



Marine Surveys UK

"Pragmatic Surveys in Plain English"

www.marinesurveysuk.com

[Yacht surveyor](#), Affiliate member

YDSA, Full member BMSE, MECAL

MCA coding surveyor

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Survey Report no: [REDACTED]

Name of Vessel: "Not Named"

Type of Vessel: Kit built, Cat Ketch 17, Day sailor with twin un-stayed masts.

At the request of:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

This survey was carried out on the [REDACTED] April 2011 at Port Solent Marina, Portsmouth, Hampshire 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.



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.

Scope of Survey:

- ✚ This is an Insurance Survey and its purpose is to establish the structural condition and safety 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:

- ✚ These will not be made concerning cosmetic or other minor defects, although relevant advice may be made in the text normally at the end of each section.
- ✚ 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
- ✚ ***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 beginning of this report.

Conditions of Survey:

Vessel was examined on hard standing, in her road trailer at the premises of Port Solent Marina. The boat is newly built and not yet launched

No special conditions affected the survey other than as described in the text. The owner was with the boat for the survey.



Information is reported in the Sections below where relevant, followed by summary and recommendations and 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, and Skin Fittings etc.

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.
23. Running Rigging.
24. Sails and Covers etc.

Safety.

25. Navigation Lights.
26. Bilge Pumping Arrangements.
27. Fire fighting Equipment.
28. Lifesaving and Emergency Equipment.

Engine.

29. Engine and Installation.
30. Fuel System.

Accommodation and onboard Systems.

31. Accommodation General.
32. Gas Installation.
33. Fresh Water Tanks and Delivery.
34. Heads.
35. Electrical Installation.
36. Electronic and Navigation Equipment.
37. Heating & Refrigeration



1.Details of subject vessel:

Built from plans by the owner from Marine plywood and over laminated. A ketch rigged Expedition 17'6" day sailing and exploration flat bottomed boat with unstayed masts and centre board.



Manufacturers' information from plans (not verified by measurement)

Length Overall:	17'6" / 5.4m
Beam:	6' / 1.83m
Draft:	5" – 3'5" / 0.12m – 1.0m centre board
Hull weight	240lbs / 110KGs
Design	www.bateau.com Cat 17

Boat specific information

Registration	none
Serial Number	None
Year of Build	2011 – owner advised
RCD	Not applicable

2. Keel

- a) There is no keel, she has a plywood Centre board, constructed of 1 piece plywood and painted.



3. Hull below Waterline:

- a) The hull below the waterline is flat bottom, plywood stitched and bonded and laminated on outside, painted in white.
- b) The vessel is supported on her trailer, the bottom of the boat undulates slightly.

4. Topsides above Waterline including Rubbing Strake:

- a) Constructed of plywood with wooded rub rail at gunwale. Painted in white. The sides are reasonably fair, the bonding laminates are visible through the paint.
- b) The transom is 3 sheets of laminated plywood giving extra strength.

5. Deck moulding:

- a) The foredeck is simple flat ply construction, bonded underside to the topsides.

6. Coachroof:

N/a

7. Cockpit:

- a) Being an open day sailor the cockpit is integral to the design, one forward of the centre board housing and one aft. There are no drains fitted.

8. Hull/Deck Join:

- a) N/A

9. Bulkheads and Structural Stiffening including Internal Mouldings:

- a) There is a large centre board housing central in the boat, laminated to the hull forming a box section. The seats form box sections down the inside of either hull giving strength with all joints stitched and laminated.
- b) Additional buoyancy is provided by currently 4 inflatable buoyancy bags, 2 x 27KG and 2 x 68KGs.

10. Rudder and Steering:

- a) A transom hung rudder plywood rudder with lift off dinghy type stainless gudgeon and pintal fittings with wooden tiller.

11. Stern Gear:

- a) Outboard engine option

12. Cathodic Protection:

N/A

13. Skin Fittings and other through Hull Apertures:

- a) No Skin fittings or through hull apertures fitted.

14. Main Companionway and other Access to Accommodation:

N/A



15. Ports, Windows etc.:

N/A

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

a) No pulpit, Pushpit, life lines fittings fitted.

17. Rigging Attachment Points:

✚ Not applicable as unstayed masts

18. Ground Tackle and Mooring Arrangements:

a) No ground tackle seen.

Recommendation:- The minimum for category 6, 3 miles from a safe haven in favourable weather and daylight conditions a single anchor of 4KG, 6mm x 10m chain, 30m 10mm warp. If the vessel is only to be used on a river or canal then a Single 4KG folding anchor with 10m x 10mm warp is advised.

19. Other Deck Gear and Fittings:

a) All found of adequate size and securely through bolted, with washer below to spread the load.

20. Davits and Boarding Ladders:

a) None fitted.

21. Spars:

Mast

a) Two solid masts each of 3 pieces laminated pine, fitted through deck to plywood pad below laminated to the hull.

22. Standing Rigging:

a) None, unstayed mast

23. Running Rigging:

a) Ok for age of vessel

24. Sails and Covers etc:

a) Not checked as not part of insurance survey spec.

25. Navigation Lights:

a) Daylight use only.

26. Bilge Pumping Arrangements:

a) None fitted.

Recommendation:- Dinghy bailer to be carried.

27. Fire-fighting Equipment:



a. None fitted

There are no regulations covering this vessel in private use and no fire hazard present.

28. Lifesaving and Emergency Equipment:

For intended canal and river use, personal lifesaving equipment only required.

29. Engine and Installation:

a) None seen. Outboard only.

30. Fuel System:

a) None fitted.

31. Accommodation General:

a) Open boat.

32. Gas Installation:

None fitted

33. Fresh Water Tanks and Delivery.

None fitted

34. Heads:

None fitted

35. Electrical Installation:

None fitted

36. Electronic and Navigation Equipment:

None fitted

37. Heating and refrigeration

None fitted.



SURVEY SUMMARY AND RECOMMENDATIONS

Survey Summary

Conditions for carrying out the survey were good, good access all around the boat. The vessel is a simply constructed open day boat, finish is fair in keeping with design of boat and design plans have been followed. For use on a river, canal, lake or close to shore she is suitably built from what I can ascertain.

Maintenance Overview:

Cosmetic Maintenance: new build

Technical Maintenance: New build

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.**

There are no recommendations with regards the construction or fitting out of the vessel, there are recommendations for equipment these being

18. Ground Tackle and Mooring Arrangements:

Recommendation:- The minimum for category 6, 3 miles from a safe haven in favourable weather and daylight conditions a single anchor of 4KG, 6mm x 10m chain, 30m 10mm warp. If the vessel is only to be used on a river or canal then a Single 4KG folding anchor with 10m x 10mm warp is advised.

26. Bilge Pumping Arrangements:

Recommendation:- Dinghy bailer to be carried.

28. Lifesaving and Emergency Equipment:

For intended canal and river use, personal lifesaving equipment only required.



STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring 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.

Implicit in this definition is the consummation of a sale as of 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.

The Cat 17 was examined for purposes of insurance and valuation has been calculated on similar vessels advertised for sale and vessels that have been sold and reported on soldboats.com.

In considering available information I have found no boats of this class of vessel for sale, so I have looked at similar size wooden open day boats, like the Drascombe Lugger and the mirror Dinghy, which is smaller but similar construction. The website www.bateau.com suggest that one could have been built in 2001 for \$2800. 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, it is my opinion that the "FAIR MARKET VALUE" of the subject vessel, **Cat 17** together with all sea going equipment, but not those personal effects seen aboard is:

Between two thousand, five hundred pounds and four thousand five hundred pounds sterling. £2,500 - £4,500

Surveyor

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Year	Spec	Price advertised	Source
1975	Drascombe Lugger FRP	£4495	Greece
1970	Drascombe Lugger Wood	£4000	Apollo Duck
1980	Devon Yawl	£4000	Apollo Duck
1960	Drascombe Lugger Wood	£3000	Apollo duck
2006	Mirror 3m	£2995	Apollo Duck