



MEADOWS MARINE SURVEYORS LTD.

Marine Surveyors and Consultants
10322 Resthaven Drive
Sidney, B. C. V8L 3H1



INSURANCE SURVEY: Condition and Valuation

Vessel Name:	"VARYA"	Survey Date:	May 20 2013
Builder:	Kettenburg	Surveyed:	On drydock
Model:	Rhodes 27	Location:	Royal Victoria Yacht Club
Designer:	Philip Rhodes		Victoria, BC
Official No:	816489		
Hull No.:			
Type:	Sloop (fractional rig)		
Age:	1940		
Length:	12.11 m. 39 ft. 9 in.	Requested By:	David Baker
Beam:	2.90 m. 9 ft. 6 in.	Address:	1703 Hampshire Road
Draft:	1.98 m. 6 ft. 6 in.		Victoria, BC
Displacement:	kg. lb.		V8R 5T7
Ballast:	kg lb.	Telephone:	250-595-6365
Ratio:	%		250-812-9487



CONDITIONS OF SURVEY

- 1) This survey was completed only for the client named as requesting it.
 - a) This report is issued entirely without prejudice for the exclusive use of the client named for the designated purpose.
 - b) Any other person or persons using or relying on this survey do so at their own sole risk and peril.
- 2) This is not a complete survey.
 - a) An in depth full survey, including hidden areas is available at additional cost. A complete structural, mechanical and electrical inspection was not undertaken. Further deficiencies and or deterioration may be found if the vessel is fully opened up for detailed examination.
 - b) There are different types of surveys, each one being undertaken for a specific purpose and requiring different degrees of inspection.
 - c) In the case of a verbal discussion with the client, during or after the survey, then said discussion is a vital part of the survey even though it is not contained herein.
 - d) No opinion is given regarding hidden or inaccessible areas of the vessel. Deterioration and or original construction faults may exist in such areas.
- 3) Examinations of all vessels are made in good faith and carried out as thoroughly and as carefully as possible. However, Meadows Marine Surveyors Ltd., its representatives, employees, agents or otherwise, cannot accept liability or responsibility under any circumstances whatsoever, for errors in judgment, inaccuracy, omission, misrepresentation or misstatement, default or negligence in this or any report in the carrying out of any surveys.
- 4) Items listed below were examined during survey and, unless otherwise noted, were found to be in satisfactory condition for their intended purpose.

CONSTRUCTION / SCANTLINGS

Hull:	Carvel plank on frame
	Hull form Long overhangs, wine glass sections, full keel
	Planking: Mahogany
	Fastenings: Bronze
	Stem: Oak curved, raked
	Transom: Mahogany curved, raked
	Ribs: Oak, bent 1.5 in. by 1.5 on 10.5 in. centres
	Caulking: Sound In appearance
Deck:	Epoxy resin and fiberglass overlay on triple plywood, non-skid coating
Cabin:	Cored moulded fiberglass
	Sides: Teak
	Coamings & Hatches: Teak

ENGINE SYSTEMS

Main Engine(s):	UNIVERSAL / KUBOTA	Marine Gear:	ZF	NEW 2012
Model:	Not observed	Model:	10M	
Serial Number:	Not observed	Serial Number:	330400-2010	
Horsepower:	23	Ratio:	A: 2.05 B: 1.86	
Hours:	2071 on meter	Instrumentation:	Tachometer	
Age:	1993, rebuilt 2008 reported		Engine water temperature	
Engine Beds:	Hard wood		Engine oil pressure	
Engine Mounts:	Flexible		Voltmeter	
Cooling Type:	Fresh water			
Exhaust System:	Dry lagged stainless steel to wet rubber to VETUS plastic water lift muffler, wet rubber to transom with bronze seacock shut off valve			

The engine(s) and related mechanical equipment were not inspected or test run.

Fuel Systems:

Fuel Type:	Diesel	Tank Location:	Aft
Tank Capacity:	130 Litres (35 USG)	Tank Filler:	On deck
Fuel Lines:	Copper	Tank Material:	Aluminum
Water Separator:	Dual RACOR R12S (Parallel supply)	Tanks Vented:	To atmosphere
		Shutoff Valves:	At tank, at filters

Fuel tanks were not tested. Life expectancy for tanks such as these can vary from ? to ? years.

Bilges: Clear, clean, wet

Pumps:	Location	Discharge
WHALE manual diaphragm	Cockpit, port bulkhead	High aft
RULE, 12 VDC rotary	Galley bilge	High aft

WIRING and ELECTRICAL

Shore Power: None fitted

Ship's Power: Voltage: 12 VDC
 Battery Isolation Switch: COLE HEARSEY, vapour sealed
 Branch circuit protection: Fuses
 Wiring: Marine approved cable Approved

Batteries:	Voltage	Group	Type	Capacity	Location	Secured
Two	12	31	Flooded		Under quarterberth	YEs

Alternator Regulator: HEART INTERFACE, three stage, adjustable

Chargers / Inverters:	Model	Input	Output	Location
XPOWER		12 VDC	115 VAC, 175 watts	Portable
READI-AMP	15	120 VAC	12 VDC, 15 Amps	Under quarterberth (stbd.)

Navigation Lights:	Location	Type	Visibility	Operational
Port, Starboard:	Bow pulpit	12 VDC	¹ Col. Regs compliant	Not tested
Stern:	Stern railing	12 VDC	Col. Regs compliant	
Anchor light:	Masthead	12 VDC	Col. Regs compliant	
Steaming light:	Spreaders	12 VDC	Col. Regs compliant	

¹ Compliant with the "Collision Regulations" of Transport Canada

Alarms: Propane detector

CONTROLS and DRIVE TRAIN

Steering:	Tiller	Zincs:	To be renewed at launch
Rudder:	Built up hardwood	Controls:	MORSE, sheathed cable
Shaft:	1 in. stainless steel NEW	Rudder Gland:	Bronze tube
Stern Bearing:	Cutless NEW	Shaft Gland:	Bronze
Propeller:	MAXPROP 13 in. VP 13 in. Three bladed bronze	Below Keel:	No
		Electrolysis:	None observed

SEA CONNECTIONS

Function		Location	Shut Off Valve	Approved
Engine Cooling	Inlet	Port aft	Bronze seacock with bronze strainer	Yes
	Outlet	Exhausts system	Bronze seacock	Yes
Galley Sink Drain		Port midship	Bronze seacock	Yes
Head:		All head line equipped with high anti-siphon breaks		
Inlet		Port forward	Bronze seacock	Yes
Outlet		Port forward	Bronze seacock	Yes
Vanity Sink Drain		Forward	Bronze seacock	Yes
Shower Drain		Pumped port fwd.	Bronze seacock	Yes
Holding Tank Outlet		Common with head outlet		
Icebox		Bilge		
Chain Locker Drain		Bilge		
Cockpit Drains		Port starboard aft	Bronze balls	Yes
Through Hull Material:		Bronze		Yes

VESSEL EQUIPMENT

Stoves and Heaters:	Fuel	Location	Approved
FORCE 10, 3 burner, oven, stainless steel, gimbale			
	Propane	Galley	Yes
FAB ALL, cabin heater	Diesel	Salon port bulkhead	Yes

LPG / CNG Installation:

Quantity:	20 lb.	Appliances:	One, galley stove
Tank Material:	Painted steel	Leakage Alarm:	Yes
Press. Regulator:	Yes	Hazard Signage:	None
Press. Gauge:	No	Locker Drainage:	High port aft
Remote Shutoff:	12 VDC solenoid	Locker Lid Seal:	Not applicable
Supply Lines:	One, 350 psi brass swaged neoprene gas hose	Location:	Cockpit starboard aft locker

Refrigeration: Moulded fiberglass icebox in galley counter

Fire Extinguishers:

Size	Type	Location	Date Charged	Approved
2.5 lb.	ABC	Cockpit locker	-----	SEE RECS
2.5 lb.	ABC	Fo'c'sle	----	
2.5 lb.	ABC	Navigation station	February 2010	SEE RECS

Ground Tackle:

Chain and rope were not pulled for inspection.

Anchor: CQR, 35 lb.
DANFORTH, 25 lb.
DANFORTH, 15 lb.

Chain: 5/16 in. (0.350 in.) 3B, 350 ft.
5/16 in. (0.300 in.)

Rope: 5/8 in. 3 strand nylon, 300 ft.

Shore Stern Line: 5/8 in. polypropylene, 150 ft.

Winch: LOFRANS, "Airon", capstan style 12 VDC / manual, aluminum drum, bronze gypsy

Canvas: Main sail cover, companionway hatch dodger

Sails: Main sail, Genoa (roller furling)
Back stay rider sail

Sails were not spread for inspection.

Fresh Water Systems:

Tank Capacities: Four 70 litres (15 IG)

Tank Material: Plastic bladders

Tank Locations: Under salon settees

Pump: Foot, at sink

Plumbing: Fiberglass reinforced polyethylene tubing, stainless steel clamps

Holding Tank Systems:

Tank Capacity: 70 litres (15 IG)

Tank Material: Plastic bladder

Tank Location: Under Vee berth, port

Pump: Manual diaphragm

Plumbing: Sanitation hose. Head to sea or tank, tank to sea or deck.

REMARKS AND DESCRIPTION

Hull Liner:	Mahogany	Trim:	Teak
Head Liners:	Painted plywood	Upholstery:	Fabric
Bulkheads:	Painted plywood	Housekeeping:	Superior standards
Soles:	Teak plywood with inlaid Holly strips	Maintenance:	Superior standards
Cabinetry:	Teak	Intended Use:	Offshore cruising
Counter Tops:	Arborite	Use Suitability:	Very good

This is a classic wooden racing cruising sloop from the board of a well known designer built by a well known manufacturer with superior materials. It is well finished, has had many recent custom upgrades and receives superior standards of care and maintenance. Upgrades within

the last decade include a new engine, transmission, shaft, rebuilt mast, wiring harness, rudder with new pintles and gudgeons, stern pulpit and revised aft deck structures, main and cabin decks and overall paint.

This vessel was found in excellent condition generally with no significant problems or defects and is holding its value well

General Arrangement:

There is a chain locker forward, fo'c'sle Vee berth; private head to port and lockers to starboard; salon with centre dropleaf table flanked by expandable settee berths; galley to port aft, navigation station and quarterberth to starboard aft; centre steps over the engine cabinet to a bridgedecked cockpit with long port and starboard lockered seats.

Rigging: Fractional Rigged Sloop

Spars:

Mast:	Spruce:	Laminated, keel stepped
Boom:	Spruce	Laminated, bronze gooseneck

Standing Rigging: 1 x 19 Stainless steel wire

Stays:

Fore:	Single	Roller furling equipped, stay not observed
Back:	Single	0.225 in., with mechanical tensioner
Triadic:	Not closely observed	

Shrouds:

Lower:	Double	0.225 in.
Intermediate:	Single	0.225 in.
Upper:	Single	0.225 in.
Terminals:	Swaged stainless steel	
Spreaders:	Aluminum	Single pair, un-swept airfoil section
Turnbuckles:	Bronze, open style	
Toggles:	Stainless steel	
Chainplates:	Stainless steel, Bolted to hull	

Running Rigging: Dacron

Winches:

Halyard:	Two Bronze top crank style, 3 in. drum on mast
Sheet:	Two BARIENT #24-45ST on cockpit coamings
	Two Bronze top crank style, 3 in. drums, on cockpit coamings

Roller Furling: FURLEX

Blocks: Mixed, including metal strapped wooden

Main Sheet: 4:1 purchase from boom end to pinned car on aft deck traveler

Boom Vang: Not observed

Genoa Tracks: Long, on sheer

Mast and Rigging were observed only from deck level and were not unstepped; no comment is made herein on their actual condition.

ELECTRONIC and OTHER EQUIPMENT

Compass:	3 in. card, bulkhead mounted	
Depth Sounder:	SANDPIPER	DL digital
VHF/FM Radiotelephone:	MARCOM	85
	LORAD	X2100 handheld
GPS:	LOWRANCE	handheld, waterproof
	LOWRANCE	"Elite 5"
	GARMIN	152
Radar:	FURUNO	1623
Autopilot:	AUTOHELM	2000
Clock:	VICTORY	3 in. glass, brass case
Barometer:	VICTORY	3 in. glass, brass case
Horns:	Not observed	
Re-boarding Ladder:	Not observed	
Cockpit Dodger Frame:	Aluminum	
Rails / Pulpits / Stanchions:	Stainless steel, welded, two lifeline courses	
Deck Cleats:	Bronze	
Dorade Vents:	Two, wooden boxes, bronze cowls	
	Two, wooden boxes, plastic cowls	
Foredeck Hatch:	24 in. wood, self draining	
AM / FM / CD:	JENSEN	MCD 5112
Dinghy:	MINTO	Moulded fiberglass, 9 ft. LOA, with sail rig

The above equipment and / or equipment systems were not tested.

ESTIMATED VALUES

	Present Recommended Insurance Value	Current Replacement Value
Vessel	\$	\$
Dinghy	\$	\$

Note: Values given above refer to purchase value of similar vessels in similar condition and similarly equipped only and do not include taxes or import duties.

CONCLUSIONS

This report does not deal with Coast Guard safety requirements. No stability test was performed. It is the owner's responsibility to ensure that the vessel is equipped to meet such requirements. This is not a certificate of seaworthiness.

This survey was conducted without removing equipment or panels, without core sampling and without test running equipment. This report is submitted without prejudice.

This survey was conducted for insurance purposes only. Its use for any other purpose is void. The report gives a recommended insurance value and a general description for the information of the underwriters. There are not recommendations related to marine underwriting.

This vessel is recommended for insurance coverage.

May 21 2013

W. G. Morrow
Marine Surveyor

Telephone: (250) 655-0161

Fax: (250) 655-0869

meadowsmarine@shaw.ca



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10322 Resthaven Drive
Sidney, B. C. V8L 3H1

May 21 2013

David Baker
1703 Hampshire Road
Victoria, BC
V8R 5T7

Dear Sir:

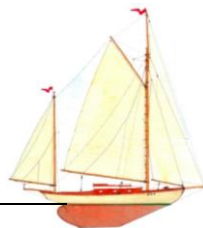
SUBJECT: INSURANCE SURVEY
VESSEL: "VARYA"

Enclosed are duplicate copies of our report, for the above noted vessel, as requested.

Please forward one copy to your insurance agent. When you have attended to the items noted in the recommendations report, sign it and forward it to your insurance agent.

If you require any additional information, or if we can be of further assistance, please let us know.

Yours truly,



W. G. Morrow
Marine Surveyor

gordmorrow@shaw.ca

250-889-4297