

<b>Manufacturer:</b>	PDQ Yachts
<b>Model:</b>	Capella
<b>Model Year:</b>	2002
<b>Hull No.:</b>	QPQ36091G102
<b>Registration or License Number:</b>	ON836469
<b>Port of Registry:</b>	Ontario
<b>Registered Tonnage:</b>	Not calculated
<b>Length:</b>	36 feet 5 inches
<b>Beam:</b>	18 feet 3 inches
<b>Draft:</b>	2 feet 11 inches

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**3. Description of Vessel:**

Storage locker under both fore decks.

PORT HULL: double berth forward, galley, single berth aft, STARBOARD HULL: double berth forward, navigation station, private three piece head aft, generator compartment aft of the head, main salon / dinette between the two hulls mid ships, aft cockpit with the helm to the starboard forward, large bench seat aft, outboard motor wells port and starboard.

**Hull: Material and type of construction**

The hull is constructed from laminated fiberglass reinforced with an inner fiberglass hull liner, core reinforced main decks , coach roof and hard top, aluminum extruded mast and boom fit with stainless steel rigging, stainless steel fasteners, aluminum and stainless steel hardware.

Any change from original design?                      None apparent

**4. Deck Equipment:**

One inch diameter stainless steel bow and stern rail with a double life line along both side decks, two stainless steel anchor rollers, one stainless steel hawse pipe, Quick windlass, standard aluminum deck cleats and fairleads, 7/8 inch diameter stainless steel grab rails on the coach roof and hardtop, fiberglass hard top, two # 44 Harkin winches, stainless steel swim ladder off the port transom.

**5. Navigation Equipment:**

Ritchie compass, Ray Marine autopilot, GPS/ Chart plotter and navigation instruments, navigation and anchor lights, Standard Horizon Matrix VHF marine radio, Standard Horizon Ram 3+ VHF marine radio.

**6. Engine Compartment:**

Number of engines:    Two  
Gasoline or diesel:    Gasoline  
Manufacturer:    Yamaha  
Type:    Four stroke outboard motors  
Horse power:    9.9 each  
Serial number:    Star: 6AVK-X-1000388, Port: 6AVK-X-1000390

<b>Type of carburetor fitted to engine:</b>	Side draft
<b>Flame arrestor fitted?</b>	Yes
<b>Drip pan fitted?</b>	Not required
<b>Type of cooling system:</b>	Raw water cooled
<b>Type of engine controls:</b>	Single gear shift and throttle levers to cables, controls by Morse Controls.
<b>Gauges fitted:</b>	Tachometers, fuel gauges, hour meters
<b>Description and condition of exhaust system:</b>	Both engines exhaust through the hub of the propellers via a copper tube in the intermediate housing , water cooled. Both exhaust systems are not accessible for inspection.
<b>Condition of engine compartment:</b>	No engine compartment
<b>Is engine compartment ventilation satisfactory:</b>	Yes
<b>Number of outlets:</b>	Not required
<b>Number of intakes:</b>	Not required
<b>Hoses fitted:</b>	Not required
<b>Blowers:</b>	Not required
<b>Gas detector:</b>	None sighted
<b>Number, type and location of bilge pumps:</b>	There is an intake hose located in the bilge of both hulls mid ships connected to manual diaphragm pumps located in the forward storage lockers.
<b>Is auxiliary generator fitted?</b>	No
<b>Name and type:</b>	
<b>Gas or diesel?</b>	
<b>Serial number:</b>	

Exhaust for generator:

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**7. Underwater Running Gear:**

Type of propulsion:	Outboard motors
Propellers:	Two aluminum, three blade, right hand rotation propellers by Yamaha.
Rudders:	Fiberglass rudder blades suspended on stainless steel rudder shafts.
Stuffing box:	Fiberglass rudder tubes, no propeller shaft logs.
Skeg:	Lead fin keels suspended.

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**8. Type of Steering:**

Mechanical steering by Whitlock, chain drive to stainless steel cables to a quadrant secured to the top of the starboard rudder post.

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**9. Sea Connections:**

Location and description of through hulls:	There are six through hull fittings below the waterline, five are fit with Marelon sea cocks, one is fit with a brass sea cock, Refer to comments.
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**10. Fuel Tanks and System:**

Number of tanks:	One
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<b>Location:</b>	Under the aft cockpit sole, no accessible for inspection.
<b>Material:</b>	Not able to comment
<b>Filled from:</b>	Starboard side deck aft
<b>Vented to atmosphere:</b>	Yes
<b>Are tank vents screened?</b>	Yes
<b>Will overflow from fill run overboard?</b>	Yes
<b>Capacity of tanks:</b>	Not available
<b>Shut off valves at tank:</b>	None sighted
<b>Type and condition of fuel line:</b>	Only the fuel supply hoses were accessible for inspection and appear in good condition where inspection could be made.
<b>Fuel line grounded to engine?</b>	Yes
<b>Are fuel tank metal securing straps insulated?</b>	Not able to comment
<b>Is installation satisfactory?</b>	Not able to comment

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## **11. *Wiring and Electrical:***

<b>Voltage:</b>	12 volt
<b>Type of wiring:</b>	Copper wire insulated
<b>Are circuits fused or circuit breakers fitted?</b>	Circuit breakers
<b>Is vapor proof switch present?</b>	None sighted
<b>Condition of wiring in engine compartment:</b>	Appears in good condition, neat and well secured, no visible evidence of overheating where inspection could be made.



<b>DC wiring fuse panel – location and condition:</b>	The DC panel is located above the navigation table and appears in good condition where inspection could be made.
<b>AC wiring, 110 volt – location and description and description of outlets and wiring:</b>	The AC panel is located below the DC panel and is fit with copper wire, duplex and ground fault receptacles. The AC electrical appears in good condition where inspection could be made.
<b>Batteries – location and type:</b>	There is a 24 series 12 volt battery under the aft cockpit, aft seat along with three 31 series 12 volt batteries to the port of the helm.
<b>Is battery adequately secured?</b>	Yes
<b>Are ventilated boxes with covers provided?</b>	Yes
<b>Condition of cables and connections:</b>	Appears in good condition
<b>Additional electrical equipment:</b>	110 volt hot water heater, solar charging system, Mermaid air conditioning unit.

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**12. *Stoves, Heating System, Refrigeration, Air Conditioners etc.:***

Stove- two burner with an oven, propane by Force 10.  
Refrigeration- fiberglass ice chest fit with a 12 volt cooling unit by Adler Barbor.

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**13. *Fresh water System:***

<b>Number of tanks:</b>	One
<b>Material:</b>	Plastic
<b>Location:</b>	Under the forward seat of the dinette
<b>Pumped from:</b>	Starboard side of the coach roof

Vented overboard: Yes

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**14. Waste System:**

Number of tanks: One  
Material: Fiberglass  
Location: Built into the starboard hull forward of the rudder tube  
Pumped from: Starboard side deck, aft  
Vented overboard: Yes

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**15. Optional Equipment:**

Toshiba flat screen TV in both berths, Sharp flat screen TV in the main salon, transom shower, First Alert smoke and CO alarm

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**16. Fire Extinguishers:**

Type and location: Three pound dry chemical above the galley, three pound dry chemical in each berth.  
Any inflammables on board? Propane  
Remarks:

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**17. Valuation:**

Estimated fair market value: \$220,000.00 to \$225,000.00

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## 18. Summary of Inspection

### General Comments and or Recommendations

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|---|--|
| 1. Two of the through hull fittings aft of the shower were found with the discharge hoses cut. The larger of the two was fit with a wood plug. The smaller hose was left open.  | 1. If both through hull fittings are no longer in use both hoses should be removed and Marelon plugs or caps secured in the inlets of both sea cocks.  |
| 2. There is a through hull fitting in the starboard side of the starboard hull just above the waterline with a 90 degree elbow facing up and a clear plastic drain hose from the forward aft deck hatch stuffed in the 90 degree elbow. This through hull fitting could easily flood the starboard hull should it be forced underwater. | 2. Plug this through hull fitting off or reduce it down to accommodate the diameter of the plastic hose and secure the drain hose firmly to the through hull fitting to form a water tight connection. |
| 3. Both outboard motors were given a visual inspection only and while they appear in good working order with 3602.6 hours showing on the port hour meter and 3442.8 hours showing on the starboard hour meter, we offer no comment as to their operating ability.   |  |
| 4. The interior consists of an inner fiberglass liner with teak trim and cabinetry, a teak and holly sole and cloth upholstery, which appears in good condition requiring annual spring cleaning.   |  |
| 5. The hardtop is fit with side and front curtains, which are beginning to show signs of normal wear and tear.  |  |
| 6. The exterior finish appears in good condition, slightly faded but free of any major nicks, scratches and abrasions, requiring annual cleaning, buffing and waxing.   |  |



7. Moisture readings taken of the main decks, coach roof , hard top and aft cockpit found high levels of moisture to the following areas:
- A- the port and starboard fore decks between the forward deck cleat and the anchor rollers.
  - B- the port and starboard corners of the hardtop.
  - C- forward of the helm seat pedestal base.
  - D- the port and starboard side decks.

Percussion soundings taken of these areas found early stages of core deterioration developing in the port and starboard fore decks directly aft of the anchor rollers. All other areas appear sound at present. It would be in the boat owner's best interest to reseal the deck hardware in and around the area outlined with high levels of moisture in an attempt to prevent any further ingress of moisture. PLEASE NOTE: this is only a temporary method of repair, eventually deck core deterioration will develop, requiring structural and cosmetic repair.

8. Moisture reading taken of the area below the water line were basically off the scale. However we would not consider the moisture readings accurate as the area below the waterline was found with a very heavy build-up of anti-fouling paint which could be retaining moisture, or the anti-fouling paint may contain lead or copper fillers which affect moisture meters. The anti-fouling paint would have to be removed down to the gel coat in order to secure comparative readings. The meter would drop to Zero just above the anti-fouling paint.
9. Structurally the hull and decks appear sound at present. No visible evidence of fractured or separated secondary laminations where inspection could be made, no visible evidence of gel coat blistering (osmosis) or gel coat fatigue below the waterline and no visible evidence of impact damage or prior repair to the area below the waterline. The moisture related issues outlined in this report in our opinion lend little or no threat to the structural integrity of the decks, coach roof, hard top or aft cockpit sole at present.
10. The boat is fitted with a propane system consisting of a propane cylinder secured in the aft storage locker in the port hull. This storage locker is isolated from the interior of the boat and vented to the atmosphere. It is fit with a regulator and an LPG switch. We would recommend installing a vapor detector as an added safety feature.

The survey consists only of a visual examination of the external surfaces of the hull structures and neither includes, nor implies, any certification that the materials and construction methods utilized meet any known standards. The survey is intended only to locate any such defects as may be apparent at time of attendance by visual inspection only. The Surveyor cannot predict how the vessel will perform over time and it is the builder's responsibility to warrant the fitness of the product for its intended service and the Surveyor does not assume any portion of that warranty. The report is issued strictly without prejudice subject to the condition of the vessel being ascertained from a general examination on shore, without making removals, opening parts normally concealed, testing for tightness or trying out machinery. The foregoing statements are personal opinions and observations of the undersigned Surveyor and are for the consideration of the party or person retaining the Surveyor, with no guarantees implied or given by the Surveyor, or his Employer, to any person or persons who might use, or purport to use, the content of this document or the opinions expressed herein. No right of action against the Surveyor, or his Employer, for negligence, breach of contract, or otherwise, accrues to anyone other than the person or party retaining the Surveyor and is both restricted and limited to the cost of the survey herein provided.

Crawford & Company (Canada) Inc.



Joe Trudeau

Senior Marine Surveyor





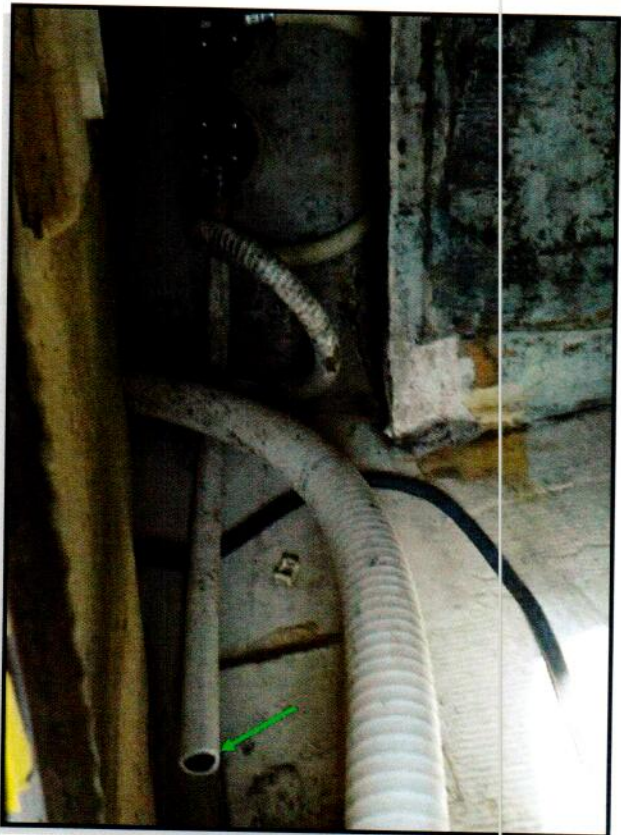
Identifying photograph.

**DSCN0525**



The red arrows point to the overboard discharge for the generator which has been disconnected and left with an open 90 degree elbow. This through hull fitting should be plugged or capped off. The same applies to the hose indicated by the green arrow

**DSCN0507**



**DSCN0508**  
The arrow points to another through hull fitting that is no longer in use, it should be plugged or capped off.

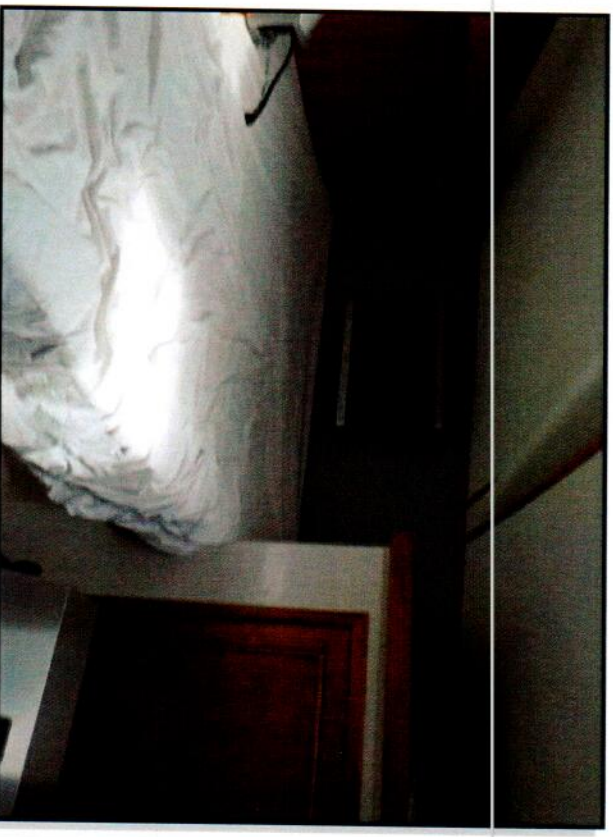


**DSCN0509**  
Galley area.



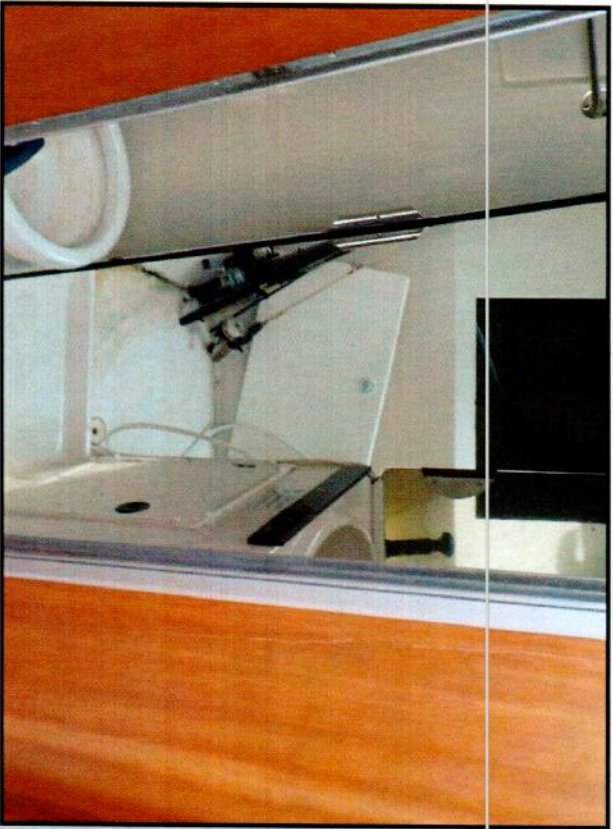


**DSCN0510**  
Navigation station.



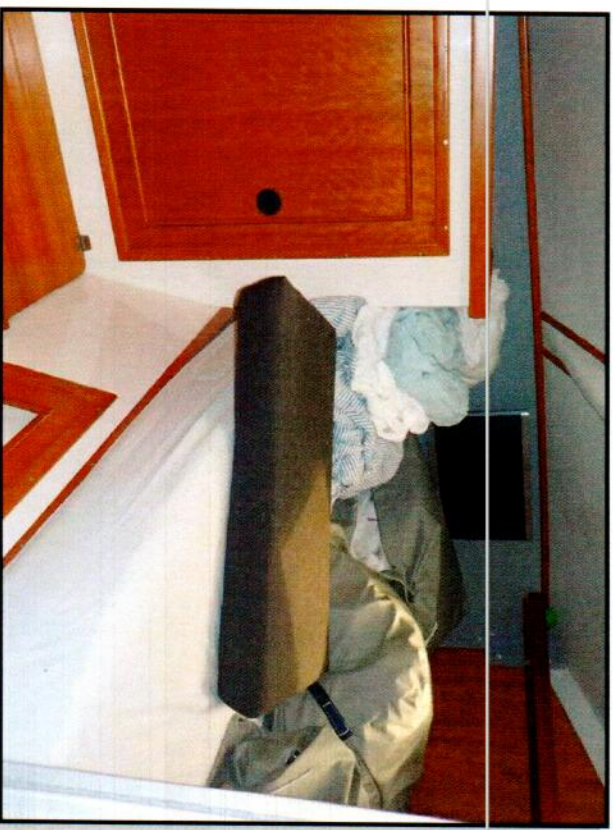
**DSCN0511**  
Double berth starboard side.





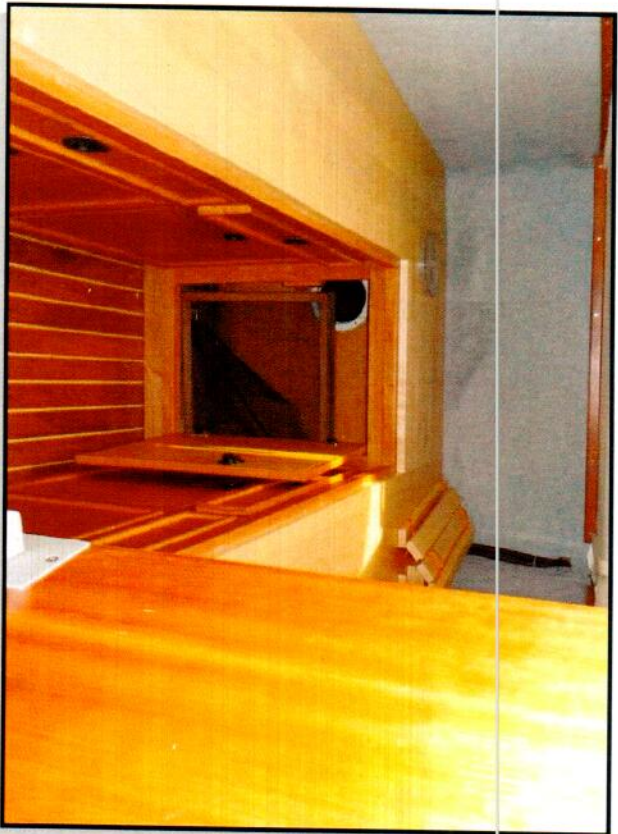
Head.

DSCN0512



Double berth , port side.

DSCN0513



Single berth, port side.

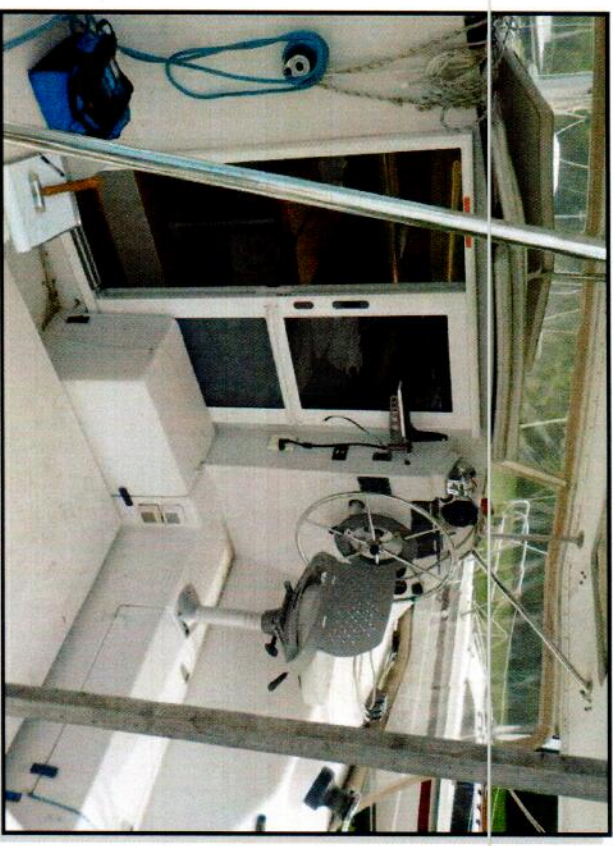
DSCN0514



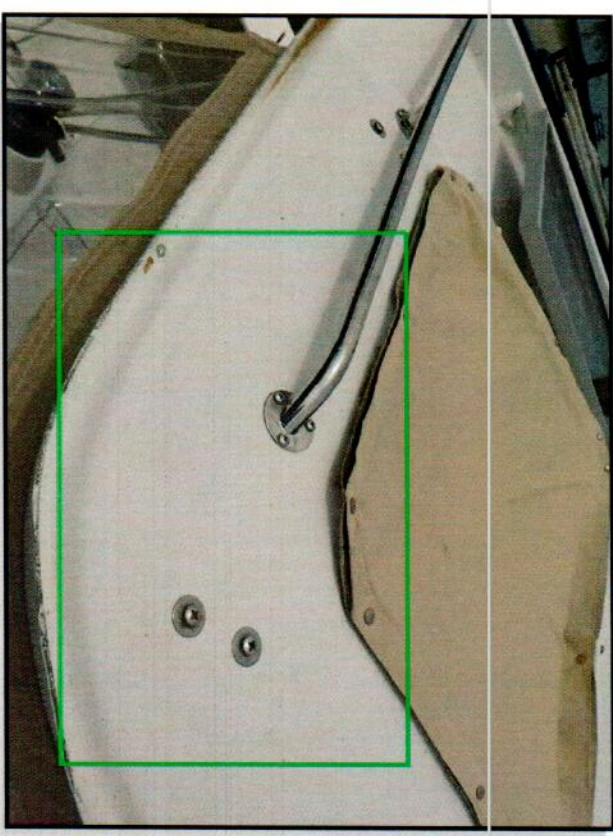
Dinette.

DSCN0515

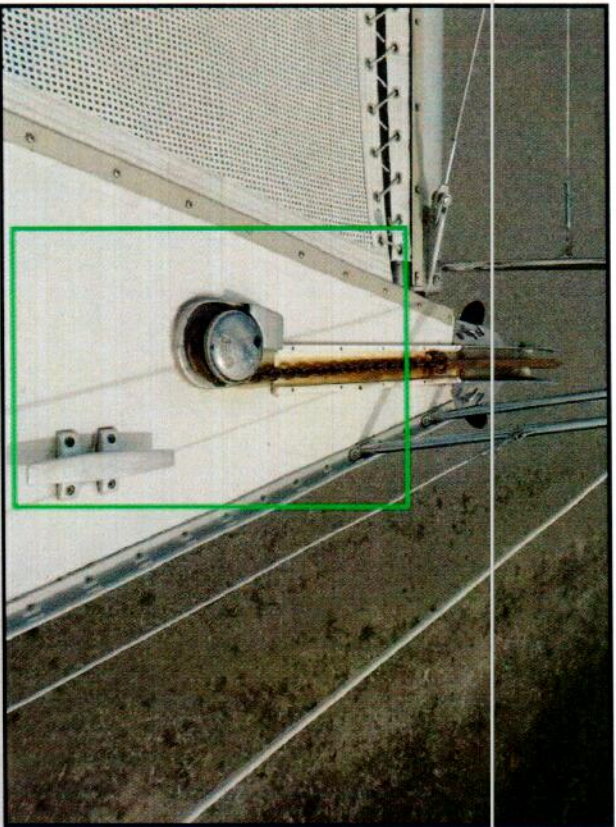




Aft cockpit. **DSCN0516**

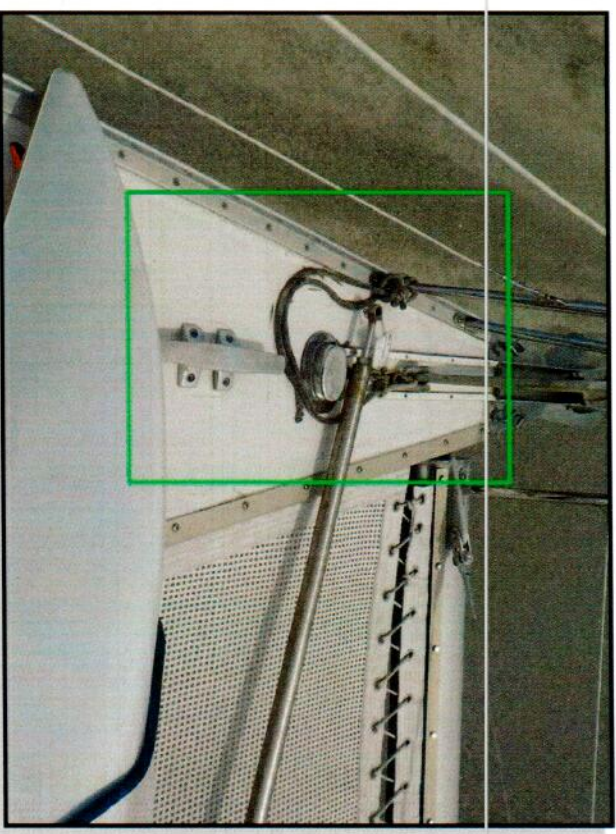


**DSCN0517**  
This area of the hardtop was found with high levels of moisture



**DSCN0518**

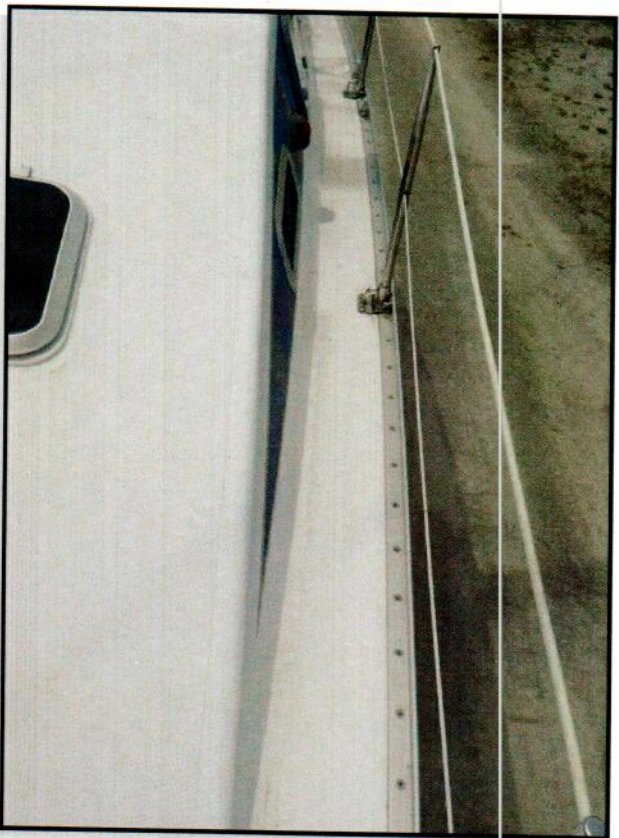
This area of the port fore deck was found with high levels of moisture.



**DSCN0519**

This area of the starboard side deck was found with high levels of moisture



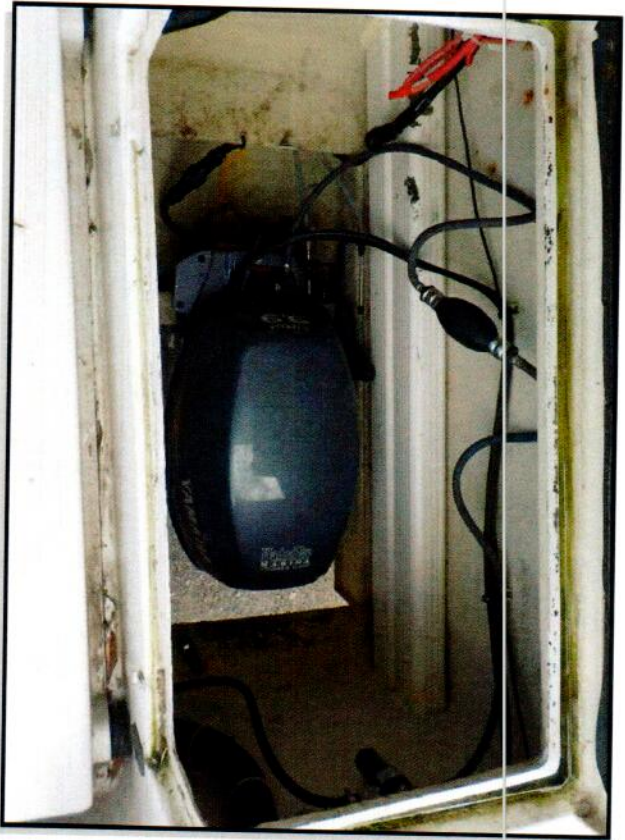


**DSCN0520**  
Port side deck found with high levels of moisture.



**DSCN0521**  
This area of the hardtop was found with high levels of moisture.





Starboard engine well.

DSCN0522



Port engine well.

DSCN0523