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CONDITION AND VALUATION SURVEY

File No. S340404E

This report is prepared subject to the terms and conditions on the reverse side of the last page.

Vessel Name: SAUGEEN WITCH Date of Survey: April 22, 2004
Home Port: None Official No.: WN 8727 FN Hauled: Yes
Location of Survey: Seaview North Boatyard, Bellingham, Washington Afloat: Yes
Requested by: De Clarke, 151 Dufour Street, Santa Cruz, California 95060
Owner: Sue Campbell
Builder: Greenwitch, Shipyard Designer: Thomas Colvin Model Year: 1979
Type of Vessel: Saugeen Witch 34 Displacement: 16,000 lbs.
Hull No.: U/K LOD: 35'0" LWL: 27'0" Beam: 9'0" Draft: 4'0"

EXTERIOR DESCRIPTION

The subject vessel is a production built Saugeen Witch 34 auxiliary sailboat. The hull is a hard-chine design with a deep fin keel, a raked bow, and a counter transom stern. There is a short foredeck fitted with a long bowsprit followed by ample side decks leading aft on either side of a trunk cabin to a slightly raised aft cockpit, which is fitted with fold-out seating to port and starboard, and a steering station aft on centerline. Steel bow and stern pulpits and vinyl-coated S.S. lifelines on steel stanchions surround the decks.

INTERIOR DESCRIPTION

In the bow there is a chain locker. Moving aft through the vessel, there is a Vee berth with stowage under and a hatch in the overhead. The salon lies amidships and is fitted with straight settees to port and starboard followed to port by the galley stove, the cabin heater and the head compartment, and to starboard by the galley sink and hanging locker stowage. Steps on centerline inboard of the head, which are removable for engine access, lead up and aft to the cockpit.

CONSTRUCTION

Hull: 3/16" welded aluminum plate on welded aluminum frames
Superstructure: Welded aluminum decks and cabin top

ENGINE(S)

Fuel: Diesel Make: Sabb 10G (Serial No. G74-182 HP: 10 Indicated Hours: U/K
Cooling: Raw water Exhaust: Wet through lift muffler
Ventilation: Natural air Fuel Filters: Racor

SHAFT(S)

Size: 1" Material: S.S.
Struts & Bearings: Aluminum keel exit with cutless bearing insert

PROPELLER(S)

Size: 18" (2) blade controllable pitch Material: Bronze Condition: See Findings and Recommendations

STEERING SYSTEM

Tiller Type: None Wheel Type: Pedestal No. of Stations: One
Type of Equipment: Worm and sector to rudder stock
Rudder Description: Semi-balanced spade type attached to a keel shoe
Material: Welded aluminum Stuffing Box: Bronze Bearings: Bronze

EXTERIOR EQUIPMENT

Windlass: Simpson Lawrence 555 manual horizontal
Trim Tabs: N/A Bow Thruster: None
Other: Boom gallows forward and aft

CORROSION CONTROL

Zincs: Hull Condition: Good Bonding System: Passive
Ground Plate: None Other: None

THRU-HULL FITTING

Material: Bronze and plastic Valves: Bronze

BILGE

Water: <2" Oil: Some Fuel: None Debris: None
Bilge Pumps: (1) 12 VDC with float switch, (1) manual diaphragm

WASTE SYSTEM

(1) Manual toilet plumbed to a holding tank with deck pumpout or overboard via a wye valve

FUEL TANKS

Quantity: Two Capacity: 40 gallons Material: S.S. (barrel type)
Shut-Off: Yes Vents: Yes Secured: Yes Grounded: None

WATER TANKS

Quantity: Two Capacity: 110 gallons Material: Aluminum
Shut-Off: None Vents: Yes Secured Yes

WATER SYSTEM

Fresh: Yes Manual: Yes Pressure: None Outlets: Galley, head
Raw: Yes Manual: Yes Pressure: None Outlets: Galley
Water Heater: None Size: N/A Pressure Relief Valve: N/A

HEATING/AIR-CONDITIONING

Dickinson diesel cook stove/cabin heater in galley

ELECTRICAL SYSTEM

No. Batteries and Voltage: (2) Group 24 12 V wet cell in (2) 12 V banks
Main Disconnect: Rotary switches Inverter: None Grounded: Yes
DC Circuit Protection: Breakers and fuses DC Wiring: Insulated copper
AC Circuit Protection: None AC Wiring: None Shore Power: None
Battery Charger/Converter: None Other: None
Auxiliary Generator(s): None

FIRE CONTROL

No. of Hand Units, Size, and Type: (2) Size I dry chemical
Date Tested: 1994, 2004 Condition: See Findings and Recommendations
Type of Automatic System: None
Capacity: N/A Date Insp./Tested: N/A

GALLEY EQUIPMENT

Stove: Dickinson S.S. cook stove/oven Fuel: Diesel
Other: None
Tanks: Ship's tankage Shut-Off Valve: Yes Secured: Yes
Propane Safety Solenoid Switch: N/A Ice Box: None Reefer: Top loading
Refrigeration Equipment: Unifridge 12 VDC (inoperative)

SPARS

Rig Type: Freestanding ketch Material: Aluminum Finish: White paint

Bowsprit: Aluminum tube Bumpkin: None No. of Reaching Poles: None

STANDING RIGGING

Stays and Shrouds: Galvanized steel stranded wire Turnbuckles: Twisted Nylon line Toggles: Wood blocking

Chainplates: Aluminum Bonded: Yes Other: None

RUNNING RIGGING

Halyards: Dacron yacht braid Condition: Fair

Sheets: Dacron yacht braid and twisted Nylon Condition: Fair

Blocks: Plastic, phenolic, aluminum Condition: Good

Other: Lateen sail handling lines

WINCHES

Primary: None Secondary: None

Main Sheet: None Halyards: None

Other: None

SAILS

Main: Dacron lateen (tanbark) Jib: None Mizzen: Dacron lateen (tanbark)

Genoa/Spinnaker: None

Storm Sails: None

Other: None

Sail Covers: Main and mizzen booms Other Canvas: Various covers

FURLING GEAR

Type: None

VANE STEERING

Type: None

SAILING INSTRUMENTATION

Wind Speed: None Wind Direction: None

Other: None

NAVIGATIONAL EQUIPMENT AND ELECTRONICS

Compasses: None Auto Pilot: None

Depth Sounder: Si-Tex FL-7 flasher type

Radios: Lofacom FMX-12/25 VHF

Loran: None GPS: None

Radar: None Plotter: None

Knotmeter: None Log: None

Other: None

GROUND TACKLE

Anchors: (1) approx. 50 lb. Colvin type

Chain: 220' of 3/8 " Line: 200' of 9/16" twisted Nylon

DINGHY OR TENDER(S)

Description: 9' FRP sailing dinghy on stern davits

ADDITIONAL EQUIPMENT

1. Manual tackle stern davits.
2. (2) Brass gimbaled kerosene lamps.

VALUATIONS

Vessel's Estimated Fair Market Value:	$ 32,500 With Survey Deficiencies as Noted
Replacement Value With Like Used Vessel:	$ 34,000 With Survey Deficiencies Rectified
Replacement Value With Like New Vessel:	$ 120,000 Vessel Out of Production

The Estimated Fair Market Value represents an amount in US dollars that a willing, well informed buyer would pay a willing, well informed seller in an open market, neither being compelled to buy or sell, given a reasonable amount of time for the sale. It is the value of this vessel as is, where is. Values are based upon the actual selling prices of similar vessels from the RM&A database, various pricing guides, similar vessels listed for sale, and the opinions of other professionals in the marine industry.

The Replacement Value with Like Used is the value of this vessel with the significant Findings and Recommendation resolved in a satisfactory manner.

The Replacement Value with Like New is the estimated cost to replace this vessel with a similar, new vessel. In some cases, a particular model is no longer in production and the estimation is based upon similar vessels that are available new.

GENERAL NOTES

1. Inspection of the spars and standing rigging was conducted at the deck level only, and did not include an inspection aloft. Routine sailboat maintenance should include periodic inspection and servicing aloft.

2. Specifications noted for this vessel (size, displacement, tankage, etc.) are obtained from outside sources and cannot be guaranteed for accuracy.

3. No Hull Identification Number (HIN) was found on the hull exterior or interior.

4. Most equipment was inspected visually, although some operational tests were made. Interested parties should contact this office for details.

5. An Ultrasonic Thickness Inspection was conducted of the aluminum hull underbody. Findings from this inspection are included herein. Inspection results are included in a separate report.

6. An Engine Survey was reportedly conducted by Pat's Marine Engines prior to this survey.

7. This vessel appeared to be in average interior and exterior cosmetic condition when compared to other vessels of similar type and age, normal wear and tear excepted, and except as noted in Findings and Recommendations below.

8. Service/maintenance items include, but are not limited to, the following: A. The main and mizzen booms are moving athwartships at rest and there is wear between the masts and booms. These booms should be lashed to prevent movement. B. The steering binnacle wood cabinet doors do not have latches. C. There is chafe evident at the starboard fuel tank inlet hose and several other hoses run next to it. D. The aft engine room light is inoperative. E. The sails appear worn and are reportedly torn in some places. F. The running rigging is dirty and should be cleaned and inspected.

FINDINGS & RECOMMENDATIONS

*A. There is no stop to prevent forward movement of the companionway hatch, which could be lost in a seaway.
Recommendation: Provide a substantial stop to prevent loss of the companionway hatch.

*B. There is no stern light fitted. Also, the anchor light is inoperative.
Recommendation: Repair as required to display lights in accordance with United States Coast Guard (USCG) requirements.

*C. The fire extinguisher(s) do not show a current test tag.
Recommendation: Have fire extinguishers inspected, test and tag as required in accordance with applicable National Fire Protection Association (NFPA) standards.

*D. The flares are out of date.
Recommendation: Provide at least three currently dated and properly sized flares in accordance with United States Coast Guard (USCG) requirements.

* PRIORITY ITEM: Compliance with the above recommendations is considered essential to the continued safe operation and/or use of this vessel.

1. The starboard raw water thru-hull manifold is leaking at a flex hose from the sea strainer to the manifold.
Recommendation: Repair as required to eliminate raw water leaks.

2. There are exhaust water leaks at the muffler inlet and outlet hose connections.
Recommendation: Repair as required to eliminate exhaust water leaks.

3. There is slight corrosion and very slight pitting on the interior surface of the hull plating inboard and forward of the auxiliary engine exhaust muffler.
Recommendation: Clean to bright metal and coat to preserve following compliance with No. 2 above.

4. Ultrasonic Thickness Testing indicates thin hull plating on the starboard underbody in an area approximately 6" in diameter located aft of the hull upsweep and 3" below waterline, with readings between .140" and .159" in this area. Nominal hull thickness is .188".
Recommendation: Crop out all thin plating and weld in new plating as per original in accordance with good marine welding practice.

5. There is galvanic wasting and chafing evident n the following locations: A. Bobstay chainplate beneath the bobstay shackle. B. Rudder stop exterior chainplate beneath the stop cable shackle.
Recommendation: Remove wasted, chafed metal and weld in new metal as per original in accordance with good marine welding practice. Install a longer shackle at the bobstay inner end to prevent reoccurrence of chafe damage.

6. Exterior paint coatings are disturbed with slight corrosion evident in the vicinity of the engine exhaust exit fitting on the vessel's transom.
Recommendation: Clean to bright metal and coat to preserve.

7. The wooden steering wheel is delaminated in several locations.
Recommendation: Glue and clamp or fasten to eliminate movement between wood surfaces on wheel.

8. There is excessive play in the controllable pitch propeller.
Recommendation: Rebuild propeller as per original.

9. The outer and/or inner bezels are cracked on several plastic portlights and one plastic portlight lens is cracked.
Recommendation: Replace cracked or broken portlights as per original.

10. The holding tank is not secured to the vessel.
Recommendation: Secure holding tank immovably to the vessel.

11. The companionway ladder hinges are very loose.
Recommendation: Tighten hinge fasteners to make immovable.

12. There is a quantity of oil in the bilges.
Recommendation: Remove oil and dispose of in accordance with EPA guidelines. Monitor for reoccurrence and repair engine as may be found necessary to eliminate oil leaks.

13. There are no covers over the 12 V battery terminals.
Recommendation: Cover positive terminals to prevent shock in accordance with American Boat and Yacht Council (ABYC) standards.

14. There are unsecured lead ballast pigs beneath the forward berth.
Recommendation: Secure all ballast immovably to the vessel.

With the exception of the deficiencies noted above, this vessel appeared to be in satisfactory condition for operation.

This examination has been conducted without making removals, or opening up to expose areas or components ordinarily concealed, or testing for tightness, or pressure testing tanks, or trying out machinery (unless otherwise indicated), and does not, therefore, address any damages and/or deficiencies which might have been revealed if such procedures had been executed.

No incline experiment, stability study or stability analysis was performed in conjunction with this condition and valuation survey. This report and the attending surveyor and this office express no opinion relative to the stability of this vessel. Further, this limited report is issued in accordance with the terms and conditions printed on the reverse side of this page. Acceptance of this report or its use for any purpose shall serve as acknowledgment of and agreement with these terms and conditions.

REISNER, McEWEN & EDWARDS, PL — April 26, 2004
Gerald L. Edwards NAMS-CMS — Effective Date
President

NATIONAL ASSOCIATION OF MARINE SURVEYORS, INC.
GERALD L EDWARDS
No.
147-741
CERTIFIED MARINE SURVEYOR

Pat's Marine Engines, Inc.

ENGINE INSPECTION

Date: April 22, 2004

Type of Boat: Sail
Type of Engine: Sabb 10 Marine Engine
Transmission: Sabb Variable Pitch

To → Customer: De Clarke
Address: de@ucolick.org
FAX: 831-459-2298 – 2 pages
Phone: 831-459-2630

- Three out of 4 motor mounts are loose – mounts should be tightened and engine aligned
- Engine is raw water cooled
- There is a fuel leak at the Racor filter – repair
- Hoses are in poor condition – all hoses should be updated
- Engine should have an anti-siphon
- Engine starts okay and has little smoke at startup
- Control arm for pitch control is hard – should improve with alignment
- Head torque should be done and valves set to bring maintenance item current
- Oil level is good – condition is dirty
- Prop should be inspected when boat is hauled – inspect for thrust washer wear and blade wear
- Exhaust hose to muffler is bad – needs replacing
- Engine electrics function normally
- There are no visible leaks
- Engine has maintenance work to bring current – basically appears to be in good condition.

The survey on this engine was done without any disassembly, extended sea trial or oil analysis. Additional surveying and disassembly is available for an additional fee. This survey does not guarantee the condition of any equipment described nor does it represent a warranty.

Pat L. DesJardins 4.28.04
Pat L. DesJardins Date

LOST 279.50