



WEDLOCK, RAMSAY & WHITING MARINE SURVEYORS

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SURVEY REPORT #4468

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Date: December 8, 2008

Vessel Name: "ILLUSION"
Type: Auxiliary Sail
Service Area: San Francisco Bay
Official #: USCG Document # 618722
Hailing Port: Lake Tahoe, CA
Certificate aboard / numbers attached: Yes / Yes
Hull ID #: ZCC34232M80C



Purpose of Survey: Condition and value for pre-purchase purposes

(Note: this survey is not to be used for transfer to a third party or use other than intended)

Where Surveyed: In the water @ ABC sales dock, San Rafael and during sea trial and in dry dock @ San Rafael Yacht Harbor, CA

Attending: Françoise Ramsay (surveyor), Lewis Keizer (buyer), Arnie Gallegos (broker)

Broker/Agent: ABC Yachts / Arnie Gallegos
25 Third St.
San Rafael, CA 94901

Tel: (415) 999-6751
E-mail: arnie@abcyachts.net

Estimated Fair Market Value: \$32,000
(As she lays)

Estimated Replacement Cost: \$180,000
(New; similar construction)

VESSEL PARTICULARS**Vessel Documentation:** As per USCG database

Vessel Name:	ILLUSION	USCG Doc. No.:	618722
Vessel Service:	RECREATIONAL	IMO Number:	*
Trade Indicator:	Recreational	Call Sign:	*
Hull Material:	FRP (FIBERGLASS)	Hull Number:	*
Ship Builder:	*	Year Built:	1980
		Length (ft.):	33.5
Hailing Port:	TAHOE CITY CA	Hull Depth (ft.):	5.5
Owner:	M.S. TOMLINSON CO INC 1007 LIVE OAK #A-4 YUBA CITY, CA 95991	Hull Breadth (ft.):	11
		Gross Tonnage:	10
		Net Tonnage:	9
Documentation Issuance Date:	June 17, 2008	Documentation Expiration Date:	July 31, 2009

Previous Vessel Names:	No Vessel Name Changes	Previous Vessel Owners:	WILLIAM B HOWELL
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Builder: C & C YACHTS, Ontario, Canada
Designer: C & C Design Group
Model Year: 1980
Model: C & C 34
Hull#: 232
LOA: 33' 6"
LWL: 25' 11"
Beam: 11'
Draft: 5' 11"
Displacement: 10,100 lbs.
Ballast (type/amount): Lead / 4,100 lbs.
Hull Type: Fin keel / spade rudder
Material: Molded fiberglass
Color: Navy blue with white boot and cove stripes

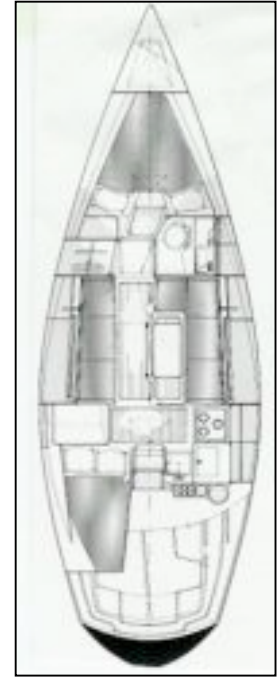
**HULL AND SUPERSTRUCTURE:**

Deck: Molded non-skid fiberglass, balsa core
Cabin Sole: Teak and holly veneer plywood
Bulkheads: Teak veneer plywood
Hatches&Ports-Gaskets: Appear good (Note)
Construction Scantlings: Sandwich construction – molded fiberglass with end-grain balsa core below waterline. Molded FRP interior parts.
Hull/Deck Joint: Internal flange bonded with butyl bedding compound with vinyl rub-rail sandwiched between flanges, aluminum toe-rail bolted through the joint 4" o.c.

Superstructure/Layout: Low trunk forward to aft cockpit / Chain locker way forward. Forward cabin has V-berths convertible to a double berth. Next aft is a hanging locker to port, enclosed head opposite. Salon has straight settee to port and a L-shaped settee to starboard, convertible to an additional berth, centerline table has a folding section to allow passage forward. Next aft are the galley to starboard and, to port, the navigation station with forward-facing chart table and quarter berth. Engine access is through a front hatch behind companionway steps and through the starboard cockpit locker.



View of salon



Interior layout

Comments:

- The wetted surfaces were examined visually and with a sounding hammer; they were found smooth, fair and with no delamination or osmotic blisters were noted. Antifouling coating is recent (vessel hauled out and bottom painted last Oct. 08) and is in very good condition. Previous reported work includes blister repairs and a 2-coat epoxy barrier system in 2005.
- Topsides: gel-coat is slightly faded; few scratches noted amidships, starboard side. A small repair on the port side of stem below anchor roller has been touched up with a darker color. Good condition overall.
- The decks and the superstructure are in good condition with no deficiencies noted. Surfaces were sounded and an GE Aquant moisture meter was used to take random readings on decks and cabin top. Readings were normal as well as soundings.
- The interior is generally clean and uncluttered. Upholstery is recent – there were no signs of water intrusion. Interior shows good care and maintenance.

PROPULSION SYSTEM

Comments: Engine has a recent documented re-built (2007) with block replacement, re-painting and general overhaul. It was run for about 1 ½ hours during sea trial and performed satisfactorily.

Type: Diesel, 4-cycle, naturally aspirated, raw-water cooled

Hours: 50 hrs reported since re-built – no hourmeter (Note)

Manufacturer: YANMAR

Model: 2QM20H

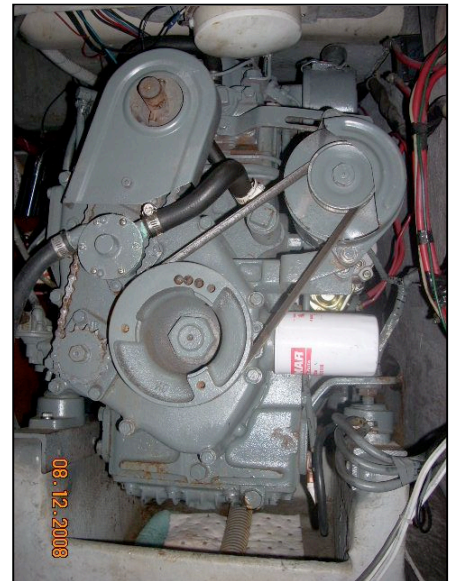
Serial Number: Not visible

#Cylinders: Two

Rated Horsepower: 20 HP @ 2600 rpm
Year/Year rebuilt: Original / Rebuilt in 2007
Cooling System: Raw water
Alarms: Oil pressure and water temp.
Gauges: Fuel gauge only
Exhaust Type/Line: Wet / Reinforced hose
Silencer: CENTEK can type FRP waterlift
Reduction Gear/Ratio: KBW10A / 2.14:1
Belts/Hoses: Good
Shaft: 1" stainless steel
Stuffing Box: PYI packless shaft seal
Strut/Bearing: Single leg Bronze / Cutlass – good
Propeller: 2-blade fixed bronze 15" RH – no dia & pitch stamp
Controls: Dual lever at pedestal
Eng. Beds/Mounts: HD stringers / Flexible type
Other: - YANMAR tool kit
 - YANMAR operation and maintenance manual
 - GORI 2-blade folding propeller 15" RH 12" – spare, not used
 - Spare raw water impeller
 - 12v fuel lift pump, between primary filter and engine
 - TEMPO oil transfer pump/container



Packless shaft seal



Front view of engine

MECHANICAL SYSTEMS

Comments: Systems well installed and operational.
Eng.Rm.Ventilation: SIMER 12v engine space exhaust blower
Insulation: None
Wheel/Tiller: EDSON pedestal and SS wheel destroyer type, 32" dia.
Steering Gear: Cable to radial drive wheel
Emergency Steering: Aluminum tiller
Rudder: Foam filled FRP
Rudder Post/Gland: FRP tube and bearing, grease fitting
Bilge Pump(s)-Manual: WHALE Gusher diaphragm in cockpit

Electric: RULE 2000 with manual switch
Potable Water-Manual: (2) WHALE foot pump – galley and vanity
Pressure: JOHNSON 5 gpm 12v – for shower
Head: JABSCO manual
Holding Tank: Yes – see Tankage and Plumbing
USCG Approved: Yes w/ "Y" valve (33 USC 159)
Showers: Handheld in cockpit
Zincs: One collar on drive shaft, one rudder anode on s
Other: - PRECISION TEMP ShowerMate propane tankless water heater (Note)
 - PAR plunger type manual pump – icebox drain



Part of the steering assembly

ELECTRICAL SYSTEMS

Comments: Good 12v installation – minor work needed (cabin lights) and possible replacement of batteries. AC system is minimal with a single circuit (outlets).

DC System

Batteries/Type: (2) POWERSTRIDE / 12v Gp24 deep cycle

Boxes: TEMPO plastic boxes w/top straps

Approved: Yes (ABYC E 10.7.1 – 10.7.12)

Battery fluid level: Was low at time of survey (Note)

Condition of terminals: Good

Engine Alternator/Amps: Est. 35 A

Charger/Amps: None

Vapor Proof Switch: (1) PERKO rotary selector switch, (1) rocker on/off switch

Panel/Location: C & C main panel and NEWMAR sub-panel / Above chart table

Circuit Protection: Breakers

Other: Voltmeter -

AC System

Shorepower: 30 A inlet and cable

Panel/Location: No AC panel

Circuit Protection: SQUARE D main breaker (Note)

Wiring: Stranded copper

Installation: Well loomed

Cabin Lights: 12v (Note)

Foredeck Light: 12v - good

Navigation Lights: 12v - good

Anchor Light: None

Searchlight: ACR Super Beam handheld

Bonding system: None

GALLEY EQUIPMENT

Comments: Good

Sink: Single basin stainless steel

Refrigeration: Built-in insulated icebox
Stove Type: HILLERANGE propane, gimballed
Burners/Oven: Three w/ oven
Tank Stowage: Dedicated after cockpit locker
Tanks/Type: One / Vertical. aluminum, w/ OPD
Shut-off Valve: MARINETICS safety solenoid 12v
Pressure-gauge: No (Note)

TANKAGE AND PLUMBING

Comments: Good overall except as noted.

Fuel Tanks/Capacity: One / 20 gals

Material: Aluminum

Location: Under cockpit

How Secured: Framing and galvanized strapping

Accessibility/Condition: Good / appears good

Fill/Vent: Stbd side deck / Stbd topside

Bonding (Fill to Tank): Yes

Fuel Lines: - Copper (from tank to primary filter)
 - Neoprene

Filters: RACOR R12P and secondary

Shut-off Valve: At tank

Water Tanks/Capacity: One / 30 gals

Material: Polyethylene

Location: Under port salon settee

How Secured: Framing

Accessibility/Condition: Fair / appears good

Fill/Vent: Port side deck / Port topside

Hoses/Clamps: Good

Shut-off Valve: At tank

Holding Tank/Capacity: One / 24 gals

Material: Polyethylene

Location: Under V-berth

How Secured: Framing

Discharge: Pump-out via deck fitting only

Thru-Hull Fittings: Bronze

Sea Valves: Below static water line

Location	Function	Type	Operation
Under V-berth	Speedometer	Plastic paddlewheel	-----
	Depthsounder	Plastic transducer	-----
	Head inlet	Bronze ball valve	Good
Under vanity	Vanity drain	Bronze ball valve	Good
Under stbd settee	Head O/B discharge	Bronze ball valve	Good
Engine space, stbd	Galley sink drain	Bronze ball valve	Good
	Engine intake	Bronze ball valve	Good
Lazarette, port	Port cockpit scupper	Bronze ball valve	Stiff/seized (Note)
Lazarette, stbd	Stbd cockpit scupper	Bronze ball valve	Stiff/seized (Note)



Fuel tank

Clamps/Hoses: Single / reinforced
Anti-Siphon Loops: Head O/B discharge
Raw water Strainers: GROCO bronze - clean
Hose Chafing?: None observed

ELECTRONICS/NAVIGATION EQUIPMENT

Comments: Good – all operational
Compass: RITCHIE 5 inch, pedestal-mounted.
VHF Radio: ICOM IC-M402
Autopilot: RAYTHEON
Speed/Log: SIGNET SL12 / SIGNET Dualog
Wind Indicator: - SIGNET Wind speed and SIGNET Wind point
 - DAVIS Windex masthead vane
Depthfinder: SIGNET SL172
GPS: MAGELLAN 3000XL handheld – not tested for lack of battery (Note)
Stereo/Radio: JENSEN MCD%!!@ 50W x 4 AM/FM/CD
Barometer: CHELSEA 4" chrome finish
Ship's Clock: CHELSEA 4' chrome finish – needs rewinding

DECK EQUIPMENT

Comments: Good
Anchor: BRUCE claw type 22#
Chain/Rode: 5/16" x est. 70' / 5/8" 3-strand nylon x est. 120'
Bow Roller: Single WINDLINE roller
Bow/Stern Pulpit: 1" Stainless Steel / 1" SS
Stanchions/Lifelines: 1" SS / double wire
Docklines: Misc. braid and 3-strand
Fenders: (4) Medium pneumatic
Covers: Main sail, transom, mast boot
Swim/Boarding Ladder: Stainless steel, foldable – stored below decks
Other: - Mooring line w/ floats
 - AVON Redcrest 8' 6" inflatable dinghy – not inspected

SPARS, RIGGING AND SAILS

Comments: The rod standing rigging was replaced in 1995 and rod ends were redone in 2005.
 Mainsail and furling jib are recent and in good condition – vessel performed well during sea trial in light wind conditions.

Type of Rig / # Masts: Sloop / One
Mast/boom material: Aluminum, white enamel
Where Stepped: On keel
Step/Condition: Raised FRP structural step / good

Keel bolts: 1" SS – Appear good at heads, no visible corrosion
Standing Rigging: NAVTEC SS rod
Condition: Appears good from deck
Terminals: Swaged
Turnbuckles/(pins?): SS Bronze / yes
Chainplates/Stem: Stainless steel
Spinnaker Pole/Reaching Strut: Aluminum, white enamel
Running Rigging: Dacron braid
Condition: Good
Winches: All BARIENT: (2) #28 (primary), (2) #25 secondary, (3) #18, (3) #10
Rigging details: Single spreader, masthead rig

- NORTH roller furler
- 1 x 19 SS baby stay (Note)
- STEARNS hydraulic backstay adjuster
- Most lines lead aft
- Rope vang w/ 4:1 purchase

Sail inventory:

- NORTH Dacron main, full-battened, 2-reef - 2006
- PINEAPPLE Dacron furling jib - 2006
- Mylar genoa 155%
- Spinnaker



During sea trial



Keel bolts

SAFETY/REQUIRED EQUIPMENT

Comments: Flares need updating.
Throwable Device: LIFESLING, (2) type IV cushion
PFD's: (6) USCG Type II
VDS: Several handheld and 12-gauge kits – flares expired (Note)
Horn/Bell: Not sighted (Note) / Not required
Oil/Pollution Placards: Not sighted (Note) / Yes
Fire Extinguishers:

- (2) KIDDE 3# ABC dry chemical – mounted at nav station and V-berth
- a third one stored on quarter berth shelf is discharged

Condition: Gauges in green, no rust, mounted (Note)

Fixed Fire System: FIREBOY Halon FE241 - 2004

Condition: No entry on service tag, charge indicator is not lit when engine ignition is ON (Note)

CO detector/Smoke detector: "Recommended" (Note)

Other: - MOB pole – lower part only

- (5) personal harnesses

REMARKS AND RECOMMENDATIONS

This older racer cruiser has been designed and built to good standards. It was found structurally and mechanically sound. All the major systems have been re-fitted or overhauled in the recent years. It is in overall good condition and, upon compliance with listed findings and recommendations, will be deemed fit for its intended service.

(In as far as may be ascertained from a general inspection, without making extensive removals or opening up to expose ordinarily concealed areas, and without taking borings to determine thickness or soundness of structures and members, or testing for tightness of components.)

Note: The N.F.P.A. National Fire Protection Association, and ABYC (American Boat and Yacht Council), do not represent legal requirements, only safety standards. Non -conformity can affect insurance. U.S.C.G Requirements are law by the Federal Boat Safety Act of 1971.

SAFETY / REQUIRED ITEMS:

1. Assure that the required equipment is aboard before next underway:
 - Minimum of (3) visual distress signals with future expiration date (if operating the vessel between sunset and sunrise) - (46CFR28.145)
 - Means of making an "efficient" sound signal, audible for ½ mi., i.e. horn
 - Oil pollution placard, posted - (33CFR151.9)
2. The installation of the propane water heater, done in 2005, is not in full compliance with ABYC A-1 standards:
 - The propane supply line has been teed inside the vessel, in contradiction with A-1.9.5.6 that states that continuous lines must be used between the solenoid valve and the appliance. This can be addressed by installing two separate lines for the galley stove and water heater run to the LPG locker with a tee fitting inside the locker or by installing a second LPG cylinder above deck and dedicated to the water heater.
 - In addition, the installation of a pressure gauge, as recommended in ABYC A-1.5.2 would allow a quick and easy way to test the system for leakage.
3. The baby stay upper swage makes a sharp angle with the wire itself; this misalignment of the mast tang and wire creates a stress riser that can lead to premature failure. Replace stay with care to alignment of wire and fittings when in tension.

REPAIR / MAINTENANCE ITEMS:

Propulsion system

4. Suggest keeping an engine maintenance log - installation of an hourmeter would facilitate keeping track of engine use for this purpose.

Electrical systems

5. The two batteries were lacking in electrolyte (level below top of the plates) and half a gallon of distilled water was added to top them off. Batteries might have been damaged. Assure that they can be fully charged.
6. The salon port light fixture came loose and is hanging from its wiring, the starboard one is missing a bulb. The light fixture above the engine is loose and bearing against the engine. Repair.
7. The main AC over-current protection /disconnect is a household type breaker – not designed for marine environment. Suggest replacing with a marine grade breaker and upgrading installation with a simple AC panel with a voltage indicator or voltmeter, a reverse polarity indicator and individual branch circuits w/ over-current protection for the outlet circuit and a future battery charger.

Tankage and plumbing

8. The two cockpit scupper valves are stiff/seized and could not be operated. Service and assure operable. Exercise all sea valves regularly.

Spars, rigging & sails

9. The clam cleats fitted to the mainsheet traveler control lines have broken springs: replace cleats.
10. The gooseneck mast fitting has been repaired: a new upper stud has been welded. No action required.

SURVEYOR'S NOTES

11. Fire extinguishers should be checked monthly to assure that pressure gauge readings are in the green area. Dry chemical extinguishers should also be removed from their brackets, turned upside down and shaken vigorously to keep the chemical loose then properly secured to the mounting bracket. ABYC A-4.5.4.1-2 and NFPA 302 E.3. recommend annual service/tagging.
12. Carbon monoxide is a potentially deadly gas produced any time a carbon-based fuel, such as gasoline diesel, propane, charcoal or oil, burns. On board sources include gasoline and, to a lesser degree, diesel engines, generators, cooking ranges and space and water heater. Carbon monoxide is called the "silent killer" for good reason: exposure to low levels of the odorless, colorless gas can result in symptoms that mimic seasickness such as nausea, headache, dizziness and drowsiness. The installation of marine grade carbon monoxide detectors with audible alarm in all enclosed cabin areas is thus strongly recommended. And, ventilation of fresh air into cabins, even when air conditioners or heaters are running, is essential.
13. Suggest installation of one UL-listed smoke detector in enclosed compartment as recommended by NFPA 302 12.3 *Note: Battery-powered combination CO/smoke detector units are acceptable.*
14. Recommend installation of a high bilge water audible alarm system. (ABYC H-22.7.3)

SURVEY LIMITATIONS and SCOPE:

1. Parts of most vessels cannot be examined due to inaccessibility, some removal procedures add greatly to the time involved and, consequently to the cost. Therefore such procedures are not performed unless specifically requested or recommended. Engine surveys and oil analysis are separate surveys and are recommended. Surveyors do not:

- Test the vessel, hull or tanks for tightness or leaks
- Unload cluttered holds or lockers
- Clean bottoms
- Operate the vessel.

It is pointed out that where wood decay is involved, it is not unusual for repairs to uncover previously hidden additional decay.

2. We recommend surveyor attendance underway to test gear under working conditions. The vessel was examined in the water and / or dry dock (see page one for details). The hull, deck, and house were sounded for structural integrity. Sole boards were lifted and accessible drawers and lockers were opened for inspection. Machinery, electrical and electronic equipment were operated except as noted.

- Attendance underway: _____ Declined X Accepted

3. The report is confined to the surveyor's opinion as to the general physical condition and estimated value of the vessel. It does not include a determination as to the seaworthiness of the vessel, nor does it include stability tests necessary to determine such limitations, nor does it attempt to itemize waters unsuitable for the vessel's use.

4. This survey is prepared for the exclusive use of the client whose name and address appear on the front page. The intended users of this report and valuation are the client and those lenders and underwriters who may finance or insure this vessel for this client only. This report is not transferable to any other person or entity, therefore, other potential buyers are specifically excluded as third party users of this report.

Signed without prejudice,



Françoise Ramsay
SAMS Accredited Marine Surveyor #962
ABYC Master Technician (Standards, Electrical, Marine Systems)
RYA Yachtmaster 200 GRT



Françoise Ramsay

SAMS Accredited Marine Surveyor

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STATEMENT

"ILLUSION"
1980 C & C 34
USCG # 618722

Survey #4468
December 8, 2008

Lewis Keizer
P.O. Box 538
Aromas, CA 95004

CONDITION AND VALUATION SURVEY

34' x 16ft.
Sea trial – (standard charge:\$150.00)

\$544.00
N/C

PAID IN FULL 12/8/08

Terms: - Due on receipt –

A late charge of \$25 per month will be added after the first 30-day period

Thank you for the opportunity to be of service