



Sample Marine Survey Report
1989 Aloha 30 sloop
Prepared for xxxx



John Bond Marine Surveyor SAMS®AMS®
Accredited Marine Surveyor Pre-purchase and Insurance Marine Surveys



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SCOPE OF SURVEY Acting at the request of xxxx, the surveyor did attend onboard the Aloha 30 on May 21 2011 in xxxx Ontario, where an out of water inspection including the underwater machinery and the exterior of the hulls wetted surface was performed.

A sea trial was not performed, and the prospective owner was not in attendance. The ship's papers were onboard at the time of the survey. The Hull Identification Number (xxxx) was verified from the transom. The reason for the survey was to ascertain the physical condition and estimated value of the vessel. Moisture meter readings taken and referred to throughout the body of the report were taken with a GRP 33. Ohm meter readings taken and referred to throughout the body of the report were taken with a Fluke 77 Multi meter. **(NO AC or DC)** power was used to check the operation of the electrical systems specified in this report. Machinery, tanks, belts, hoses, and piping were visually inspected where normally accessible. No disassembly, sampling, analysis, compression testing or pressure testing was performed. Electronic equipment was not checked for **"Power up"**. This vessel was surveyed without the removals of any parts, including fittings, tacked carpet, screwed or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts, and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open up all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This survey report represents the condition of the vessel on the above date, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or warranty either specified or implied.

NOTE: It is recommend and understood that all GAS/DIESEL engines be surveyed by a qualified Engine Surveyor to determine the condition of the engines, gears and pumps, heat exchangers, etc.

INTENDED USERS: The intended users of this report and valuation are xxxx and underwriters considering financing or insuring this vessel and is not transferable to any other person or entity.

STANDARDS USED: The mandatory standards contained in the Canada Shipping Act (CSA 2001) and in particular, the small vessel regulations, TC Safe Boating Guide, Transport Canada TP1332 2010, the **voluntary standards, and recommended** practices developed by the American Boat and Yacht Council (ABYC) National Fire Protection Association (NFPA) have been used as guidelines in the conduct of this survey.

PERCUSSIVE SOUNDINGS: This is a low-tech, high-skill process in which structural members of fiberglass boats are tapped on to determine their condition.

POWERS UP / POWERED UP: Power was applied only. This does not refer to the operation of any system or component unless specifically indicated

SERVICEABLE / ADEQUATE: Sufficient for a specific requirement.

FIT FOR INTENDED USE: Use which is intended by Survey Purchaser (present or prospective owner)

REMARKABLE: Noticeable.

OPERABLE: Fit / Operates. This does not refer that the operation of a system or component was completely tested, only that power was applied, or the system was activated.

UNREMARKABLE: Un noticed, not noticeable.

USABLE: Capable of being used. Practicable for use.

GOOD CONDITION: Nearly new, with only minor cosmetic or structural discrepancies noted

Use of asterisks (*A *B or *C) in the body of the report will indicate that a finding will be listed in the Findings and Recommendations section pertaining to the asterisked item.

HULL, DECK, SUPERSTRUCTURE, AND COCKPIT

TYPE/MATERIAL:

Fin keel sloop, FRP construction.

EXTERIOR HULL/TRANSOM:

White gel coat with blue accent stripes in the condition expected for a vessel of this age, no exposed laminate. Percussive soundings and moisture meter readings, where tested at random, are unremarkable.

BOTTOM:

Bottom is covered in blue colored anti fouling paint in usable condition. There was no readily detectable visual evidence of hull bottom blistering. Percussive soundings where tested at random, are unremarkable.

KEEL:

***B1** The keel has visible evidence of light damage on the bottom edge that has been adequately been repaired. Hull to keel joint was found to be even and properly aligned. Keel bolts where seen are SS. It is recommended that keel bolts be re-torqued periodically to manufacturers' specifications.

Attention required:

- (1) Keel bolt fastener is missing
- (2) Signs of water leaking at the hull to keel joint

BULKHEADS/STRINGERS:

Tabbing of bulkheads, partitions, and hull stiffeners where seen, under the v berth and settee seating, is smooth, secure, and tapped sound. Engine stringers tapped sound where accessible, front half.

BILGE:

The bilge under the engine is free of large debris and oil contamination.

COCKPIT/DECK:

***C1** FRP fore deck, side decks, and self-bailing cockpit have anti skid surface in the appropriate areas. Cockpit seating where seen is in good condition. Percussive soundings and moisture meter readings, where tested at random, are unremarkable.

Attention required:

Port side locker hatch hinge is loose

HULL TO DECK JOINT:

Inward flange covered with a perforated rail fastened with SS bolts. No signs of structural damage of the hull to deck joint where seen.

PULPITS/STANCHION/LIFELINES/HAND HOLDS:

SS Stern and Bow pulpits, lifelines and handholds mounted on the swim platform, cabin top and transom are secure and in good condition.

CHOCKS/CLEATS/ANCHOR PLATFORM:

Cleats were inspected and found to be secure and in good condition.

HATCHES/PORT LIGHTS/WATER LEAKS:

***B2** Hatches and port lights are in serviceable condition, no signs of leaks seen.

Attention required:

Water leak in the quarter berth needs attention, wood is delaminated

ADDITIONAL EQUIPMENT/ACCESSORIES

Fenders and dock lines.

CABIN APPOINTMENTS

Galley contains a sink, hot and cold pressurized water system, foot pump operated water system, Force 10 propane stove top with oven, and an ice box. FRP, wood sole, wood trim through out and upholstery are in good condition. Each area has ample 12-volt DC lighting, untested.

PROPANE SYSTEMS:

PRESSURE GAUGE: Seen	PRESSURE REGULATOR: Seen
ELECTRIC SHUT OFF VALVE: Seen at galley	TANK SHUT OFF VALVE: Seen
PRESSURE REGULATOR: Seen	RELIEF VALVE: Seen
TANK / VENTING: Tank venting seen	FUEL LINES / FITTINGS: Type 1 approved flexible fuel supply lines, fittings use swage and threaded insert where seen.

Always check fittings in the propane system for leaks with soap and water before spring launch.

GREY WATER

***B3** Galley and Head sink drain hoses where seen were of marine grade and clamped. Grey water drain ball valves operated with moderate pressure and showed no signs of leaks. Shower sump with pump, model from tag: Rule 450 is located under the shower drain grate.

Attention required:

- (1) Galley sink drain thru hull fitting is loose in the hull
- (2) Head sink drain hose is disconnected at the sink end

FRESHWATER SYSTEM

***B4** Tank fill was found to be labeled correctly. Two aluminum water tanks, port and starboard side under the settees, top sides seen only. Hoses where seen were of marine grade polyester hose and polybutylene tubing. Par water pressure pump is securely mounted under the head vanity top.

Attention required:

Port side fresh water tank is not securely mounted

HOT WATER HEATING

Securely mounted aft of the engine is one 120-volt AC with built-in heat exchanger, 6 gallon hot water tank, manufactured by Atwood: model from tag EHM6-SM, watts from tag: 1500. The 150 psi Pressure relief valve was tested, operable.

SANITATION

Tank pump out was found to be labeled correctly. Aluminum waste tank is securely mounted in the port side cockpit locker, no leaks where seen, aft end and top. Hoses where seen were of marine grade and clamped. Jabsco Manual head is securely mounted, no bowl cracks seen. Seawater supply ball valve operated with moderate pressure and showed no signs of leaks.

PROPULSION

Engine warning indicators could not be seen, as there was no 12-volt DC power available

ENGINE/DRIVE:

One Volvo Penta, Model: 2000, 2 cylinder electric starting, diesel engine driving one propeller through one transmission.

Engine serial number from tag	XXXX
Engine hours per meter	XXXX
Transmission serial number from tag	XXXX

MOUNTS:

Engine sits atop adjustable mounts fastened to angle iron, bolted to FRP stringers. Tapped tight

DRIVE TRAIN:

***B5** One bronze, two bladed propeller was visually inspected only, and found to be in usable condition. One 1" SS shaft, with hex nut packing gland attached to shaft tube with clamps and reinforced hose. Water lubricated cutlass bearing and bronze single strut. Split type coupling, connected to shaft by key and setscrews. All appear to be in serviceable condition, exception below.

Attention required:

Cutlass bearing is visibly loose

CONTROLS:

Manual throttle and shift cable controls mounted in the cockpit, operable.

COOLING SYSTEM/EXHAUST:

***B6** Seawater supply system, SS lift type muffler, hoses where seen were of marine grade and clamped, well routed and secured. Seawater supply ball valve operated with moderate pressure and showed no signs of leaks.

Attention required:

Exhaust hose, at the transom end is deteriorated

ALTERNATOR/STARTER:

Alternator and starter are secure.

VENTILATION:

Ventilation is provided by ventilators aft with flexible tubing and one Attwood 12-volt DC blower, untested.

FUEL TANK/SYSTEM:

One 5052 aluminum type tank is securely mounted under the quarter berth, top seen only. Fuel pump is marine grade mechanical. Fuel water separator is securely mounted in the engine space to a bulkhead. Fuel fill was found to be labeled correctly. No visible fuel leaks in the system where seen.

Attention required:

***B7**

- (1) No fuel shut off valve was seen at the fuel tank
- (2) Fuel supply hose from the water separator to the engine is deteriorated

***C2**

- (1) Fuel fill and vent hoses could not be inspected without the removal of fixed panels
- (2) Fuel fill and fuel tank grounds were not measured due to wiring issues

PLEASE READ BELOW:

When I arrived at the boat, the batteries were connected but no 12-volt DC power was available. Soon after, the present owner arrived and was asked about the problem. He stated he has brought a technician to determine what is wrong. I opened up the 12-volt DC panel and saw burnt wires, a burnt battery switch, and corrosion on most terminals. The owner then disconnected the batteries and no testing on the 12-volt DC system was conducted.

ELECTRICAL SYSTEM: (12-volt DC)

***B8** 12-volt, DC power is supplied by two storage batteries, with one four-position marine type battery switch. A regulated engine alternator with one Newmar RM-15 automatic battery charger charges the batteries. Wiring in general where seen is well routed and secure. There is a factory panel in the salon using individual well-marked breakers per branch.

Attention required:

- (1) The batteries are not contained in acid resistant boxes
- (2) Battery terminals are not covered to protect from accidental contact with ground
- (3) Burnt battery switch and wiring behind the 12-volt DC panel

ELECTRICAL SYSTEM: (120-volt AC)

One 30 amp inlet, no arcing or corrosion sighted. Shore power cord is in serviceable condition. There is a factory panel in the salon with reverse polarity light using one main and individual well-marked breakers per branch. Wiring in general, where seen is marine grade boat cable well routed and secure. Receptacle at the galley is GFCI protected.

Attention required:

***B9**

- (1) Under the forward end of the port side aluminum water tank are pinched 120-volt AC wires
- (2) Receptacle in the head may not be GFCI protected

***C3**

The 120-volt AC grounding bus when checked with an ohmmeter was found not to be connected to the 12-volt DC engine negative terminal

STEERING SYSTEM

Simple spade design rudder with large SS wheel, cockpit mounted pedestal, operated smoothly, stops were firm. Percussive soundings and moisture meter readings, where tested at random, on the rudder, are unremarkable.

ELECTRONICS AND NAVIGATION EQUIPMENT

RADAR: NA	SPEED/DEPTH SOUNDER: Raymarine st60 speed and depth, untested
GPS: NA	VHF RADIO: Horizon intrepid, untested
AUTOPILOT: NA	ENTERTAINMENT: Clarion am/fm/cd, untested
	WIND INSTRUMENTS: Windex seen

RIGGING/SAILS

Periodic inspections of all rigging and connections by a qualified rigger are advised.

Rigging was inspected with the mast unstepped.

SAILS:

Sails were inspected thru the folds, in bags. No sail tape, holes or loose stitching where seen. It is recommended that a sail maker now and yearly as on going maintenance inspect the sails.

SHROUDS:

Shrouds are of SS wire, turnbuckles and swages were inspected, serviceable.

HEAD STAY/BACK STAY:

Head stay is equipped with a Harken roller furling, untested. The split backstay is SS wire and not fitted with mechanical adjustment.

MAST/SPREADERS/BOOM:

A keel stepped aluminum mast with integral sail track, and a single set of aluminum spreaders supported by a keel mounted compression post. Tapped sound where tested. Aluminum boom, gooseneck, and fittings inspected, serviceable.

CHAIN PLATES:

The shrouds terminate at one SS chain plate per side deck, using rod struts to terminations located in the salon. Backstay chain plate is SS ring thru bolted to the transom. Head stay chain plate is SS strap thru bolted to the stem. All appear serviceable.

HALYARDS/SHEETS:

Braided lines seen are in serviceable condition. Clutches, sheaves, and blocks were inspected and are in serviceable condition.

WINCHES/TRAVELERS:

A total of four winches; two Barient 22-39, and two Barient 21, operated smoothly, clickers are audible. Travelers inspected and found to be serviceable.

LIGHTNING PROTECTION:

Attention required:

***C4** No lightening protection seen onboard

SAFETY EQUIPMENT

It is the Master's responsibility to ensure all required equipment is well maintained and carried aboard at all times while underway.

Pleasure craft 9 M (29' 6") to 12 M (39' 4")

1. One Canadian-approved personal flotation device or lifejacket of appropriate size for each person on board
Seen onboard
2. One buoyant heaving line of not less than 15 m / 49' 3" in length
Seen onboard
3. One approved lifebuoy with an outside diameter of 610 mm or 762 mm that is attached to a buoyant line of not less than 15 m / 49' 3" in length
Seen onboard
4. A reboarding device if the freeboard of the vessel is greater than 0.5m / 1' 8"
Seen onboard
5. An anchor with not less than 30 m / 98' 5" of cable, rope or chain in any combination
Seen onboard
6. One manual water pump fitted with or accompanied by sufficient hose to enable a person using the pump to pump water from the bilge of the vessel over the side of the vessel OR bilge pumping arrangements
Seen onboard
7. A watertight flashlight
***A1 none seen**
8. Twelve Canadian Approved flares of Type A, B, C or D, not more than 6 of which are of Type D
***A1 none seen**
9. A sound-signaling device or a sound-signaling appliance
***A1 none seen**
10. Navigation lights that meet the applicable standards set out in the Collision Regulations
***A1 untested**
11. One magnetic compass
Seen onboard, fluid is full
12. One radar reflector
See notes below
13. One 10BC fire extinguisher, if equipped with a motor
***A1 none seen**
14. One 10BC fire extinguisher if the pleasure craft is equipped with a fuel burning cooking, heating or refrigerating appliance
***A1 none seen**

NOTE: A reboarding device is required, unless the vertical height that must be climbed in order to re board the pleasure craft is not more than 0.5 m

NOTE: Navigation lights are only required on a vessel that operates after sunset or in periods of restricted visibility (fog etc)

NOTE: Radar reflectors are required for boat built of mostly non metallic materials. A radar reflector is not required if:

The boat operates in limited traffic conditions, daylight and favorable environmental conditions, and where having a radar reflector is not essential to the boats safety; or

The small size of the boat or its operation away from radar navigation makes having a radar reflector impracticable.

NOTE: Flares are not required for a pleasure craft that: Is operating on a river, canal or lake in which it can never be more than one (1) nautical mile (1.852 km) from shore.

AUXILIARY SAFETY EQUIPMENT

BILGE PUMPS:

One 12-volt DC SeaSense bilge pump located under the salon sole, untested

CO DETECTOR: *C5 No CO detector seen	PROPANE FUME DETECTOR: *C7 No propane fume detector seen
SMOKE DETECTOR: *C6 No smoke detector seen	

FINDINGS AND RECOMMENDATIONS

Deficiencies noted under **SAFETY** should be addressed before vessel is next underway. These findings represent an endangerment and or the vessel’s safe and proper operating condition. **Findings may also be of TC or CSA 2001 regulations.**

"Existing pleasure craft that were constructed according to an earlier version of this standard (TC TP1332 2010) are not required by the regulations to comply with the current construction requirements of the Small Vessel Regulations, but are encouraged to do so insofar as it is reasonable and practicable." Voluntary standards (ABYC / NFPA) may not have been in effect, or may not have been adhered to by the builder, when the boat was constructed. Compliance is recommended.

Deficiencies noted under **OTHER DEFICIENCIES** should be corrected in the near future to maintain standards and to help the vessel to retain its value.

- A. SAFETY DEFICIENCIES**
- B. OTHER DEFICIENCIES NEEDING ATTENTION**
- C. SURVEYORS NOTES AND OBSERVATIONS OR UPGRADES**

NOTE: Replace all rusty hose clamps with SS. Ensure all cotter rings are installed.

FINDINGS	RECOMMENDATIONS
A1 TC safety equipment	Obtain missing TC safety equipment before first launch.
B1 (1) Keel bolt fastener is missing (2) Signs of water leaking at the hull to keel joint	(1) Replace missing keel bolt (2) Remove existing keel to hull fairing, reseal joint and re torque keel bolts.
B2 Water leak in the quarter berth needs attention, wood is delaminated	Inspect and repair.
B3 (1) Galley sink drain thru hull fitting is loose in the hull (2) Head sink drain hose is disconnected at the sink end	(1) Remove, reseal, and mount securely. (2) Reconnect hose before use.
B4 Port side fresh water tank is not securely mounted	Inspect and repair.

<p>B5 Cutlass bearing is visibly loose</p>	<p>Recommend replacing the cutlass bearing.</p>
<p>B6 Exhaust hose, at the transom end is deteriorated</p>	<p>Recommend replacing exhaust hose from the muffler to the outlet end. Use marine grade hose SAE J2006 or UL1129</p>
<p>B7 (1) No fuel shut off valve was seen at the fuel tank <i>“A shut off valve is required at the fuel tank in systems where fuel may siphon, and in gravity feed systems”</i> <i>ABYC H33</i> (2) Fuel supply hose from the water separator to the engine is deteriorated <i>Hoses shall be Type A1 or A2 or A1-15”</i> <i>ABYC H33</i></p>	<p>(1) Recommend installing a fuel shut off valve at the fuel tank. (2) Recommend replacing the fuel supply hose from the water separator to the engine.</p>
<p>B8 (1) The batteries are not contained in acid resistant boxes (2) Battery terminals are not covered to protect from accidental contact with ground (3) Burnt battery switch and wiring behind the 12-volt DC panel</p>	<p>(1/2) Install batteries in boxes with covers and secure from movement. (3) Replace battery switch, repair all burnt wiring, clean and or replace all connections and terminals on the 12-volt DC panel. Verify all systems are operable.</p>
<p>B9 (1) Under the forward end of the port side aluminum water tank are pinched 120-volt AC wires (2) Receptacle in the head may not be GFCI protected</p>	<p>(1) Re-locate 120-volt AC wiring in this location and install self-draining loom where required. (2) When shore power is available, verify whether or not the receptacle at the head is protected by GFCI’s located elsewhere in the vessel. If not, install a GFCI receptacle in the head.</p>
<p>C1 Port side locker hatch hinge is loose</p>	<p>Inspect and repair.</p>
<p>C2 (1) Fuel fill and vent hoses could not be inspected without the removal of fixed panels (2) Fuel fill and fuel tank grounds were not measured</p>	<p>(1) Recommended removal of fixed panels to inspect type and condition of fuel fill and vent hoses. (2) When the 12-volt DC system is repaired, verify that the fuel fill deck fitting and fuel tank are grounded to the vessels 12-volt DC ground.</p>
<p>C3 The 120-volt AC grounding bus when checked with an ohmmeter was found not to be connected to the 12-volt DC engine negative terminal</p>	<p>When the 12-volt DC system is repaired to working order, re-check the 120-volt AC ground to 12-volt DC ground connection. If required connect the 120 volt AC shore power system by connecting the shore power ground, or its bus, to the ships 12 volt DC ground per ABYC E11 recommendations.</p>

<p>C4 No lightening protection seen onboard</p>	<p>ABYC E4 Lightning Protection requires a Primary Lightning conductor, wire size #4 AWG (mast step) and Secondary Lightning conductors, wire size #6 AWG (chain plates).</p>
<p>C5 No CO detector seen</p>	<p>“Is carbon monoxide a problem with diesel engines? Usually not, although any engine, including diesel, produces CO when combustion is incomplete” Taken from research done by Iowa State University of Science and Technology. A CO detector is recommended.</p>
<p>C6 No smoke detector seen</p>	<p>Recommended.</p>
<p>C7 No propane fume detector seen</p>	<p>Recommended.</p>

VALUATION

It is the surveyor's experience that develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**, after a survey has been completed and the findings have been organized in a logical manner. The following is the accepted marine grading system of condition. The condition rating is a comparison of vessels of similar make, model, and year.

EXCELLENT (BRISTOL) CONDITION, is a vessel that is maintained in mint or Bristol fashion- usually better than factory new-loaded with extras-a rarity.

ABOVE AVERAGE CONDITION, has had above average care and is equipped with extra electrical and electronic gear.

AVERAGE CONDITION, ready for sale requiring some maintenance and normally equipped for her size.

FAIR CONDITION, requires maintenance to prepare for sale.

POOR CONDITION, substantial yard work required and devoid of extras.

As shown in the **SYSTEMS AND FINDINGS AND RECOMMENDATIONS** sections of this **REPORT OF SURVEY**, and by virtue of my experience, my opinion is

OVERALL VESSEL RATING: FAIR

SURVEYOR'S CERTIFICATION:

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true and correct.
- The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and is my personal, unbiased professional analyses, opinions, and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal, interest or bias with respect to the parties involved.
- My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction that favors the cause of the client, the amount of the value estimate, the attainment of a stipulate result, or the occurrence of a subsequent event.
- I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.

Attending Surveyor John Bond SAMS@AMS®

Date May 21, 2011

STATEMENT OF VALUATION

This condition and value is based on the vessels apparent condition on the date of the survey and assumes that the vessels propulsion system and other equipment, including sails, not proven during the survey inspection are in fact operational. In addition, there is no warranty given, or implied, for the future use or life of the propulsion system described within.

The **FAIR MARKET VALUE** is the most probable price in terms of money, which a vessel should bring in a competitive market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Currency converter used <http://www.XE.com/ucc/>

Boat Value book; 1989 Aloha 30	\$xx,000.00	CDN
www.soldboats.com; 1987 sold in 2010 in Ontario	\$xx,000.00	CDN
For sale in Ontario, 1986, asking \$xx,900.00	\$xx,000.00	CDN
BUC fair, high	\$xx,800.00	CDN

FAIR MARKET VALUE: After consideration of reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor’s opinion that the fair market value of the subject vessel is

\$xx,000.00 CDN (taxes not included)
xxxx Thousand Dollars CDN

In accordance with the request for a marine survey for the purpose of evaluating its present condition and estimating its Fair Market Value and Estimated Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the under signed. Subject to correction of deficiencies listed as **(A, B1 / 1, B8 / 3, B9 / 1)**, the vessel is considered suitable for its intended use.

I certify that the hull identification number, which appears below on this document, was taken by the undersigned on the date entered below xxxx (image has been cropped and contrast adjusted)

HIN image goes here

Attending Surveyor John Bond SAMS®AMS®

Date May 21, 2011



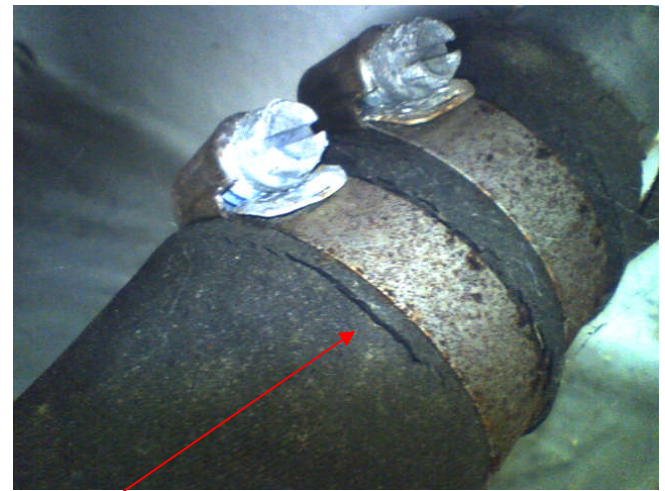
B1/1 keel bolt missing



B1 signs of water leaking at the hull to keel joint



B3 galley sink drain thru hull fitting is loose in the hull



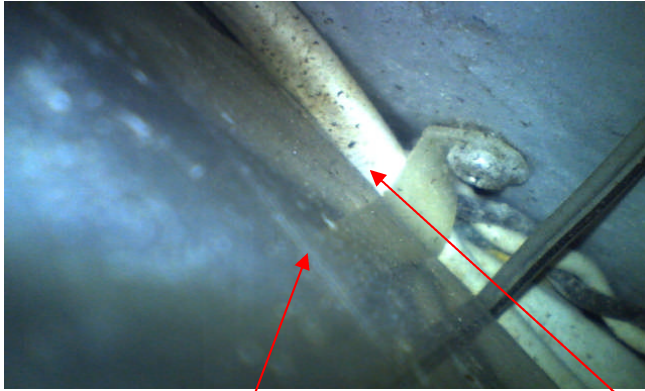
B6 exhaust hose deteriorated



B7 fuel supply hose deteriorated



B8/3 burnt wiring behind the 12-volt DC



B9/1 water tank 120-volt AC wiring



120-volt AC panel / 12-volt DC panel



port side shroud chain plate



mast as inspected