



N.A.M.S. 1054023



**ERINYES, INC.
HULL CONDITION SURVEY**

NAME OF VESSEL: MOONDANCE	OFFICIAL NO.: 980718
Requested By: WALLACE ROSS	Date of Survey: 5/18/04
Address: 1365 FAIRWAY DR. LOS ALTOS, CA 94024	File No: S 9853 S
Phone: (650) 941-0423	Surveyed Afloat: Hauled: X At: SVENDSEN'S BOAT WORKS
Vessel Type: SLOOP RIGGED SAIL Broker / Previous Owner: N/A	Service: PLEASURE Nav. Limits: DELTA/BAY/COAST

SCOPE AND LIMITATIONS

This survey was performed in accordance with the terms and conditions of a verbal contract between Erinyes Inc., and requesting party. Therefore, it is the intent of this document to set forth in writing the scope and limitations of the service provided. If upon receipt of this document you as the requesting party disagree with any of the following conditions, then please contact your surveyor immediately. Acceptance and use of this report constitutes an acceptance of the following terms and conditions: **THIS SURVEY REPORT** reflects the findings of a visual inspection of only those areas normally accessible. Inspections are made using non-destructive techniques; primarily visual inspection and sounding of areas in an attempt to determine their condition. Unless otherwise specifically stated in this report, services for the per foot price of a standard survey **DO NOT** include the testing of tanks, machinery, electrical circuits or electronics, the removal of panelling, ceilings, equipment, machinery, cargo, gear, or other personal effects in order to gain access to otherwise concealed areas. No destructive testing has been done, no borings taken or ultrasonic testing of material thickness performed. Such services are available at additional cost when authorized by written contract. When applicable, if no mention is made of wood deterioration in the findings of this report, this is not to be construed as a warranty that none exists. No survey can establish that a vessel is completely free of wood deteriorating organisms, especially in light of the many concealed and inaccessible areas encountered on each and every vessel. Therefore, given the rapid growth rate of such organisms, this surveyor will not accept liability for any such condition later discovered which could not be detected during the course of a normal survey as outlined above and performed under the conditions encountered on the survey date. This survey is a reflection of the surveyors honest opinion of the vessels condition and value based on the type of inspection outlined herein. It is not a warranty of seaworthiness, but a determination as to the state of the vessel in relation to its original design and construction. All data included in this survey is as reported or discovered, is believed to be true, but is presented without warranty. Should you have any questions regarding any aspect of the report or the conditions under which the inspection was performed, please don't hesitate to call your surveyor for further clarification. Thank You.

Survey performed for OWNERS INTERESTS

This survey totals 7 pages in length.

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HULL CONDITION SURVEY	FILE: S 9853 S	PAGE 2
HULL	Built By: <u>CANADIAN SAILCRAFT</u> At: <u>BRAMPTON ONTARIO CAN.</u> Year: <u>1990</u> Hull No.: <u>ZCUP8245B090</u> Net Tonnage: <u>N/R</u> Converted/Rebuilt: <u>NO</u> Length: <u>33'6"</u> Beam: <u>11'3"</u> Draft: <u>6'3"</u> Freeboard Aft: <u>AMPLE PER DESIGN</u> Hull Framing: <u>MOLDED FIBERGLASS HULL INNERLINER & PLYWOOD PARTITIONS.</u> Hull Planking: <u>MOLDED FIBERGLASS REINFORCED POLYESTER RESIN. BALSA CORE.</u> Fasteners: <u>N/A</u> Condition: <u>N/A</u> Stem: <u>FIBERGLASS</u> Keelson: <u>FIBERGLASS</u> Horn Timber: <u>N/A</u> Keel: <u>CAST LEAD</u> Battens: <u>N/A</u> Chine: <u>MOLDED FIBERGLASS</u> Deck Beams: <u>MOLDED DECKS</u> Decks: <u>MOLDED FIBERGLASS, BALSA CORE</u> House / Cabin Construction: <u>MOLDED FIBERGLASS, PLYWOOD AND VENEERS</u> Bulkheads: <u>PLYWOOD</u> Escape Hatches: <u>TWO FWD.DECK & CABIN ENTRY</u> General Construction: <u>A LIGHT MOLDED FIBERGLASS HULL.</u>	
ENGINES AND MACHINERY	No. of Main Engines: <u>ONE</u> No. of Cylinders: <u>3</u> HP Each: <u>20</u> Engine No. Port: <u>200269</u> Engine No. Starboard: <u>N/A</u> Manufacturer: <u>UNIVERSAL M3-20</u> Reduction: <u>HURTH HYDRAULIC</u> Year Built / Installed: <u>1990</u> Last Overhaul: <u>UNKNOWN</u> Engine Hours port: <u>UNKNOWN</u> Engine Hours Starboard: <u>N/A</u> Carburetors, No. & Type: <u>FUEL INJECTED</u> Flame Arrestor: <u>APPROVED</u> Drip Pan: <u>NONE</u> Fuel Bowel: <u>AT FILTERS</u> Fuel Filters: <u>RACOR & ENGINE</u> Auxiliary Engine: <u>N/A</u> Output: <u>N/A</u> Year Built / Installed: <u>N/A</u> Serial No: <u>N/A</u> Hours: <u>N/A</u>	
FUEL TANKS & DELIVERY SYSTEM	No. of Fuel Tanks: <u>ONE</u> Fuel & Capacity: <u>DIESEL, 29 GALLONS</u> Location of Fuel Tanks: <u>SECURED STARBOARD AFT QUARTER</u> Grounded: <u>YES</u> Tank Material: <u>ALUMINUM</u> Fill Location: <u>FLUSH DECK</u> Vented: <u>YES</u> Fuel Lines: <u>APPROVED HOSE</u> Shut Off Valves: <u>TANK TOP</u>	

HULL CONDITION SURVEY	FILE: S 9853 S	PAGE 3
SEA CONNECTIONS		
Main Engine Cooling: <u>RAW WATER THRU HEAT EXCHANGE</u> Location: <u>ENGINE ROOM</u>		
Sea Valve: <u>YES</u> Piping Material: <u>MARELON & HOSE</u> Condition: <u>SEE P.5</u>		
Aux. Engine Cooling: <u>N/A</u> Location: <u>N/A</u>		
Sea Valve: <u>N/A</u> Piping Material: <u>N/A</u> Condition: <u>N/A</u>		
Toilet Inlet Location: <u>THRU HULL BELOW VANITY</u> Sea Valve: <u>YES</u>		
Intake Material: <u>MARELON/HOSE</u> Discharge: <u>MARELON</u> Condition: <u>GOOD</u>		
Treatment / Holding Tank: <u>LECTRASAN TREATMENT SYSTEM</u>		
MECHANICAL		
Propeller Shaft Size: <u>1"</u> Material: <u>STAINLESS</u> Bearing: <u>RUBBER</u>		
Condition of Shaft, Bearings, Struts, Rudder: <u>APPEARS GOOD</u>		
Propeller: <u>14 X 8 TWO BLADED BRONZE</u> Protected?: <u>YES</u>		
I/O Unit & Type: <u>N/A</u> Engine Room Ventilation: <u>DUCTING & BLOWER</u>		
Exhaust System: <u>CASTINGS & APPROVED HOSE. SEE P.5</u> Muffled: <u>YES</u>		
Bilge Pumps: <u>12 VDC CONSTANT & AUTOMATIC; MANUAL TO COCKPIT STATION</u>		
ELECTRICAL		
Shore Side: <u>120 VAC Fused: MAIN/SUBFEED BREAKERS</u> Polarity Indicator: <u>YES</u>		
Underway: <u>12 VDC ALTERNATOR TO STORAGE BATTERIES</u>		
Batteries: <u>THREE 12 VDC</u> Secured: <u>YES</u> Master Switch: <u>YES</u> Parallel: <u>YES</u>		
Navigation Lights: <u>12 VDC</u> Inland: _____ International: <u>YES</u>		
Type of Wiring: <u>600 VAC NON METALLIC & 12 VDC COMMON</u>		
Visual Condition (Circuits Not Analyzed): <u>GOOD AS ACCESSIBLE</u>		
DOMESTIC SYSTEMS		
Stove: <u>TWO BURNER W/ OVEN</u> Fuel: <u>LPG</u> Tank Location: <u>TRANSOM LOCKER</u>		
Stove Installation Approved: <u>P.5</u> Clear of Flammables: <u>YES</u>		
Galley Vent: <u>NATURAL</u> Refrigeration: <u>CHEST W/ALDER BARBOUR AC/DC;ICE CHEST</u>		
Fresh Water Tank Location: <u>TWO PLASTIC P/S AMIDSHIPS</u> Capacity: <u>70 RPT.</u>		
Hot Water Tank: <u>6 GAL. AC & HEAT EXCHANGE</u> Sinks: <u>GALLEY & HEAD</u>		

FIRE FIGHTING EQUIPMENT

Built In Automatic System: NONE Inspected: _____

P O R T A B L E	No. & Size	Type	Location	Inspected
	2 1/2 LB	ABC	AFT CABIN	1996
	2 1/2 LB	ABC	STARBOARD QUARTER LOCKER	1996
	2 3/4 LB	BC	FORWARD CABIN	1989

DECK EQUIPMENT

Number of Life Jackets: 6 Location: STARBOARD QUARTER LOCKER

Throwable Device: APPROVED HORSESHOE, LIFESLING, AND CUSHIONS

Ground Tackle: TWO Type: CQR PLOW, 25 LB; & DANFORTH

Chain: GALV. STEEL Line: NYLON TO FORE DECK CHAIN LOCKER

Deck Machinery: NONE

Small Boats: N/A ID Number: N/A

Auxiliary Engine For Dinghy: N/A

SPECIAL EQUIPMENT

Auto Pilot: _____ Compass: X Radar: _____

VHF: VIGIL RT 80 Side Band: _____

Loran: VIGIL C-100 SatNav.: _____

Depth Sounder: AUTOHELM TRIDATA

Bell: X Horn: X Fenders: X Flares: EXP Wipers: _____ Swim Platform: INTEGRAL

First Aid Kit: X Bilge Control Plaque: X Boarding Ladder: TRANSOM

Bow Rails: X Stern Rails: X Life Lines/Hand Rails: COMPLETE

Awnings & Curtains: COCKPIT BIMINI; SAIL COVERS

Battery Charger: PROFESSIONAL MARINER 35 AMP Trim Tabs: _____

Knot/Log Meter: AUTOHELM Engine Synchronizer: _____

Other: EMERGENCY TILLER; 3 WINCH HANDLES; JENSEN AM FM CD STEREO SYSTEM; SHIPS CLOCK & BAROMETER; DC VOLT METER; BOAT POLE; STAINLESS BAR-B-QUE.

HULL CONDITION SURVEY	FILE: S 9853 S	PAGE 5
SAILBOAT RIGGING AND RELATED EQUIPMENT		
Type of Rig: <u>SLOOP</u> Mast & Boom Material: <u>ALUMINUM</u>		
Standing Rigging: <u>STAINLESS WIRE ROPE</u> Running Rigging: <u>YACHT BRAID</u>		
Sail Inventory: <u>MAIN; ROLLER FURLING JIB</u>		
Type of Hull / Keel: <u>FIN KEEL WITH BALANCED RUDDER</u>		
Winch Inventory: <u>(2) LEWMAR #30 SELF TAILING; (2) LEWMAR #43 SELF TAILING.</u>		
Other Equipment: <u>FOREDECK LIGHT; BOOM VANG; MAIN STEET TRAVELER; GENOA CARS & TRACK; TOPPING LIFT; HARKEN ROLLER FURLING; SPINNAKER POLE & TRACK.</u>		
NOTES REGARDING SAILING VESSELS		
<p>1) Sails inventoried only and not assessed for wear. Interested parties should refer sails to a sailmaker for a complete assessment of their present condition.</p> <p>2) Rigging inspected visually from deck level only without the aid of X-Ray or liquid dye penetrants. Any additional inspection will require stepping the mast.</p>		
FINDINGS AND RECOMMENDATIONS		
<p>The findings and recommendations of this report have been segregated into the following categories:</p> <p>SECTION I: Hazard/safety items which require attention at this time.</p> <p>SECTION II: Items to be addressed as soon as practical in order to properly maintain the vessel.</p> <p>SECTION III: General observations noted for the customers information. Questions regarding the scope or extent of any recommendation made in this report should be referred directly to the attending surveyor.</p>		
SECTION I:		
1) LPG hose and wiring penetration to the transom locker are not sealed. >>Seal penetrations to prevent leaking into the cabinbilge area.		
SECTION II:		
1) Spotty areas of adhesion failure noted, bottom coatings.>>Prep and coat as required for proper adhesion.		
2) 2 small blisters noted on the hull bottom as marked between the keel and the shaft bore.>>Repair and seal at customers discretion.		

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- 3) Back of engine control panel is exposed into the starboard aft cockpit storage area.>>Cover to insulate and protect.
- 4) Engine sea water intake strainer is clouded.>>Service as required.
- 5) Minor corrosion and seepage noted from the drain plug at the base of the muffler.>>Remove, clean, seal as required.
- 6) The sea water intake hose to the engine is deteriorating.>>Replace.
- 7) Short section of uncooled exhaust piping noted between the manifold and the elbow.>>Shield/insulate as required.
- 8) Disconnected, unterminated and uninsulated wires hanging behind the DC panel.>>Loom, secure, and insulate or install as required.
- 9) Zinc's deteriorating.>>Assure adequate means of corrosion protection is provided and maintained.
- 10) Vessel's name is partially worn away from the port hull side.>>Assure proper display as required under the terms and conditions of vessel documentation.
- 11) Area of delamination detected, port hull side forward as marked from the boot stripe up to the shear. Spotty areas detected along the shear port & stbd.>>Inject to repair as required. NOTE: repair by means of injection will require hull refinishing. At the customer's discretion, the condition can be monitored for progression and addressed at a later date as it is not currently effecting hull suitability.

SECTION III:

- 1) Fire extinguishers are not current. Gauges read full.
- 2) Flares have expired.
- 3) Anchor shackles should be safety wired to secure as recommended.

GENERAL NOTES

- 1) There is an assumption of the risk on the part of anyone purchasing a fiberglass vessel that the laminate may at some time develop or re-develop osmotic blisters and/or stress fractures. These conditions and problems are inherent to fiberglass products. When or to what degree they may occur cannot be predicted. For further information, consult with your surveyor.
- 2) All on board machinery and equipment is subject to operational analysis at time of sea trials. **ENGINE/MACHINERY SURVEY NOT INCLUDED.**
- 3) Customer to provide and/or maintain all USCG required safety equipment and assure the proper display of bilge control and waste discharge plaques.
- 4) Additives in the reformulated fuels may result in deterioration of fuel system components. If there is no indication of outward deterioration of fuel system components in this report, this does not mean that the system is free of internal corrosion/deterioration. Therefore, it is imperative that the owner/operator inspect the system regularly and refer any leaks or fuel odors to a qualified technician.
- 5) IT IS HIGHLY RECOMMENDED that consideration be given to the installation of CO and smoke detectors in the cabin areas, and automatic fire extinguishing devices in the machinery spaces.

NOTE: Standards used in the evaluation of this vessel include ABYC, NFPA, and USCG.


HULL COMMENTS

A light, molded fiberglass hull. No structural fractures noted in the hull laminates. All internal framing components tight to the hull as accessible. Vessels interior appears clean and well maintained. Some external cosmetic attention is required at this time.

VALUATION

The following estimated market value takes into consideration the market trends prevalent on the date of the survey. It assumes compliance with the recommendations made in this report, and that all on board machinery and equipment is in good working condition.

ESTIMATED REPLACEMENT VALUE: \$160,200.00


Brendan J. Schmidt, CMS

5/18/04
Date

