



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: "not named"

Type of Vessel: 16' open sailing boat, with inboard engine, wood construction clinker type.

At the request of:

[REDACTED]

This survey was carried out on [REDACTED] on a piggy back trailer at the house of a friend of the owner in Wimbourne, Dorset, UK. 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.



Contents

1. Introduction
2. Limitations
3. Scope of survey
4. Summary, recommendations and valuation
5. General particulars
6. Hull and structure
7. Seacocks and other through hull fittings
8. Deck
9. Stern gear
10. Rudder and steering
11. Anodes
12. Rigging attachment points
13. Mast and spars
14. Machinery
15. Bilge pumps
16. Cockpit area
17. Navigation lights
18. Fire safety
19. Life safety
20. Ground tackle and mooring arrangements
21. Electrical systems

1. Introduction

Instructions were received from [REDACTED] to carry out an insurance survey for his own use, as he was not planning on using it for insurance. Vessel was examined sitting on piggy back trailer, the weather was fine. There was no mast and rigging present and the owner advised the boat would be used without one as a launch. There was 3" of rain water in the bilge. A wasps nest was removed from the deck prior to the survey commencing. No special conditions affected the survey other than as described in the text.

The vessel is approximately 16' in length. The planking is of hardwood, clinker laid with copper rivets fastenings. The owner advises it was J.T Reynolds Designed and built in 1965. I cannot confirm this.

The owner advises that the vessel has had 3 owners, originally built for the Bishop of Gibraltar in 1965.

The owner also advises that it is planned to be used as an open launch, no longer a sail boat.



2. **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.

3. **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 out of the water and tests carried out as described to ascertain any possible sources of water ingress, however, the vessel was not surveyed in the water and when launched, best practice is to thoroughly check for any leaks.
- ✚ 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 summary.
- ✚ **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.



4. Summary, recommendations and valuation

4.1. Summary

The vessel has sat for an unknown length of time. It has had a number of repairs made to it that may not be of the most efficient type and are not in keeping with the classic appearance of the vessel. There are a number of unknowns, these being around the integrity of the hull. As a simple inboard engine harbour launch, with no spars, for around 4 people in inshore waters it is my opinion that she has many years of life left in her once the recommendations are carried out.

4.2. Recommendations

All should be carried out before the vessel is used.

- *It is clear that a number of leaks have been attempted to be stemmed and that the vessel is hogging (the opposite to sagging) on its cradle. The repairs are either not professionally made (inboard single strip glass fibre tape) or are failing. I have no history of when the repairs were made, whether they have been since the boat has been shore or before. Ideally the bottom of the boat should have all sheaving and filling removed, a good auto bilge pump fitted and be put in seawater to see if the planks will take up and seal naturally over 2 or 3 days. If they do, then a decent coating of primer and antifouling paint should be sufficient. If they do not, then the bottom probably needs to be fully sheaved in FRP to extend her life or taken apart and rebuilt.*
- *The ballast keel should be dropped and all studs checked and replaced as necessary before use.*
- *A hull anode should be fitted to protect the propeller, shaft and skeg.*
- *Securely clip fuel hose to frame work to prevent damage. Replace flexible fuel hose with ISO 7840 marked marine hose.*
- *Ensure electric submersible pump operates on automatic before launching.*
- *Steaming light to be mounted and or an all around white light.*
- *There are no regulations covering this vessel in private use. The Boat safety scheme recommends 1 Fire extinguishers of Powder type 1kg 5A 34B for this type of vessel. I would suggest that at least one extinguisher in service is fitted on board.*
- *This vessel be equipped with safety equipment to the level appropriate to proposed use.*
- *Fit ground tackle suitable to the area and type of operation used.*
- *Ensure all terminals are tight and cannot cause sparks and have separate circuit breakers.*



4.3. Valuation

In my opinion in her present condition as surveyed on the [REDACTED], I estimate this 16’ wooden Clincher planked vessel to have a current marketable value in the region of **£2,000**

This is based on a check of similar 16’ clinker vessels on the market as of June 2011 which found the following

Aldeburgh One design	16’	£300	FRP sheaved hull – no trailer	Private
Loot stern,	16’ over 35 years old.	£2495	galvanised trailer, outboard and equipment	Private
Trailer sailor with gunter rig	16’ 1978	£5,600	With trailer	Private
Trailer sailor with gunter rig	12’ 1980	£2,500	With trailer	Andy Seedhouse boats
Open day sailing boat	11’6”	£1,395	Sails etc	Andy Seedhouse boats
1960’s built	29’	£5,995	Inboard engine, full sails	Rightboat.com
Bridlington skiff	16’ 1996	£2,500	Row boat, including road trailer	private
Open decked	16’	£5,000 offers	No engine	Private

This valuation relates only to the date and place referred to and assumes a willing buyer and seller and generally conducive market conditions.



5. General Particulars

She is believed to be a one off design by was J.T Reynolds Designed and built. Dimensions were not gathered, she is approximately 16' in length.

Built as a sloop, possibly gaff rigged. There are no distinguishing marks to identify the type, builder or age.



6. Hull and structure

The vessel has iron/steel ballast attached to the hard wood shallow keel which is bolted through the hull. There are two short bilge plates each constructed of three hard pieces of hard wood bolted to the hull and possibly originally laminated together. The boat is Clincher built (more commonly spelt Clinker), constructed of hard wood clinker planking with copper rivets. The type of timber is not defined. There are 12 planks each side, tapered at the bow and stern. Hardwood transverse battening is regularly spaced inboard. The hull externally is supported on its keel and the two bilge plates.

The hull below the water line is painted heavily with antifouling. The top sides are partially painted white and partially treated with Aquaseal (advised by the owner). The interior of the hull is fully treated with the same.

The deck is of marine plywood, recently painted with non slip paint.

The transom is solid wood in sections butt jointed horizontally.

Floors (in this case solid wood transverse supports not reaching deck level) are screwed to the hull throughout the length of the vessel.



6.1. Hull external condition

The vessel was seen sitting on its keel in the trailer with the bilge plates supported by the sides of the trailer.

The hull below the water line was carefully visually checked and hammer sounded and locally spike tested.

The following observations are made:

- The planking is in generally good condition
- The planking is reasonably tight for a boat that has been out of the water this long
- There are no large areas of decayed planking
- There is no evidence of rivet problems
- The hull is clearly hogging (the opposite of sagging) over the keel area.
- The wood keelson was carefully tested with a spike along its length. The spike did not penetrate more than 2mm. The lower and upper stem was spike tested and again did not yield more than 2mm.

The starboard bilge plate is separating at the front between the first and second laminate. This is not structural but is in danger of coming away.



The hull below the water line has been partially sheaved with Glass fibre tape and matting. This is not consistently over the hull and appears to have been done to try to stop leaks. Likewise some of the joints have an excess of silicon applied to prevent leaks. This Glass fibre tape is not well bonded in many places and easily broke away when tested. Where I was able to test the wood planking below, although dark in colour, it was found firm.



Water is dripping from the front section of planking joints from under the sheaving.



On the 2nd plank out from the keel both sides a square sided double plate of unknown material has been fitted and coated in antifouling. The edges have not been tapered.



Inboard at the water line starboard side a single strip of GRP tape has been applied, it has not been fully wetted and from what I can ascertain could be covering a split caused by the hogging.



Recommendation: *It is clear that a number of leaks have been attempted to be stemmed and that the vessel is hogging on its cradle. The repairs are either not professionally made (inboard single strip glass fibre tape or are failing. I have no history of when the repairs were made, whether they have been since the boat has been shore or before. Ideally the bottom of the boat should have all sheaving and filling removed, a good auto bilge pump fitted and be put in seawater to see if the planks will take up and seal naturally. If they do, then a decent coating of primer and antifouling paint should be sufficient. If they do not, then the bottom probably needs to be fully sheaved in FRP to extend her life or taken apart and rebuilt.*

6.2. Hull deck and structure Internal condition

The cabin sole grates were removed and the bilges could be viewed although 3" water remained once the bilge had been pumped. The aft locker covers were removed giving full access throughout the open boat.

No cracked frames were identified, no rot was noted.

The studs and nuts holding the iron/steel ballast were tested with a hammer and the 2nd from aft and 3rd from aft the nuts disintegrated as did the threads of the studs.



Recommendation: The ballast keel should be dropped and all studs checked and replaced as necessary before use.

The internal transverse battening is following the shape of the hogging. When carefully checked, none of the battening shows any signs of cracking.

The mast sits onto a solid wooden block above the keelson. This was spike tested and found firm.

The transom planks are separating at their joints above the water line. As these are butt joints, they can be glued together.





7. Seacocks and other through hull fittings

The engine intake is a bronze fitting with a Stuart Filter and ball lever. The area around it was spike tested and found secure. The level operated correctly.

Forward in the bilge are two bronze drains screwed to the inside of the hull. The screw covers were tight and did not leak rain water out of the bilge.

The bilge pump exits above the water line through a plastic skin fitting.
The engine water tell tell is a bronze skin fitting exiting above the water line.

8. Deck

The small side deck and fore deck is marine plywood coated in painted non slip, recently applied. The deck was firm under foot and the main deck support structures are in satisfactory condition. The hardwood coaming (inside edge) was found with no significant faults.

8.1. Deck fittings

Two Sampson mooring posts, well secured.



9. Stern gear

2 Blade bronze propeller of stainless steel shaft. The stern tube is to the starboard of the deadwood (area aft of keel) in a box section. There is slight play in the cutlass bearing. Inboard is a grease gland.

10. Rudder and steering

This is a transom hung and skeg supported wooden rudder with lifting stainless steel blade. The metal skeg bolts to the bottom of the dead wood. The bolts were hammer tested and secure.

The rudder has two gudgeon bearings on rudder straps. The lower pintle has been extended to be a continuous bar running through both gudgeons. The diameter of this bar is not sufficient to support the rudder either under sailing loading or asterns work and could shear. I am dubious of the strength of this bar compared to 2 stainless pintles. The rudder rattles of the bearings.

Advice: The rudder attachment should be changed to gudgeon and pintal bearings

11. Anodes

No anodes were noted on the hull or shaft.

Recommendation: *A hull anode should be fitted to protect the propeller, shaft and skeg.*

12. Rigging attachment points

2 chrome bronze chain plates either side of the hull topsides are through bolted. The nuts were hammer tested and found sound.

2 eye bolts are fitted to the aft deck with large washers below.

An eye bolt is fitted to the stem and secured below.

13. Mast and spars

None with boat and owner advised will not be used for sailing

14. Machinery

Inboard 2 stroke petrol engine, 12hp Dolphin, serial number 8081

Rubber mounted on metal bearers on a wooden frame. Exhaust runs correctly upwards to deck level then down to exit through transom.

Water intake hose has been disconnected to use alternate water supply. Clip has not been refitted.

The controls operated correctly and are securely fixed.

Engine has been painted, no obvious signs of oil or water leaks.



Fuel tank is mounted under foredeck with steel straps. Fuel shut off at tank. Copper hose is not securely clipped and could become damaged. Flexible hose from copper pipe to engine is not ISO7840 fuel hose. Fuel filler directly into tank from deck.

Recommendation: Securely clip fuel hose to frame work to prevent damage. Replace flexible fuel hose with ISO 7840 marked marine hose.

15. Bilge pumps

An electric submersible bilge pump switched to operate in automatic or manual is mounted aft of the engine. This was not tested as battery was not connected.

A manual bilge pump is mounted in the centre of the cockpit, there is no strum box or not return valve fitted. No handle present. Operated with spare.

Recommendation: Ensure electric submersible pump operates on automatic before launching.

16. Cockpit area general

The cockpit sole is 4 hardwood gratings. This is supported on a mixture of hard wood and plywood panels. 3 of the 4 panels are coming apart and are flimsy to walk on.

The engine cover is plywood. It has no means to secure to the grating or hull. The lid has no means to fix in place.

Side panels create stowage space around the cockpit. The starboard aft panel has split the wood around the hinge and the wood holding the forward hinge is not secured to the frame work.

17. Navigation lights

Port and starboard lights on the coach roof and a stern light on the stern. As the vessel has no mast, a steaming light will need to be rigged up. None of the lights were tested as the battery was disconnected.

Recommendation: Steaming light to be mounted and or an all around white light.

18. Fire safety

No appliances were seen.

Recommendation: There are no regulations covering this vessel in private use. The Boat safety scheme recommends 1 Fire extinguishers of Powder type 1kg 5A 34B for this type of vessel. I would suggest that at least one extinguisher in service is fitted on board.



19. Lifesaving and Emergency Equipment:

The following was noted aboard

- a) Nothing aboard

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.

20. Ground Tackle and Mooring Arrangements:

- a) None seen.

Recommendation: Fit ground tackle suitable to the area and type of operation used.

21. Electrical installation

A single 12V battery with simple wiring for nav lights, bilge pump and engine start. Battery can be secured in place, terminals were not insulated.

Recommendation: Ensure all terminals are tight and cannot cause sparks and have separate circuit breakers.

End



Marine Surveys UK

"Pragmatic Surveys in Plain English"

www.marinesurveysuk.com