



Marine Surveys UK

"Pragmatic Surveys in Plain English"

www.marinesurveysuk.com

[Yacht surveyor](#), Affiliate member

YDSA, Full member BMSE, MECAL

MCA coding surveyor

Marine Surveys UK, Matthew West
4 Brook Cottages, Mill Lane
Westbourne, Emsworth
Hants, PO10 8RT
07798554535
matt@marinesurveysuk.com

Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: 35' Cutter rigged Sloop sailing vessel constructed of plywood over wooden frames and stringers with double chine. Stated 1988.

At the request of:

[REDACTED]

This survey was carried out at The Ship Yard, Rope Walk, Littlehampton, West Sussex, BN17 5DE on the [REDACTED] The above named being the owner of the vessel.

PLEASE NOTE THIS IS A BASIC INSURANCE SURVEY only and contains considerably less information than a Pre- Purchase Survey. Therefore no liability is accepted to any party who may rely on information herein when deciding whether or not to purchase the vessel.



Limitations:

- ✚ Where access is restricted by fixed panels, linings etc. it was not possible to examine and I cannot say those areas are free from defects.
- ✚ This report has been prepared for the use of Commissioning Client and no liability is extended to others who may see it.
- ✚ In some cases it is not possible to detect latent and hidden defects without destructive testing which is not possible without the Owner's consent.
- ✚ The vessel has been built on design drawings and stability has not been assessed by the surveyor.

Scope of Survey:

- ✚ This is an Insurance Survey and its purpose is to establish the structural condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- ✚ Camera equipment was used in places to view normally inaccessible areas and the pictures analysed to identify any issues.
- ✚ A general inspection of the engine and installation will be made, but this is a visual inspection only without running the engine. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run.
- ✚ The vessel was surveyed in and out of the water and tests carried out as described to ascertain any possible sources of water ingress.
- ✚ Hatches and Port lights were not tested for leaks with a hose.

Recommendations and advisory notes:

- ✚ Recommendations will be restricted to those defects which should be rectified before vessel is used, (or within a given time span if specified), and items which may affect insurability. These will not be made concerning cosmetic or other minor defects, although relevant suggestions may be made in the text.
- ✚ ***Recommendations will be printed in bold italics for quick reference.***
- ✚ The recommendations are contained in the body of report in order that they may be read in context, and are also listed as part of the conclusions at the end of this Report.
- ✚ **Advisory notes** are suggestions to prevent a problem getting worse or general advice and do not have to be carried out before the vessel is used nor should affect the boats current insurability.

Conditions of Survey:

Vessel was examined underneath on a drying pontoon in about 30 centimetres of mud. The rest of the survey was carried out onboard as the tide rose. It rained heavily towards the end of the survey. The owner was present for the survey. No special conditions affected the survey other than as described in the text.



Information is reported in the sections below, followed by summary and recommendations. A separate valuation is supplied.

Hull, Deck and Structure.

1. Details of Subject Vessel, (General Description, Dimensions, Registration etc.).
2. Keel.
3. Hull below Waterline.
4. Topsides above Waterline including Rubbing Strake etc.
5. Deck Moulding.
6. Coach roof.
7. Cockpit.
8. Hull/Deck Join.
9. Bulkheads and Structural Stiffening including Internal Mouldings.

Steering, Stern Gear, anodes and Skin Fittings

10. Rudder and Steering.
11. Stern Gear.
12. Cathodic Protection.
13. Skin Fittings and other through Hull Apertures.

On Deck.

14. Main Companionway and other accesses to accommodation.
15. Ports Windows etc.
16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays.
17. Rigging attachment points.
18. Ground Tackle and Mooring Arrangements.
19. Other Deck Gear and Fittings.
20. Davits and Boarding Ladders.

Rig.

21. Spars.
22. Standing Rigging.

Safety.

23. Navigation Lights.
24. Bilge Pumping Arrangements.
25. Fire fighting Equipment.
26. Lifesaving and Emergency Equipment.

Engine.

27. Engine and Installation.
28. Fuel System.

Onboard Systems.

29. Gas Installation.
30. Fresh Water Tanks and Delivery.
31. Heads.
32. Electrical Installation.
33. Electronic and Navigation Equipment.



1. Details of subject vessel:

Eldro has plywood hull over timber frames and stringers (wood frame), the underwater section of hull and keel have fibreglass laminated over them. She is built with double chines (for ease of home build) and a plywood deck. The equipment is of good quality. There is very little technical information available about the boat on the web. There is a builders plate attached to the bulkhead stating she was built by a [REDACTED] and the model is stated as All Straight built 1988. It was last sold as a “1984 Hartley style”, presumably referring to Richard Hartley a New Zealand designer of wooden boats although I cannot find a similar one.

Detailed (not verified by measurement)

Length Overall	35'
Beam:	Approximately 7'
Draft:	Approximately 4'6"
Displacement	unknown
Boat specific information	
Registration	S [REDACTED]
Year of Build	1988



2. Keel

- a) The keel is flat fin FRP (fibreglass) laminated over unknown wood and ballast.
- b) The base of the keel was sitting in 30cm of mud and weed when surveyed and could not be inspected.
- c) There was no sign of movement at the joint with the hull. There were no signs of damage to the keel.
- d) Internally 26 keel studs were seen, these are mild steel studs with single mild steel nuts tightening onto mild steel plates through the wood keel and into the ballast keel.
- e) All studs and nuts had surface corrosion. The 3rd pair of studs from aft, port side stud was broken off just below the nut.
- f) All nuts and studs were aggressively hammer tested and did not yield.

Recommendation: There is no evidence of leaks around the keel joint or keel studs however with one stud broken off (out of 26) and the boat being 23 years old, I recommend that a pair of studs are extracted within 12 months to check the condition and if excessive corrosion found down the threads more be pulled and checked and replaced.



3. Hull below Waterline

- a) Construction of the hull below the waterline is 10mm plywood over wooden frames with double chine (hard angles between panels). She has a thin glassfibre coating and layer of antifouling.
- b) Light hammer sounding was carried out (with the end of spike handle, not heavy enough to damage the anti-fouling) of the hull at regular intervals approximately 500mm spacing all over.
- c) No sounds or feel of deteriorating wood was noted.
- d) There are no signs of any major damage or repair below the water line.
- e) Inside the boat the inner faces of the hull were checked where accessible. I was able to insert my spike 1mm into the surface only. There are signs of damp and moisture in the inside of the hull probably caused by the leaking deck.

Advisory note: Once the leaks in the deck have been fixed I suggest the boat is thoroughly dried out with all lockers emptied and once completely dry the inside of the hull is painted with a suitable protective wood paint.

4. Topsides above Waterline including Rubbing Strake:

- a) Constructed of 10 MM plywood painted with a white paint. There is no evidence that the plywood has been epoxy saturated.
- b) The topsides were lightly hammer sounded.
- c) At the base of the transom the wood sounded dull and could be depress slightly with the face of the hammer. Careful spike testing revealed damp wood below.
- d) There are no signs of any major damage or repairs.
- e) Wooden rubbing strake around topsides – checked with spike and no significant damage or repair noted.

Advisory note: the top sides have been recently painted, including the transom. The area of damp is not to be vulnerable at the moment. Next time the boat is hauled this area should be scraped back and dried and sealed or cut out and replaced and sealed.



5. Deck moulding:

- a) The deck is constructed of 10 MM plywood panels screwed to the deck beams. The deck is painted in cream paint with many areas of non slip treadmaster.
- b) Many areas of the deck (more than 50%) are soft underfoot between frames and the spike was pushed through in places easily. These are at outboard edges mainly. There are holes and deck missing around inner forestay sail fixing. (Not inner forestay)
- c) The deck frames were checked with a spike where visible and no significant faults found.

Recommendation: The whole deck planking (plywood sheets) should be carefully inspected and all areas of rot should be cut out or replaced. These are too numerous to list in the survey time. This must before the vessel is taken to sea is anything but calm weather.

6. Coachroof

- a) Part of deck on this model and so included above.

7. Cockpit:

- a) This is an aft deep cockpit with high transom and sides. Deep locker to port with two hatches, both hinged and with deep lip to stop water going below.
- b) Constructed in 10mm plywood on frames and painted.
- c) Free drainage through gas locker in transom.
- d) The cockpit sole has plastic laminated ply wood secondary sole.
- e) Many areas, corners of the plywood sides and sole are soft and rotten. The area beneath the wheel pedestal at the front is soft and a spike could be fully inserted.

Recommendation: All the panelling (plywood sheets) should be carefully inspected and all areas of rot should be cut out or replaced. These are too numerous to list in the survey time.

8. Hull/Deck Join:

- a) This is an unidentified type of wood beam shelf (piece of wood fixed to hull and deck at the corner). This was accessible in many areas in lockers.
- b) The joint was spike tested. The beam shelf its self was solid where tested, the ply deck allowed the spike to pass through in the port aft, port midships and port heads locker areas.



9. Bulkheads and Structural Stiffening including Internal Mouldings:

- a) The hull and deck panels are attached to wooden frames running from deck around hull, across keel area to other deck. These are unidentified wood or ply laminates.
- b) The area above the wooden keel has substantial (85mm wide) floors closely spaced.
- c) Above the forward end of the keel running fore and aft is a 50mm bulkhead extending from deck to floors. The mast loadings are transferred through this to the keel.
- d) Longitudinal (running fore and aft) stringers of plywood are attached to the hull.
- e) All possible access was checked; lockers, under berths and the floors and stringers ;with a spike. Particular attention was paid to the areas where there is little circulation of air, which causes rot to take hold. Apart from where noted below, the spike would not insert more than 1mm.
- f) Bulkheads were carefully hammer sounded near the deck, hull and floors for signs of debonding.
- g) Apart from that noted below, no significant defects were noted.
- h) In the port side mid saloon locker, one of the Knees (wood frame supporting the deck fittings) is rotten, it is clearly visible. The knee is made of 3 pieces of laminate, two are rotten.

Recommendation: While the deck is being attended to, remove and replace the rotten wooden knees port side amidships with hard wood and bolt to remainder of knee.

10. Rudder and Steering:

- a) The rudder is a transom hung rudder, constructed in stainless steel lower blade and wooden above water. This is attached to a hydraulic steering arm and to the wheel steering.
- b) The rudder was leant on with full body weight in either direction and did not give or any split open up.
- c) All fixings were hammer tested and found secure.
- d) No significant faults found.
- e) An emergency tiller is stowed in the fore cabin.

11. Stern Gear:

- a) 3 bladed bronze (low grade, rust stains noted) propeller, secured to stainless steel shaft with stainless steel nut secured with split pin. The shaft is supported by two stainless steel P brackets with rubber cutlass bearings. In board the FRP stern tube is attached to the bronze, remotely greased gland by a rubber tube , secured with jubilee clips.
- b) There is slight wear in the forward P bracket cutlass bearing.
- c) Inboard a long shaft, articulated through two joints attaches to the engine.
- d) All accessible fixings tested and no significant faults found.
- e) A wheel pilot is fitted, this was not tested.



Advisory note: The rubber bearing should be checked again at next haul out or 24 months whichever ever sooner and replaced if more than 1mm wear noted.

12. Cathodic Protection:

- a) There is a shaft anode, two anodes attached to the keel. A hull anode is fitted.
- b) The anodes were tested for continuity to the propeller, shaft and stern gland. The shaft anode is directly connected. The Hull "anode" is not connected to the shaft. I was not able to trace the wires inboard from the fixing which is below the heads cabin sole.

Recommendation: Repair the connections of the hull anode to the shaft.

13. Skin Fittings and other through Hull Apertures:

Some thru hulls may not be reported below but will be with relevant systems sections.

No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:

- ✚ Examination from outside and inside the boat. Checked for de-zincification
- ✚ All valves open and closed to their full extent where possible.
- ✚ Any fixing bolts hammer tested where accessible.
- ✚ Bodies of metal valves or sea cocks tested with a hammer inside the boat and external parts hammer tested outside the boat.
- ✚ Fittings aggressively tested inside the boat for security in the hull.
- ✚ Hose clips inspected and hoses aggressively tested for security. 2 clips correctly fitted below water line on outlet spigot unless noted.
- ✚ Lying fair to hull unless noted

Below Waterline:

- a) Toilet direct outlet – Starboard side by heads - Blakes seacock in bronze with bronze fixing bolts. Some surface corrosion only.
- b) Toilet sea water inlet – Port side by galley – Blakes seacock in bronze with bronze fixing bolts. Single clip and clip loose.
- c) Waste tank macerator outlet – Starboard side by heads – Bronze skin fitting with bronze or DZR ball valve. Handle fixing corroded but solid.
- d) Engine seawater inlet – Bronze skin fitting with bronze ball valve and strainer.
- e) Speed log – port side forward locker – plastic skin fitting
- f) Depth sounder x 2 – plastic transducer in wooden fairing blocks

Above waterline

- g) Cockpit and gas drains - 2 open holes base of cockpit and transom
- h) Aft manual bilge pump outlet – plastic with swan neck hose to deck to prevent water ingress– port side cockpit locker
- i) Waste tank breather – plastic with swan neck hose - starboard locker in front of heads.
- j) Exhaust – stainless steel with flap and swan neck hose to deck



- k) Plastic outlet – starboard side heads locker – not connected and open.
- l) Mid bilge auto bilge pump outlet – plastic with swan neck hose – starboard saloon locker.
- m) Forward auto electric bilge pump – plastic – port side forward locker.
- n) Galley, heads sinks and forward manual bilge pump – plastic – port side forward locker. Gate valve in line.

Recommendation: block off open plastic skin fitting to prevent flooding. Tighten heads inlet hose clip and fit second clip.

Advisory note: Know where the valves are and what they look like and operate them regularly.

14. Main Companionway and other Access to Accommodation:

These were all checked;

- ✚ to be lying fair to the deck
- ✚ fixings were randomly tested with screw driver for tightness
- ✚ frames checked for damage
- ✚ a secure method of closure
- ✚ correctly fitted hinges
- ✚ glazing checked for damage
- ✚ gaskets checked

All found ok unless noted. The hatches were not hose tested for leaks.

- a) Companion way is sliding hatch with double washboards fitting into wooden channel.
- b) Forehatch is Lewmar alloy frame with Perspex , double catches and hinged forward
- c) Galley deck hatch is Lewmar alloy frame with Perspex , double catches and hinged forward

15. Ports, Windows etc.:

The same checks as section 14. above were carried out. All found ok unless noted. The ports and windows were not hose tested for leaks.

- a) Perspex fixed screwed to hull and sealed. Wooden blanking plates for all with fixings attached.

16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:

These are tested under full body weight where practical, terminal ends checked, type of wire tested. Life line attachment points, if fitted are tested with a crow bar levered against a wooden block.

- a) Stainless steel stanchions and deck fittings, stainless steel pulpit and push pits. Double life lines of 7x7 wire plastic coated.



- b) No significant faults found.

17. Rigging attachment points

- ✚ All attachment points were tested visually with 10 x magnification
- ✚ Nuts and bolts struck with hammer against sheer where possible
- ✚ Checked with magnet for quality of steel where possible
- ✚ Fittings tested with a substantial crowbar on wood block

Unless noted below, no movement found. No sign of seepage via deck fittings.

- a) Backstay – split back stay, stainless steel chain plates passing through deck and bolted in sheer through substantial unidentified hard wood knee. Deck area around starboard is rotten but does not affect strength of fixings. Bolts and nuts are mild steel but no signs significant corrosion noted.
- b) Running backstays for clipper sails – stainless steel chain plates through deck to substantial knee of unidentified hard wood. Bolts and nuts are mild steel and bolted in sheer (through knees horizontally) but no signs significant corrosion noted.
- c) Main shrouds – upper and lower and forward lower shrouds plus further spare chain plates all attached as per b) above.
- d) Starboard forward lower fixing nuts are corroded with rust but firm under hammer test.
- e) Main Forestay attached to stainless steel stem head bolted in sheer down stem.
- f) Clipper sail inner forestay chainplate bolts through deck with fixings in tension. Large pads below deck.

Advisory note: Clean corrosion off all fixings and paint with zinc paint.

18. Ground Tackle and Mooring Arrangements:

- a) Main Anchor is CQR 35lb with 8 mm chain running over electric windlass. Various mooring warps deployed. Cleats around deck.
- b) Chain was not checked link by link and windlass was not operated.

Recommendation: *The owner should satisfy themselves that the ground tackle carried is suitable for the area of planned operation.*

19. Other Deck Gear and Fittings:

- a) New Lewmar ST 40 Genoa winches fitted. Secured below with large washers.
- b) Radar frame and spray hood frame in stainless steel.
- c) Deck gear of adequate size for vessel.
- d) Some deck supporting deck gear is rotten as noted above.

Recommendation: *When replacing deck ensure adequate strength and fixings of any deck gear.*

20. Davits and Boarding Ladders:



- a) Vessel has permanently attached stainless steel boarding ladder which extends below the waterline and is securely attached.

21. Spars

- a) Mast is deck stepped and was stepped so could only be examined from standing on deck and shore.
- b) Mast is single extrusion, non tapered mast head rig in silver anodised. It is a twin spreader rig. No manufacturer markings noted.
- c) No significant corrosion noted, no signs damage and extrusion was seen straight when viewed from deck.
- d) Boom and goose neck fitting , no significant faults found.
- e) Booming out spar / spinnaker pole stowed on deck and no significant faults noted.

22. Standing Rigging:

- a) Rigging is 1x19 wire with roll pressed terminals.
- b) Rigging was examined where the wire enters the terminals under 10x magnification and wires teased with spike to come loose. The rigging screws are stainless steel and also examined under 10 x magnifications.
- c) No broken strands visible nor excess corrosion seen. The angles they enter the mast appears in line with rigging.
- d) Rigging is not as old as the vessel and no significant faults found.

23. Navigation Lights:

Vessel fitted with lights of correct size, securely mounted unless noted.

- a) White on stern
- b) Port and starboard on pulpit
- c) Steaming light on mast.
- d) Mooring light and tri colour at mast head.

Lights were not seen working.

Recommendation: Owner should satisfy themselves that vessels navigation lights all function before using at night or in poor visibility.

24. Bilge Pumping Arrangements:

- a) The vessel is equipped with two manual bilge pumps and two electric bilge pumps.
- b) Forward manual bilge pump, whale gusher type mounted in fore cabin, collects from bilge under engine, strum box could not be seen. Operated and exits port side as noted above.
- c) Aft manual bilge pump is large capacity , pick up from bilge in saloon, no strum box, exits port side as noted above.



- d) Forward electric bilge pump with inline filter , float switch and manual override, heard working.
- e) Saloon electric bilge pump, submersible type, float switch with manual override. Not seen working.

Advisory note: Repair saloon electric bilge pump.

25. Fire-fighting Equipment:

- a) No operational fire extinguishers were seen aboard.
- b) The engine compartment has a Halon replacement automatic which expired 2002.
- c) There is a fire blanket at the galley.

Recommendation: There are no regulations for fire safety on private vessels at sea, however I recommend that this vessel is fitted with a minimum of 2 x 1KG powder fitted in forecabin and by companionway steps. In addition 2 buckets with rope (lanyards) attached. I advise a further 2KG foam extinguisher and an orifice fitted in engine compartment with plug so extinguisher can be discharged into engine compartment without opening it up.

26. Lifesaving and Emergency Equipment:

The following was noted aboard

- a) Liferaft – Seago G4 Ocean – No service date and unknown contents
- b) Horse shoe life buoy

Advisory notes

- The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment (SEA Check) and can be contacted on 08003280600 or via the RNLI website, www.rnli.org.uk.
- The RYA also publishes a booklet, G16, "The Boat Safety Handbook" and this specifies levels of Safety Equipment for different categories of use. Booklet is obtainable from nautical bookshops or direct from the RYA, www.rya.org.uk.

Recommendation - this vessel be equipped with safety equipment to the level appropriate to proposed use.

27. Engine and Installation:

- a) Engine is a 4 Cylinder marine diesel engine, fresh water cooled – Leyland BMC type.
- b) It is flexible mounted on metal bearer on starboard side which is bolted to wooden longitudinal stringer, and direct rubber mounts to wooden bearer to port. Mounts tested with crowbar and found secure. Fixing bolts tested with hammer and found secure.



- c) Exhaust correctly mounted with 2 water traps and hose to deck level before exiting. All clips seen inplace.
- d) Seawater inlet and strainer noted in section 13 above.
- e) The engine has some oil stains around sump area.
- f) Fan belt is wearing on rusty pulleys.
- g) Engine was not started.

Recommendation: Owner should check service records and service accordingly.

28. Fuel System:

- a) Mild steel diesel tank mounted under cockpit floor, access restricted. Front side seen and newly painted.
- b) There is no fuel shut of valve fitted.
- c) Hoses are correctly marked ISO 7840 marine grade fuel hose and run length of saloon in lockers to port..
- d) Filler is directly into top of tank through filler in cockpit floor.
- e) No signs of smells of diesel leaks.

29. Gas Installation:

This vessel has not been MCA coded. It was not built RCD/CE compliant as too old.

Irrespective of the above all gas systems are subject to the checks listed below as part of this survey. Recommendations will be made where there is an obvious serious safety issue and these must be carried out before use. Suggestions will also be made where appropriate to enhance safety criteria, particularly with systems where there is no mandatory requirement to conform to a standard. It must be understood however that some Insurance companies require a declaration from the assured that the gas system conforms to **current** standards and if that is the case here upgrading may be required as a condition of the insurance policy.

Sources of further information:

www.calormarineshop.co.uk/rules-regs-answer.htm Comprehensive information on standards and best practice. www.boatsafety.com Even if your boat is not required to comply with this standard it contains much sensible advice and the manual can be downloaded.

Gas Observation and action table

Item	Result	Action required.
Condition and efficiency of self draining bottle storage	Direct drainage overboard	
Age and condition of flexible	Out of date	<i>Replace hose at</i>



hose at bottle.		<i>bottle</i>
Age and condition of regulator	Not known	<i>Replace regulator and keep current as spare</i>
Connection to copper pipe	OK	
Condition of copper pipe where accessible	No signs major corrosion	
Is pipework adequately supported and not under stress where accessible?	Yes where seen	
Connections and Flexible pipe to cooker and other appliances	Braided hose at cooker – out of date	<i>Replace hose at cooker</i>
Is cooker gimballed?	yes	
Are all appliances fitted with flame failure devices on all burners, and did these work properly under test?	Not fitted and cooker old and rusty	<i>Service or replace cooker and fit FFD's</i>
Are any appliances requiring flues properly fitted with same?	N/A	
Is a gas alarm fitted?	Not seen	
Is each appliance fitted with an isolating tap	Yes at companionway steps	
If fitted did leak bubble tester function?	None fitted	Consider fitting bubble leak tester

Additional Observations:

Cooker is old and rusty without flame failure devises. Suggest replacing and get system certified.

Please note this survey is not a gas safety certificate, that is only obtainable after comprehensive pressure testing and assessment by a qualified person listed on the Gas safe register (formally CORGI) www.gassaferegister.co.uk

30. Fresh Water Tanks and Delivery.

- a) Vessel is fitted with flexible water tanks, these were empty at survey. Manual foot pump delivery of water and electric pressure pump. Fillers through deck.
- b) Could not check for leaks, no faults noted.

31. Heads.



- a) Toilet is a Jabsco Par ITT manual sea water flush. Seacocoks are noted in section 13 above.
- b) Hoses correctly taken in swan necks to deck level with anti siphon valve. Stainless steel holding tank with breather and macerator pump in discharge line. Deck pump out fitting too.
- c) No significant faults found.

30. . Electrical Installation:

DC circuits

- a) 2 x 72ah Marine suitable batteries, in battery boxes. No straps to hold down. Terminals tight but no insulating caps fitted.
- b) Isolator switches for each battery and shunt switch. Charging from alternator on engine. Electronic smart charging isolator fitted.
- c) All circuits go through switch board with circuit breakers except bilge pumps which have own fuses in switches and cockpit light which has no visible fuse.
- d) Wiring generally professional and clipped.
- e) No significant faults noted.

240v Circuits

- a) There is a 240V ring main fitted and shore power socket in cockpit. No RCD / RCCB seen.

Recommendation: It is a legal requirement to have RCCB fitted close to supply and RCD's for sockets. If none fitted, they should be fitted before shore power is connected and connections tested by certified electrician.

28. Electronic and Navigation Equipment:

The following was seen aboard

- a) VHF ICOM MC601
- b) Radar and GPS - AIS
- c) Weather – navtex
- d) Depth Sounder – NASA
- e) Windspeed and Direction – Clipper
- f) Log – Stowe navigator



RECOMMENDATIONS and CONCLUSIONS:

List of Recommendations:

The Recommendations made in the Report are listed below with their respective section numbers. *All Recommendations should be carried out before use of vessel or as stated.*

2. Keel

Recommendation: There is no evidence of leaks around the keel joint or keel studs however with one stud broken off (out of 26) and the boat being 23 years old, I recommend that a pair of studs are extracted within 12 months to check the condition and if excessive corrosion found down the threads more be pulled and checked and replaced.

5. Deck moulding:

Recommendation: The whole deck planking (plywood sheets) should be carefully inspected and all areas of rot should be cut out or replaced. These are too numerous to list in the survey time. This must before the vessel is taken to sea is anything but calm weather.

7.Cockpit:

Recommendation: All the panelling (plywood sheets) should be carefully inspected and all areas of rot should be cut out or replaced. These are too numerous to list in the survey time.

9. Bulkheads and Structural Stiffening including Internal Mouldings:

Recommendation: While the deck is being attended to, remove and replace the rotten wooden knees port side amidships with hard wood and bolt to remainder of knee.

12. Cathodic Protection:

Recommendation: Repair the connections of the hull anode to the shaft.

13. Skin Fittings and other through Hull Apertures:

Recommendation: block off open plastic skin fitting to prevent flooding. Tighten heads inlet hose clip and fit second clip.

Recommendation: The owner should satisfy themselves that the ground tackle carried is suitable for the area of planned operation.

19. Other Deck Gear and Fittings:

Recommendation: When replacing deck ensure adequate strength and fixings of any deck gear.



23. Navigation Lights:

Recommendation: Owner should satisfy themselves that vessels navigation lights all function before using at night or in poor visibility.

25. Fire-fighting Equipment:

Recommendation: There are no regulations for fire safety on private vessels at sea, however I recommend that this vessel is fitted with a minimum of 2 x 1KG powder fitted in forecabin and by companionway steps. In addition 2 buckets with rope (lanyards) attached.

I advise a further 2KG foam extinguisher and an orifice fitted in engine compartment with plug so extinguisher can be discharged into engine compartment without opening it up.

26. Lifesaving and Emergency Equipment:

Recommendation - this vessel be equipped with safety equipment to the level appropriate to proposed use.

27. Engine and Installation: Recommendation: Owner should check service records and service accordingly.

29. Gas Installation:

Replace hose at bottle

Replace regulator and keep current as spare

Replace hose at cooker

Service or replace cooker and fit FFD's

30. Electrical Installation:

Recommendation: It is a legal requirement to have RCCB fitted close to supply and RCD's for sockets. If none fitted, they should be fitted before shore power is connected and connections tested by certified electrician.

Conclusions:

The main issue with the boat is the deterioration of the deck and cockpit wood which is too far gone in places for repair and requires sections of replacement. The rest of the wood can be saved and prepared to last some more years if it is thoroughly dried out and treated. She has good rig and rigging and inside is surprisingly bright and clean. I believe her ocean going days are over but with the recommendations carried out perfectly suitable for inshore and coastal cruising.



STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should sell for in a competitive and open 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. The price is based on what the buyer would receive after brokerage commissions.

Implicit in this definition is the action of a sale at a specified date and the passing of full title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each is acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in Pounds Sterling or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
- f. It is an assumption that the vessel is V.A.T. paid in EEC.
- g. The Fair market Value is what she would expect to sell for.

In considering available information I have found very few plywood constructed boats for sale. They are mainly through brokers who are currently accepting offers around 10% less than advertised price. Details of boats on the market are appended. The current global financial situation and availability of credit also has an effect on value.

Therefore, after consideration of, and the reliability of the information available at this time, with all recommendations contained within this report completed to a recognised standard, it is my opinion that the "FAIR MARKET VALUE" of the subject vessel, "██████" together with all sea going equipment, but not those personal effects seen aboard is:

██████

Year	Advertised	Where	Info
1991	Santa Barbara 31	Hayling Island	£15,500 broker
1964	Robert Tucker Tavoy 30'	Bristol	£4, 950 broker – requires internal fit out
1963	Waterwitch 30'		£5000 need complete refit
1980	Ferro cement 35'	Medway	£20.950



Marine Surveys UK

"Pragmatic Surveys in Plain English"

www.marinesurveysuk.com