate with single anchor roller is followed by a rode pipe and two mooring cleats. No stern cleats are fitted. On the trunk are a wooden escape hatch, six bronze ports, a bronze cowl vent and wooden grab rails all of which are secure and in good order.



STERN EQUIPMENT

There are no fittings on the transom.

SPARS / RIGGING

Standing rigging is inspected from deck level only, if the mast is stepped. Periodic inspections of all rigging and connections by a qualified rigger are advised. All chainplates should be removed and inspected for evidence of metal fatigue and/or corrosion if the vessel is more than ten years old.

Sails : Proper inspection sails requires them to be laid out on a clean dry surface. The surveyor will inspect sails only if they are laid out for him. The sails were not laid out for inspection.

Mast(s) : Mast was inspected whilst resting on saw horses at the same site. The anodized aluminum extruded mast with external stainless steel track is fitted with a single pair of fastened foil spreader bases, no foils were sighted. Colouring and surface wear suggest mast is original. The extrusion is fair with all fittings secure.

Boom(s) : Not sighted.



- Headsail furler :** Harken MkIII furling unit is secure and free moving.
- Running rigging :** Not inspected other than headsail sheet which is coated with moss. **See comment (4).**
- Winches :** Two Barlow #22 winches at the cockpit coamings are secure and in good order. A mainsheet halyard winch on the mast is seized. **See comment (5).**
- Traveler/tracks :** n/a
- Blocks/Clutches :** All secure.
- Standing rigging :** All standing rigging is of stainless steel 1X19 wire with widespread yellow staining and dull colouration suggesting wire may be original. Terminals are a mixture of Nicropress and mechanical type. **See comment (6).**

RUNNING GEAR

- Steering :** Wheel steering is secure and responsive.
- Rudders :** A gudgeon/pintle mounted encapsulated unit checks sound with moisture levels from low to high with dull checking at the lower port corner and upper forward, starboard corner. **See comment (7)**



- Propeller :** One 11RH7, 2-blade bronze unit was stored onboard.
- Shafting :** A stainless steel shaft is supported through a bronze log with cutless bearing. The stuffing box appears sound and the bearing snug. A rubber gasket under the log has “wings” which will block the flow of water into the log. A water injected “dripless” type stuffing box appears in good order. **See comment (8).**



AUXILIARY ENGINE & COMPARTMENT

The engine and compartment are in serviceably clean and orderly condition.

- Engine mounts :** Originally designed as rigid mounts, sheet rubber bushings have been added underneath. Mounting bolts appear undersized and of “hardware store” quality. **See comment (9).**

Engine controls : Single function throttle/shift levers to cables are secure and free moving. Engine ignition panel includes an hour meter, temperature gauge, fuel gauge and volt meter and all appear as new.



Cooling system : Raw water cooling.

Exhaust system : Using automotive grade materials and rigid fittings a pipe is fastened to the exhaust manifold and to a rigidly mounted muffler. Some 6' away at the stern, cooling water is injected via galvanized pipe fittings which are connected to the throughhull with overly flexible (and buckled) non-approved type hose. **See comment (10).**



Buckled exhaust hose at throughhull

Ventilation : One 12VDC blower is provided. Intake is passive and both ducts exit the vessel through vinyl cowls on the aft deck.

Drip pans : Integral to engine bed.



Rigid mount automotive muffler

Engine : One

Manufacturer : Universal. Engine appears older than the vessel and model may be Atomic4 or Atomic Stevedore.

Gas/Diesel : Gasoline

Type : Naturally aspirated with a downdraft type carburetor.

Size : Four cylinder

H.P : 18 (Atomic Stevedore), or 30 (Atomic4)

Serial No. : None sighted.

Engine hours : Not known

FUEL SYSTEM

Fuel lines(s) : Appear secure and sound. Fill hose not accessible to determine type.

Fuel filters : Metal cartridge type is secure.

Tanks : One polyethylene tank in port cockpit locker with no visible identification.

Ground : Not required with plastic tank.

Ventilation : Fuel tank is vented overboard through vent fitting with flame suppression screen as required.

Anti-siphon : None sighted. **See comment (11).**

Shut-off valves : In fuel supply line near tank.

Fuel overflow : Overflow from filling will run overboard as required.

NAVIGATION EQUIPMENT

Navigation lights : Bow lights in place, A bayonet fitting for a stern light is present but no light fitted. Neither anchor nor steaming lights are fitted on the mast.
See comment (12).

Compass : Gemini 5" fluid damped type is responsive to magnetic influence but with a small air bubble.
See comment (13).

Radar : n/a

Radar reflector : None sighted. **See comment (14).**

Chart plotter : n/a

GPS : n/a

Knot log : Impulse XT unit.



Depth sounder : Impulse XT unit.

Sound signal : None sighted. **See comment (15).**

Marine radios : Standard Horizon Explorer DSC VHF

Autopilot : n/a

Wind instruments : n/a



GROUND TACKLE

Windlass : n/a

Anchors : None sighted.

Rode : None sighted.



AC ELECTRICAL SYSTEM

Shore power - 120VAC/30amp

Ignition Protection : A battery charger in the fuel compartment is not certified as ignition protected. **See comment (16).**

AC panel : Aftermarket panel with double pole main breaker and polarity indicator as require

AC/DC Bond : The AC and DC system grounds are bonded as required.

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

Conductors : Not accessible for inspection.

G.F.C.I. : One, as required.

Inverter : None fitted.

Battery charger : ProNautic 12-40P



AC panel

DC ELECTRICAL SYSTEM

Ships power - 12VDC

Ignition Protection : No DC non-ignition protected equipment was sighted in the fuel or engine compartments.

DC panel : Newer circuit breaker panel is secure and in good order but open to the weather. **See comment (17).**

Conductors : Stranded copper where accessible.

Alternator : Appears to be a dynamo of unknown output.

Battery switch : One readily accessible 3-way unit.

Batteries : Two group 24, 12VDC wet cells adequately secured in plastic boxes with lids.



CORROSION PROTECTION

- Anodes :** No anodes are fitted. **See comment (18).**
- Bonding :** The underwater metal components are not bonded. **See comment (18).**
- Current impressor :** None fitted
- Transformer :** No isolation transformer sighted.
- Galvanic isolator :** No galvanic isolator sighted.



DC panel

LIGHTNING PROTECTION

No lightning protection is fitted.

INTERIOR

The interior headliners, sole panels and cabinetry are in clean, sound and secure condition with all woodwork refinished. The bilge sump has been covered with fixed plywood panels but appears clean and dry.

Cabin layout : From the companionway one steps over the galley to the saloon with port/starboard settee/berths followed by the head compartment to port with hanging locker opposite and a conventional V-berth forward.



Heating system: n/a

Air conditioning : n/a

Lighting : 12VDC

Vacuum system: n/a

Entertainment : n/a



Saloon bilge

GALLEY

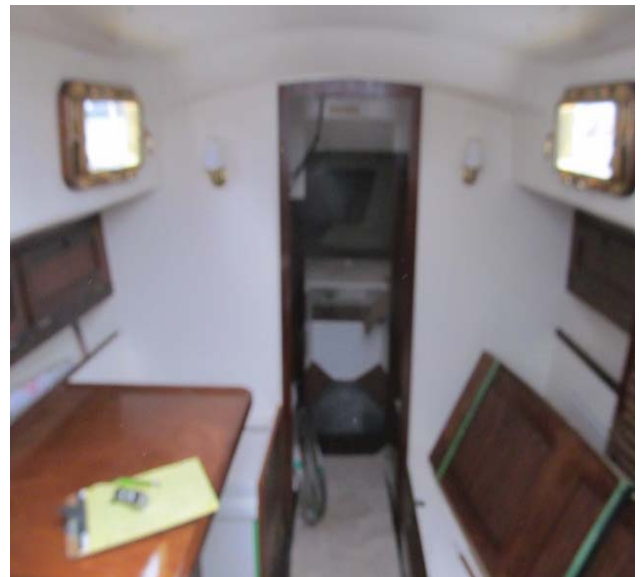
Refrigeration : Icebox only.

Potable water : 12VDC and manual pressure system from a polyethylene storage tank.

Water heater : n/a

Stove : n/a

Other appliances : n/a



SANITATION

- Heads :** One manual marine head.
- Shower :** n/a
- Black water :** Integral FRP tank with metal top plate in the saloon bilge and fitted with a deck pump out 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. The Transport Canada "Safe Boating Guide" should be consulted.

- Gasoline Fume detector :** None sighted. **See comment (19).**
- Carbon monoxide detector :** None sighted. **See comment (20).**
- Propane Fume detector :** No fixed propane system aboard.
- Smoke detector :** None sighted. **See comment (21).**
- Fixed fire fighting system :** None sighted. **See comment (22).**
- Re-boarding ladder :** None sighted. **See comment (23).**
- Emergency tiller :** Rudder stock is exposed for this purpose but no tiller sighted. **See comment (24).**



TP1332E COMPLIANCE MARKINGS

Transport Canada requires the following labels or placards be fitted in visible locations. *Safety Notice Compliance, Blower operation, fuel tank, Oil Disposal and Garbage Disposal* **See comment (25).**

USCG RECALLS

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

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.

SEA CONNECTIONS

There were eight below the waterline through hull fittings located on this vessel.

1. Scupper. Metal lever activated valve, single clamped and seized.
2. Scupper. Metal lever activated valve, single clamped and free moving.
3. Galley sink drain. Metal lever activated valve, single clamped and free moving.
4. Unused lever activated valve securely capped.
5. Threaded metal keel sump drain plug.
6. Engine intake. Metal lever activated valve, single clamped and free moving.
7. Head intake. Metal lever activated valve, single clamped and free moving.
8. Unused lever activated valve securely capped.

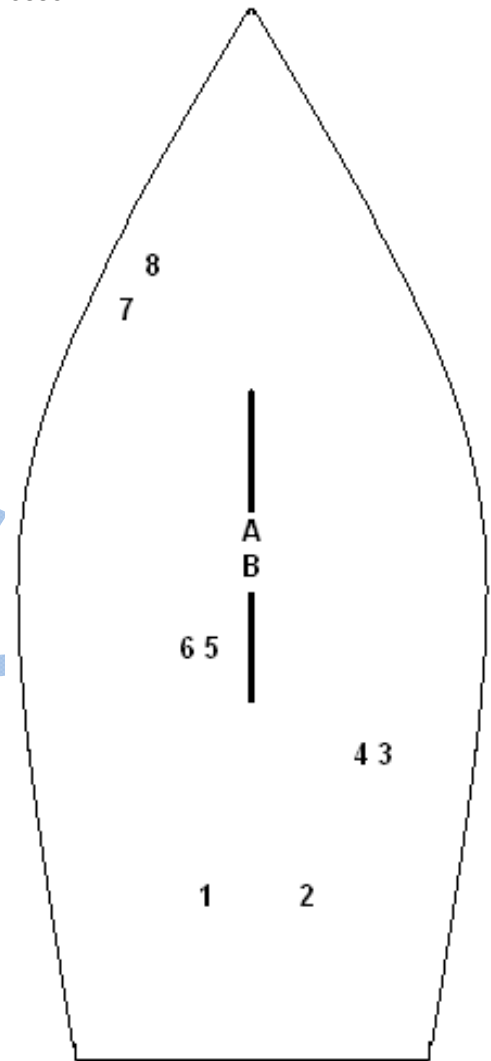
See comment (26).

BILGE PUMPS

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

HIGH WATER ALARM

None sighted. See comment (27).



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 be 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".

A : Issues in need of immediate attention.

10. These rigid engine/exhaust pipe/muffler connections will degrade rapidly from vibration and excessive heat. Water should be injected through an elbow at the engine and not at the exhaust outlet some 6' away, this will lead to unsafe and extreme overheating. The soft rubber hose at the outlet is not approved for exhaust use. A complete revision of this exhaust system by a qualified marine mechanic is strongly recommended.
16. This battery charger must not be installed in a compartment containing gasoline. Transport Canada TP1332E requires that all electrical equipment in a compartment containing gasoline must be certified by a product certification body or a testing laboratory as being in accordance with *SAE J1171 External Ignition Protection of Marine Electrical Devices* and/or *UL1500 Ignition Protection Test for Marine Products*.

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

2. Re-bedding the starboard aft shroud chainplate and the water fill fitting will help extend the life of the core and structure below decks.
3. Replace the five missing toe rail bolts.
4. Wash and re-inspect running rigging.
5. Repair halyard winch as required.
6. Serious consideration should be given to replacing all standing rigging based on age alone.
8. Cut the "wings" off the shaft log gasket to allow from flow of water.
9. Check engine specifications and ensure that mounting bolts are strong enough for the task.
11. ABYC "Gasoline Fuel Systems" H-24 requires that fuel lines that may fall below the level of the fuel pickup tube, if broken or separated must be fitted with an anti-siphon device at the tank fitting.
12. Masthead steaming light and anchor light to be fitted.
17. Ensure DC panel is rated for exterior use.
19. ABYC "Gasoline & Propane Detection Devices" Standard A-14 requires in part the installation of a gasoline fume detector in the engine compartment.
20. ABYC "Carbon Monoxide Detection Systems" Standard A-24 and NFPA 302 require the installation of carbon monoxide detectors.
21. NFPA 302 "Fire Protection Standard for Pleasure and Commercial Motor Craft" requires the installation of a smoke detector.
22. 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.

23. 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.
26. Make seacock #5 free moving.

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

1. Fair, seal and paint patch above the bilge drain. Prepare and re-paint anti-fouling.
7. The rudder is serviceably sound but should be monitored and repaired if the dull checking areas spread.
13. Re-fill compass dome.
14. 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.
15. Collision Regulations require this vessel to carry a sound signaling device capable of being heard at a range on one half nautical mile.
18. Monitor below the waterline metals for corrosion and install bonding system and anodes as required.
24. Locate emergency tiller.
25. TP1332E requires that this vessel be fitted with a *Safety Compliance, Fuel Tank, Blower Instruction, Garbage Disposal* and *Petroleum Discharge* label. Information on these labeling requirements can be found at <http://www.tc.gc.ca/marinesafety/tp/TP1332/menu.htm>
27. Installation of a bilge high water alarm is advised.

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.

NADA Marine Appraisal Guide None listed.

Yachtworld.com Lists three such vessels asking from \$14,900 - \$15,334

www.soldboats.com Listed below are all such models of various vintages sold through yachtworld.com in North America since January 2010.

SOLD WITH GASOLINE ENGINES

<u>Length</u>	<u>Boats</u>	<u>Year</u>	<u>Listed Can\$</u>	<u>Sold Can\$</u>	<u>Location</u>	<u>YachtWorld Membe</u>
 30' Alberg		1974	11,900 (08/10)	11,000 (05/11)	ON, Can	Westwind Yac...
 30' Alberg		1971	6,072 (04/10)	4,116 (03/11)	NC, USA	Cape Lookout...
 30' Alberg		1965	24,699 (08/07)	20,000 (12/10)	ON, Can	Navy Point M...
 30' Alberg 30		1976	16,000 (09/09)	14,000 (06/11)	ON, Can	Pat Sturgeon...
 30' Alberg 30		1975	15,500 (06/11)	12,000 (09/11)	ON, Can	Pat Sturgeon...
 30' Alberg 30		1975	12,900 (07/10)	7,500 (09/12)	ON, Can	Swans Yacht ...
 30' Alberg 30		1968	11,900 (06/12)	10,000 (05/13)	BC, Can	Yacht Sales ...
 30' Alberg 30 Sloop		1969	27,500 (01/11)	15,000 (08/12)	ON, Can	Harris & Ell...
 30' Whitby Alberg		1965	3,087 (01/11)	2,882 (03/11)	MD, USA	Hartge Yacht...

"Current fair market value" is the price, in terms of currency or its equivalent that a willing seller will accept for property from a willing buyer, neither part being under undue pressure to act in the matter.

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

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

\$

Prepared without prejudice



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 Society of Accredited Marine Surveyors seal #757
 ABYC® Certification #10952
 Transport Canada Licensed Master
 Transport Canada Appointed Tonnage Surveyor
 BoatUS® Approved Marine Surveyor