



Inland Marine Surveyors

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Marine Survey Report

File No: p2024-08		Date typed from notes: May 3, 2024	
Report of survey made April 23, 2024 by the undersigned surveyor at the request of while the vessel lay on trailer at Sidney BC			
This report issued for the following purpose only: Insurance Condition and Value			
Name of the Vessel: None		Type of Vessel: Sun Deck _____	
Name of Owner:		_____	
License No: _____		Port of Registry: _____	
Gross Tons: _____	Registered Tons: _____	Displacement: 5,600 lbs	
Length OA: 26'	Beam: 8' 6"	Draught: 2' 2"	
Hull Color: White		Freeboard: 24"	
Builder: Shamrock		Date: 2000	Max Speed: 20 knots
Model: Shamrock Express Cruiser 26		Hull No.: _____	
Last Dry-docked: Kept on trailer at home			
<u>General Description.</u> Production built of molded fiberglass laminate the monohull power boat has hard chines with planning hull, and V entry with little deadrise aft. A custom built teak swim platform is bolted to transom on steel frames. An open cockpit has lazarette, bait tanks in cockpit sole and transom, outboard gasoline engine clamped to the swim platform. The cockpit aft is open, 2 steps up to the starboard helm and port passenger swivel seat. There is a hatch in the helm sole opening to the inboard diesel engine compartment and the entire cockpit sole at the helm lifts out to better access the inboard diesel. Forward the cockpit is glass windshield and side shields in aluminium frames. 8" side decks lead to flat foredeck and tubular steel bow rails and anchor platform. Companion way and 3 steps down from the helm access the cabin below foredeck. Cabin has enclosed head compartment to port, partial galley to starboard, V berth forward, chain locker in forepeak.			

<u>Deck Openings & Scuppers:</u>			
Location	Size	Closure	Ht. of Sill
Cockpit engine hatch	36"x 24"	Fibreglass laminate hatch	12"
Companionway	24"x36"x24"	Hinged door	
Cabin side ports (4)	12"x5"	Dogged aluminium	
Verth escape hatch	18"x18"	Dogged aluminium	
<u>Hull</u>			
Configuration: Planning		Material: Molded fiberglass laminate	
House: Flat foredeck		Deck: Molded fiberglass laminate	
Deck beams: Integral		Bulkheads: 2 1/2 fibreglass	
Hull/Deck Joint: Outward flange		Bulwarks: None	
Framing: Integral		Ballast: Engine	
Stem: Raked		Stern: Plumb	
<u>General Condition:</u>			
UNDERWATER SURFACE: Clean well painted, no damage or repair observed, percussion tested as sound			
TOPSIDES: Clean, well finished gloss gelcoat, no damage or repair observed			
DECKS AND SUPERSTRUCTURE: Clean, non skid finish, low moisture readings			
INTERIOR: Clean, well organized, little wear to surfaces			
<u>Machinery:</u>			
Main Engine: 1	Manufacturer: Cummins	Serial No : None found	Built: Reported as original
Model: Cummins 6 in line BT 210	Type: 6 cylinder diesel inboard	Horse power: 300	
Instrumentation: RPM, fuel, oil pressure, engine temperature volts, trim tabs			
Starting: Remote electric	Exhaust: Wet	Cooling: Closed fresh water	
Risers: Maintained	Filters: Fuel, oil		
Marine Gear: Direct 3 speed	Stuffing box:		
Propeller Shafts: 1	Size: 2"	Material: Steel	Shaft Bearing: Neoprene cutless, secure, firm
Propeller nuts installed in reverse order to engineering standard (recommendation)			
No. of Propellers: 1	Size: 15" x 4 blade RH	Material: Bronze	
Rudder: Steel			
Ventilation: Natural draft			
Fuel Tanks: 2x 40gallon	Material: Aluminium	Location: Saddle	Fuel shut off: at tanks
Filled: Side decks	Vented: Yes	fuel fill Bonded:	
Fuel lines: Flexible USCG			
<u>General Condition, Access, Machinery Space:</u>			
Good access by lifting cockpit sole, engine box clean and dry. Engine well painted against corrosion, mounts secure, hoses wiring well maintained.			
<u>Electrical system:</u>			
Ships Voltage: 12		Overload Protection: Yes, reset fuses	
Alternator: 50 amps			
Batteries: 2x 12 volts, clamped to hull			

Battery Charger: 20 volts				
Wiring: Secured, organized to ABYC standards		Master Switch: Yes		Ignition Protected: Yes
Shore Power: 30 amps		Overload Protection: At AC breaker		
GFI Protection: None observed (see recommendation)			Reverse Polarity: Unseen	
Generator: None		Inverters: None		Solar: None
Anodes: 50% worn (recommendation)				
<u>Navigation Equipment:</u>				
International Rule Navigation Lights:				
Lowrance HDS9, GPS, Chart plotter				
4" steering compass				
VHF marine radio				
Steering: Wheel to hydraulic				
Controls: Dual levers				
Trim tabs:				
<u>Fire Extinguishers:</u>				
	Type	Size	Location	Last Charged
2	Dry powder	1A-10BC	Helm, cabin	2024
Extinguisher Access to Engine Compartment: 2 hatches, (recommendation)				
Alarms: None (recommendation)				
<u>Bilge Pumps:</u>				
	Type	Size	Drive	Servicing
1	Submersible	200 gph	Electric	Engine bilge
1	Diaphragm	10gpm	Manual	Aft
<u>Below Water Line Through-Hull Fittings:</u>				
Plastic Topsides Drains: All steel, are intact				
Ground Tackle: 12 volt windlass + 1/4" chain + 14" nylon rode, plow anchor				
Deck Machinery: Adequate mooring cleats on deck				
Safety Equipment: (see recommendation)				
Life Jackets:				
Flares:		Dated:		
Life Ring:		Sound Device:		
<u>Domestic Equipment:</u>				
Stoves: None installed				
Refrigeration: Norcold DC				
Cabin Heaters: None				
Water Heater: None				
FW Tanks: 20 gallon				
Marine Sanitary Device: Marine electric toilet, discharged to holding tank				
Propane System: None installed				
<u>Miscellaneous Equipment:</u>				
Out board Evinrude E Tech 15 hp clamped to transom, 2 stroke gasoline, wheel on transom				

Recommendations:

These recommendations are to be acted on for the safety of the vessel and compliance with regulations.

1. Corrosion anodes to be renewed.
2. Engineering for propeller nuts requires they be installed with thinnest first against the prop hub, thickest last to force thinnest to conform to any irregularity in hub surface.
3. All safety equipment required for this vessel as listed by Transport Canada is to be on board when vessel in service.
4. A Carbon Monoxide detector alarm is to be installed at mid height in cabin. CO permeates as silent killer. Will drift from other sources moored nearby.
5. In event of engine room fire (usual source of onboard fire) opening a hatch will flood engine with oxygen, a fire port installed to give visual access without flooding with oxygen is to be installed.
6. Circuit for each AC outlet to have GFI at head of each circuit.

Surveyor's Notes:

These observations by the surveyor are for the client's benefit and welfare.

1. As the owner knows, powder extinguishers to be serviced by regular percussion, thereby loosening compacted powder contents.

Comparative Values:

This vessel is well built and maintained to Transport Canada Small Vessel standards, the owner conscientious and knowledgeable. Vessels of this model and vintage are consistently reported on line as current market valued at \$29,500 USA, = \$40,350 Cdn

Owner believes this vessel market valued at \$70,000

Estimated Values:

Replacement new
\$350,000

Depreciated (Market Value)
\$40,350

As stated and agreed to in the Request For Survey;

The information contained in this report is not warranted to be true but has been included after a reasonable inquiry and in the belief that it is true. This examination has been made without making removals, or opening up to expose parts ordinarily concealed, or testing for tightness, or trying out machinery, and is subject to any conditions which would have been revealed if such procedures had been accomplished. Further no determination of stability characteristics or inherent structural integrity has been made, nor any assessment of the mechanical condition of machinery, and no opinion is expressed thereto.

Further it is expressly stated and to be understood, that Inland Marine Surveyors does not accept any responsibility for damage or defects or deterioration not found or discovered during the course of the inspection.

The survey will be conducted and reported without conflict of interest and in confidence with persons named as 'owner'.

Report issued without prejudice.

Report Distribution: Guy Windebank

Tim Amy.