



LARKINS MARINE SURVEYORS LTD.

File No.: M124

Report of survey made by the undersigned surveyor, Peter Larkins, at the request of [REDACTED] while the vessel was drydocked at Port Coquitlam, on the Fraser River, B.C., on 27th August 2012.

This report issued for the following purpose only:
Condition and Valuation for Insurance Purposes

Vessel Name: **CACTUS FLOWER**

Owner Name: 1250 – Citadel Drive
Coquitlam
BC. V3C 5X4

Type of Vessel: Cutter Rigged auxiliary sailing vessel
Material: Welded Steel plate
Official No. 821007 Vancouver Displacement: Net: 27.17 Gross: 28.61
Length O.A.: 14.69 Beam: 4.88m
Draught: 1.62
Builder: Roland Kristofic /Ernie Kornhass Date Built: 1999
Last Drydocked: 2014

GENERAL DESCRIPTION:

This vessel is a welded steel vessel with aluminium mast and boom which is Cutter rigged. It has an open fore deck with a forward trunk cabin and side decks followed by the raised pilothouse which is followed by the aft trunk cabin. The stern has a davit with a hinged bracket for the inflatable skiff hanging from it. The accommodations are as follows, There is a double berth in the vee followed by a double stateroom on the starboard side with a head and bath on the port side. The salon has a dinette on the starboard side and galley followed by the engine space and the master stateroom and a separate head in the stern. The vessel is powered with a single diesel engine and gear and a straight shaft to the propeller.

INTRODUCTION

The survey of this vessel was performed out of the water and the owner was present for the survey. The ship's papers were available. No reference should be construed to indicate the following:

1. The internal condition of the engine & gear.
2. The condition of the mast and rigging above eye level.
3. The working capacity of electronics.

No destructive testing was done, nor was any disassembly carried out unless specifically stated. Only information considered to be pertinent has been included in this report. Further, a complete inventory list has not been intended or provided in that cabinets, lockers and closets contained personal belongings.

The use of the word "appears" is intended to indicate that a close or complete inspection was not possible or was not deemed appropriate under the circumstances of this survey. The findings reported herein reflect the conditions observed at the time the survey was conducted. Further, no determination of stability characteristics or inherent structural integrity has been made.

Larkins Marine Surveyors does not accept any responsibility for damage or defects or deterioration not found or discovered during the course of inspection. A thickness gauging or ultra sound on the hull would provide the overall condition of the steel in the hull.



HULL AND DECK

HULL CONSTRUCTION:

Material: Welded steel plate 1/4" to the waterline 3/16" topsides and 10 gauge house
The keel plate thickness is 1/2"
Partly foamed hull interior

Configuration: Round Bilge
Chine: Soft
Type: Displacement hull

Frames: Steel 2 1/2" x 3/8" flat bar welded to the hull on 20" centers

Stringers: 1-1/2" x 1/4" flat bar

Bulkheads: 3 partial

Stern: Curved Transom

Stem: Clipper bow with bowsprit

Keel: Full shallow draft keel

BOTTOM CONDITION:

Painted: Steel primer with undercoat and final coat prior to the new marine anti fouling paint

Zinc Condition: zincs installed

DECK CONSTRUCTION: Flush deck painted and in fair condition, but dirty

Material: 10 gauge steel and cabin with steel cockpit top

HOUSE CONSTRUCTION:

Type: 10 gauge Steel plate painted and in good condition

Material: Interior finished with clear yellow cedar and teak varnished brightwork

With 2" Styrofoam sheets laid into the hull to the water line for insulation

HULL TO DECK JOINT:

Type: Overlap

Fasteners: Welded steel plate

DECK OPENINGS AND SCUPPERS:

Location	Size	Closure	Sill Height
Aft cabin	20" x 20"	Boomer hatch	2"
Focsle	20" x 20"	Boomer hatch	2"
Forepeak	12" x 12"	Boomer hatch	2"

Galley	12" x 12"	Boomer hatch	2"
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DECK FITTINGS:

Davit on Transom: Stainless steel – Manual Winches

BOTTOM:

Description: Not seen

GROUND TACKLE:

Type of Anchor(s): 135 lb. CQR – 90 lb CQR-
 Rode Type and Length: 200' Chain 200' nylon line - not pulled
 Chain Locker: Fore peak
 Accessibility: From Vee berth

WINDLASS

Type: Electric
 Model: Windlass

INTERIOR

The interior of the vessel is laid out with a double berth in the focsle with escape hatch, which is followed by the double stateroom on the starboard side, and a head and bathtub on the port side.

The salon which has an oval dinette on the starboard side and the galley port side. The engine space and the companionway to the aft master stateroom with a separate head.

The interior is neatly laid out and is kept in a tidy and well maintained condition

Joinerwork / Finish: Well finished in varnished clear yellow cedar and teak trim

Cushions: Good condition

GALLEY

SINKS:

Type and size: Double stainless steel with hot and cold water
 Drainage / Thru-hulls: Nylon hose to thru hull pipe

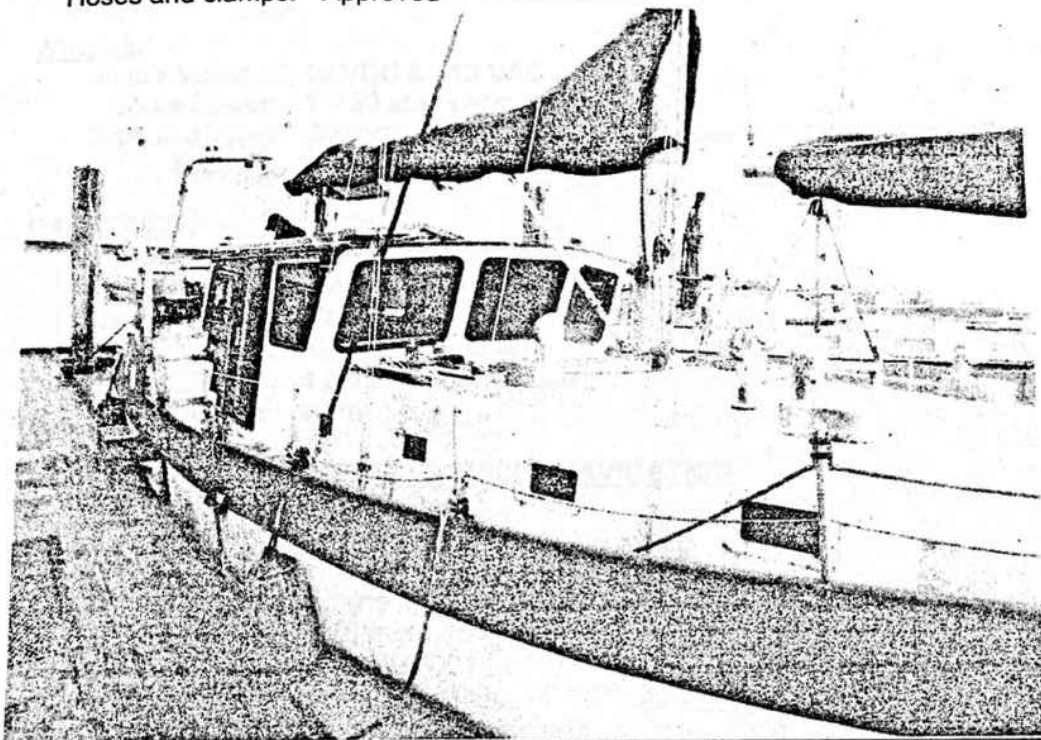
INTERIOR HEATING:

Manufacturer: Webasto hydroponic system
 Installation: Well installed
 Fuel: Diesel
 Tank installations: 20 gallon Day tank
 Hoses and clamps: Neoprene
 Chimney: Lagged Stainless steel

STOVE:

Manufacturer: Force Ten

Installation: Well installed on gimbals
Fuel: Prpane
Tank installations: On deck
Hoses and clamps: Approved



COLD STORAGE:

Model: Norcold over and under fridge freezer
Type 110 VAC & 12 volt

FRESH WATER SYSTEMS

Water Heater: 6 Gallons
Pumps: 12 VDC
Hoses and Clamps: Nylon hose

TANKS:

Number: 2 Capacity: 1000 litres
Material: steel Location: Midships

WASTE SYSTEM

HEADS AND LAVATORIES:

Number and type: Two marine heads
Location: Port side forward and starboard side aft

Hoses and clamps: Sanitary hose and stainless steel clamps
Thru-hulls and seacocks: Thru hull with seacocks

ELECTRICAL SYSTEM

WIRING:

Ship's Voltage: 12 VDC & 110 VAC
Shore Power: 1 - 30 amp shore power
Size and Type: Correct size and type Insulation: Plastic
Support: Well installed

BATTERIES:

Main Bank: 3 - 8D,
Stowage: Well installed
Selector Switch: Marine type Spark Proof: Yes
Inverter: Xantrex 2500watt
Solar Panels: 4 panel on pilot house
Wind vane: stern

ELECTRONICS / NAVIGATION

TYPE OF EQUIPMENT:

VHF: Icom ICM570R
Radar: Furuno 1720
Compass: 6" Dirigio
Auto Pilot: Comnav 2001
Sounder: Standard digital
Computer : Laptop with 14" screen
G.P.S. Garmin Chart Plotter 182C
Engine: Oil pressure, Water temperature, Tachometer

ELECTRIC CONTROL PANEL:

Electrical panels for the 12VDC and
110VAC have been installed
AC Circuit Breakers: Master shut off
Circuits: 18
DC Circuit Breakers: Manual reset
Circuits: 36

ENGINES AND PROPULSION

MAIN ENGINE: The engine has been lean and repainted and is in a well
maintained condition

Number: 1 diesel
Model: Lehman

Manufacturer: Ford
Year: 1999
Rating: 120 hp

No. of Cylinders: 6 cylinder

Hours on Engine: 176 hrs.

MARINE GEAR:

Manufacturer: Borg Warner

Model: Velvet Drive 72C series

Ratio: 2.5 : 1
Controls: Cable

Year: 1999

COOLING SYSTEM

Type: Fresh water

Heat exchanger: Sea Strainer

EXHAUST SYSTEM:

Type: Wet Exhaust
Routing and Support: Rubber hose
Muffler: Aqua Lift

ELECTRICAL SYSTEM:

Amperage: 65 amp
No. of Alternators: 1

Voltage: 12 VDC

ENGINE ROOM:

Ventilation: Naturally aspirated
Condition of Bilge: Clean with a small amount of clean water

PROPULSION:

Shaft: 1 1/2" stainless steel

Shaft Log: Good

STEERING:

No. of Stations: 1 station
Location: Pilothouse
Condition: Good condition

Type: Hydraulic
Actuator: Single cylinder

FUEL SYSTEM

Type of Fuel: Diesel
Racorfilter: Yes
Number: 3
Location: Midships

Material: -Day tank 20 gallons - stainless steel
Capacity: 500 litres each

BILGE PUMPS

Type	Size	Location
Auto electric	2000	Shaft log
Auto electric	2000	Engine room
Gusher	2"	

SOLAR PANELS: 4 – 80 watt

SAFETY EQUIPMENT

Flare Kit: No
Sound Device: yes
Manual Bilge Pump: yes
Skiff: 9' inflatable D
Life Ring: yes
Radar Reflector: no
Axe: yes
Fire Buckets: 2
First Aid Kit: yes

Fire Extinguishers required – four – 5 lbs.- Galley, Dinette, Stern & Companionway.

SAIL BOAT EQUIPMENT

Type: Cutter rigged with self furling fore sail
Mast and Boom: Aluminum
Standing Rigging: Stainless steel with turnbuckles 30 yrs old
Running rigging: Good condition
Chain Plates: Stainless steel
Backstay Adjuster: Mechanical
Ballast: Integral
Self-bailing: Yes, number of scuppers two.
Seacocks: Yes in good condition

WINCHES

Type	Number	Size
Andersen	2	28
andersen	1	40

SAILS

The sails are all made of Dacron. They are worn, with some deterioration. They are listed below;

Two Sails, Main Fore sail Dacron
Rigging 1999 – Stays and Turn Buckles
Profurl Self furling with dacron genoa

DEFICIENCIES / RECOMMENDATIONS

1. All Fire extinguishers must be recharged
2. Carbon Monoxide sensor must be installed
3. All safety equipment must be on the vessel prior to it leaving the dock.

This recommendations must receive the required attention within 30 days of the date of this report.

SUMMARY AND CONCLUSION

This vessel is a heavily built Blue Water Cruiser, the interior is finished to yacht standards and the machinery and wiring are also done to a good professional level. This vessel has not been used much and will require recommissioning before leaving the dock. This vessel is suitable for Cruising in B.C. coastal waters.

VALUATION

ESTIMATED VALUES:

	Replacement	Present
Hull:	680,000.00	61,000.00
Machinery:	130,000.00	32,000.00
Standard Equipment:	565,000.00	40,000.00
Special Equipment:	25,000.00	5,000.00
Total:	\$1,400,000.00	\$138,000.00

Signed Without Prejudice

Peter Larkins
SAMS 257