



Marine Surveys UK

"Pragmatic Surveys in Plain English"

www.marinesurveysuk.com

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YDSA, Full member BMSE, MECAL

MCA coding surveyor

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Rowan Crown, FRP (Fibre Reinforced Plastic) Bermudian Sloop 24' sailing boat.

Type of Survey: Insurance Survey in water only

At the request of:

[REDACTED]

This survey was carried out on [REDACTED], the vessel was moored to the dock at Cobbs Quay Marina, Poole, 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.



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 in the water 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. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run for a long period.
- ✚ The vessel was surveyed in the water and therefore no underwater examination was carried out which would cover Hull condition, skin fittings and other though hulls, rudder, stern gear, keels.
- ✚ 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 in the water only, moored starboard side to. The vessel hull or underwater fittings or parts of fittings that extend underwater were not examined. The mast was stepped and rigged. No special conditions affected the survey other than as described in the text.



Information is reported in the Sections below, followed by recommendations and conclusions.

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.
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.



1. Details of subject vessel:

The Rowan Crown is a FRP (Fibre reinforced plastic) Bermudian sloop sailing vessel. It has a medium long encapsulated ballast keel and bilge plates either side. Designed by C.S.J.Roy. The first Rowan Crown was produced in 1978 at Macwester Marine in Littlehampton, UK. The company was bought in 1979 by Trident Marine. The boat continued to be produced until 1982.

Manufacturers' information from websites (not verified by measurement)

Length Overall	24' / 7.32m
Length of waterline	20' / 6.1m
Beam:	8'9" / 2.67m
Draft:	3'3" / 0.99m
Displacement	2240 KG



Boat specific information

Registration	None
Number	RC ■
Year of Build	1979 - 1982

2. Keel

- a) As this is in the water survey only the keel could not be seen nor the fixings for the bilge plates which are externally fitted.

3. Hull below Waterline:

- a) As this is in water survey only, the hull below water line could only be viewed internally, this was under berth locker in forecabin, in the saloon side lockers, engine compartment and cockpit lockers.
- b) Construction of the hull below the waterline is solid FRP
- c) No signs of major damage or repair noted.

4. Topsides above Waterline including Rubbing Strake:

- a) As this is in water survey only the top sides could only be visually checked.
- b) Constructed of solid FRP, finished in blue paint.
- c) No signs of significant damage were noted.
- d) Moisture readings were taken 13 shallow with no significant increase on deep, (Sovereign Quantum meter) which can be considered dry for all practical purposes.



5. Deck moulding:

- a) The deck is of solid FRP, finished in off white gel coat with Treadmaster diamond pattern applied over most areas.
- b) The whole deck was carefully tested underfoot for signs of delaminating or other structural defects.
- c) The gunwale moulding around the stanchion bases and pulpit feet is cracked and the laminate broken on the starboard pulpit and aft posts being the worst affected.

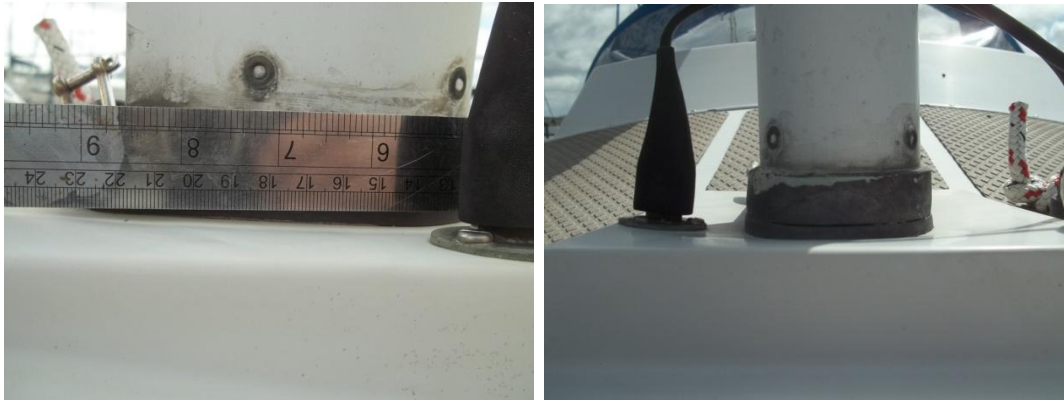


- d) Moisture readings were 13 shallow with no significant increase on deep, which is considered dry for all practical purposes.

Advisory note: Gunwale around stanchion posts needs to be strengthened and sealed to prevent water ingress into laminates.

6. Coachroof:

- a) Constructed as part of the same moulding as the deck
- e) The whole area was carefully tested underfoot for signs of delaminating or other structural defects.
- b) Hand rails were tested with a lever
- c) The area around the mast base has depressed approximately 8mm. I was not able to get it to depress further by putting pressure on the shrouds. Moisture readings were 26 shallow and deep, this would indicate that moisture has entered either the laminates of plywood pad moulded under deck. – **See section 9 for further information.**



7. Cockpit:

- a) This is constructed as part of the same moulding as the deck. The sole is mainly the access hatch for the engine. 2 cockpit drains aft, and 2 deep lockers.
- b) All lids hinged and sealed ok, with deep lip around.
- c) There are 100mm diameter holes either side of the cockpit, above the seats where speakers have been.
- d) There is a well in the stern for the outboard which has a drain directly out of transom. This area is sealed from main cockpit.

Advisory note: As these Speaker holes access below decks they should be sealed off to prevent water ingress below.

8. Hull/Deck Join:

- a) This is a bonded joint with external flange on deck and hull covered with rubber rubbing strake.
- b) Access was restricted but possible in cockpit lockers and anchor lockers.
- c) No significant issues noted.

9. Bulkheads and Structural Stiffening including Internal Mouldings:

This is a Monocoque (single box) construction and a number of components contribute to the overall structure.

- a) The hull and deck mouldings are robust in the first place. There is an inner moulding which forms the furniture bases which is bonded to the hull. Bulkheads, longitudinal stringers and floors add to the strength.
- b) The mast loadings were designed to be taken on the bulkhead and box section king post attached to the forward side but to starboard as the access to the forecabin is directly below the mast with a full height door way. The bulkhead has split in the past and the area above has been strengthened with teak beams either side of the bulkhead and screwed and glued to it to support the mast loadings. There is no current sign of movement. I do not know when this strengthening was carried out or if it has been tested.



- c) Bulkheads were carefully hammer sounded near the deck, hull and floors for signs of debonding.
- d) All possible access was checked, lockers, under berths and the floors and inner mouldings for signs of delamination and cracks.

Recommendation: Monitor the bulkhead and supporting beams for signs of movement from the mast compression when sailing.

10. Rudder and Steering:

- a) The rudder is below the water and no able to be checked due to in water only survey.
- b) Rudder tube checked and well bonded.
- c) Tiller operated full lock to lock.

11. Stern Gear:

- a) This could only be accessed from the inside. There are some signs of corrosion around the stern gland fixings. These were struck with a hammer and found secure.
- b) The rubber joining hose from stern tube to gland is swollen at the forward end suggesting it is worn.



- c) No signs of water ingress.

Recommendation: Replace connecting rubber of stern gland and clips when the boat is next hauled or end of season which ever sooner.

12. Cathodic Protection:



- a) The stern gland and skin fittings are bonded together but the anode could not be checked due to inwater survey only.

Recommendation: Regularly (once a month) monitor condition of seacocks and other visible metal fittings for Cathodic corrosion until state of anodes is known.

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:

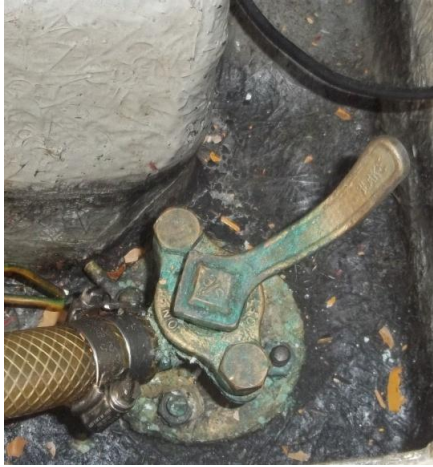
- ✚ **Examination from inside the boat** only due to in water survey. Checked for de-zincification.
- ✚ All valves open and closed to their full extent where possible.
- ✚ Any fixing bolts hammer tested where accessible.
- ✚ Bodies of metal valves or sea cocks tested with a hammer inside the boat .
-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

Below Waterline:

- a) Heads inlet – Blakes seacock – handle removed, T bar stored in heads to operate.
b) Heads outlet – Blakes seacock – handle removed, T bar stored in heads to operate.
c) Engine sea water intake, Blakes seacock – handle intentionally bent upwards.
d) Log cable in engine compartment
e) Cockpit drains x 2 Blakes seacocks – both have white powder residue from water and minor corrosion.



Cockpit drains



Engine intake



Heads valves

Above waterline

- f) Various skin fittings for bilge pump, galley drain, water breather, fuel breather, exhaust.

Advisory note: Get to know your seacocks and what they look like so any deterioration can be spotted.

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 Perspex washboard with slide hatch
b) Forepeak is lift is FRP hatch with vent, hinged aft on coach roof.

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 in alloy frames
b) No significant faults found.

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 are tested with a crow bar levered against a wooden block.



- a) Stainless steel pulpit and push pit connected with twin guard rails of stainless steel wire with copper ferrule terminals.
- b) No jackstays, no life line attachment points noted.
- c) 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) Forestay attaches to stemhead fitting. Large fixing plate below deck and bolts securing.
- b) Back stay – U Bolts on aft quarters. – see photos next page.
- c) Shrouds forward and aft chainplates on side of coach roof, no access to inside to check



Underside stemhead and forestay fixing Underside starboard aft backstay fixing

18. Ground Tackle and Mooring Arrangements:

- a) Main Anchor is 15Lb CQR with 6mm chain, in lockers, Bruce anchor and chain, 2nd Plough anchor and chain of similar size.
- b) No significant faults found with mooring arrangements.

19. Other Deck Gear and Fittings:

- a) Underside fixings checked where possible although restricted under coachroof.
- b) Inflatable Dinghy (Express Tender) on Davits



- c) Spray hood
- d) No significant faults found.

20. Davits and Boarding Ladders:

- a) Large stainless steel dinghy davits are secured with stainless bolts and nuts. No signs of corrosion. Backing plate is MDF which is not suitable for the marine environment and will deteriorate and fixing will come loose.



- b) Vessel has no permanently attached boarding ladder.

Recommendation: Replace MDF backing plate for davits with hard wood, marine ply or stainless steel backing plate before Dinghy is stowed at sea.

21. Spars:

- a) Aluminium single section mast is deck stepped with tabernacle joint. Single spreader, mast head rig. Checked from deck height only.
- b) Boom also aluminium.
- c) No significant faults found.

22. Standing Rigging:

- a) Rigging was examined where the wire enters the terminals under 10x magnification, no broken strands visible nor excess corrosion seen. The angles they enter the mast appears in line with rigging.
- b) Rigging is wire 1 x 19 with pressed terminals.
- c) The rigging screws are stainless steel open bottle screws examined under 10 x magnifications except where noted.
- d) There is no age noted for the wire rigging. I did not find any signs of corrosion or damaged wires where I was able to check.

23. Running Rigging:

- a) Not checked in detail as part of insurance survey but what was seen was in good condition.



24. Sails and Covers etc:

- a) Not checked in detail as part of insurance survey.
- b) Mainsail checked on boom at head only, sail is in fair condition.
- c) Furling genoa, furling on furling system. Blue sacrificial strip. Does not extend to full height of extrusion.

25. Navigation Lights:

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

- a) White on stern
- b) Bi Colour on pulpit – not working. Green lens appears dark.
- c) Steaming light on mast.
- d) Tricolour at mast head
- e) Hoist up anchor light – not checked.
- f) Compass light

Advisory note: Vessel has suitable light with Tri colour and stern light however if Bi colour used, ensure bright through lens.

26. Bilge Pumping Arrangements:

- a) Manual bilge pump, pick up from under liner in cabin. Operated dry

27. Fire-fighting Equipment:

- a) All extinguishers seen aboard are well out of date.

Recommendation: There are no regulations covering this vessel in private use. The Boat safety scheme recommends 2 Fire extinguishers of Powder type 1kg 5A 34B each for this type of vessel. I would suggest that at least two extinguishers within service are fitted on board and that the engine compartment has a plugged hole where the extinguisher can be discharged. And a fire blanket at the galley.

28. Lifesaving and Emergency Equipment:

The following was noted aboard

- a) Horseshoe life buoy and light

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.



29. Engine and Installation:

- a) Engine is a Vetus inboard Diesel engine, type M205 A502, number [REDACTED]. 4820 hours on the indicator.
- b) Raw water cooled. Some minor oil leaks noted. Bilge generally clean.
- c) Mounts tested with crowbar and are secure. Gear control operates smoothly. Exhaust loops to underside of deck and has water trap fitted.
- d) Yamaha 4Hp outboard on stern
- e) 2nd Outboard (Seagull?) on pulpit.

30. Fuel System:

- a) Stainless steel tank. Filler on deck. Feed and return hoses are not ISO7840 marked but thick and secure and no signs of perishing when folded.
- b) Inline filter. Fuel shut off at tank.
- c) No signs or smells of leaks.
- d) No significant issues.

31. Accommodation General:

- a) Clean and tidy, new cushions, some water in bilge under floor.
- b) No smells of damp.

32. 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.boatsafetyscheme.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	Wooden locker in cockpit, sealed, drain through top sides.	



draining bottle storage		
Age and condition of flexible hose at bottle.	Steel braided hose, no date, signs of corrosion	<i>Replace hose at bottle with BS3212</i>
Age and condition of regulator	No date, fair condition	
Connection to copper pipe	Correct swage	
Condition of copper pipe where accessible	Part seen in lock, slightly green scraped clean.	
Is pipework adequately supported and not under stress where accessible?	Not seen.	
Connections and Flexible pipe to cooker and other appliances	Jubilee clip, surface corroded	<i>Replace hose at cooker with BS3212 and renew hose clamps</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	<i>Do not leave cooker unattended when in use.</i>
Are any appliances requiring flues properly fitted with same?	N/A	
Is a gas alarm fitted?	Yes – not checked.	
Is each appliance fitted with an isolating tap	Yes, behind cooker	
If fitted did leak bubble tester function?	No	

Additional Observations:

Consider replacing cooker for new with Flame failure devices.

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

33. Fresh Water Tanks and Delivery.

- a) New filter fitted, hoses replaced in places. Deck filler is disconnected

34. Heads:

- a) Toilet is manual type, hoses tight.



35. Electrical Installation:

DC circuits

- a) 12V system, battery secure, wiring generally neat and well connected. No signs of excess heat anywhere.

240v Circuits

- b) Shore power connection in forepeak, direct to socket for electric heater.

Recommendation: Fit RCCB and RCD breaker unit inline of supply on boat before sockets and before used. This should be permanently installed but can be part of shore power line at yacht end.

36. Electronic and Navigation Equipment:

The following was seen aboard operating

- a) Depth Sounder - Nasa
- b) VHF – Shoreline compact not DSC
- c) Compass - lens faded but readable
- d) Handheld and fixed GPS Garmin
- e) Clock
- f) Barometer

37. Heating and refrigeration

None fitted



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.*

9. Bulkheads and Structural Stiffening including Internal Mouldings:

Recommendation: Monitor the bulkhead and supporting beams for signs of movement from the mast compression when sailing.

11. Stern Gear:

Recommendation: Replace connecting rubber of stern gland and clips when the boat is next hauled or end of season which ever sooner.

12. Cathodic Protection:

Recommendation: Regularly (once a month) monitor condition of seacocks and other visible metal fittings for Cathodic corrosion until state of anodes is known.

20. Davits and Boarding Ladders:

Recommendation: Replace MDF backing plate for davits with hard wood, marine ply or stainless steel backing plate before Dinghy is stowed at sea.

27. Fire-fighting Equipment:

Recommendation: There are no regulations covering this vessel in private use. The Boat safety scheme recommends 2 Fire extinguishers of Powder type 1kg 5A 34B each for this type of vessel. I would suggest that at least two extinguishers of known expiry date are fitted on board and that the engine compartment has a plugged hole where the extinguisher can be discharged. And a fire blanket at the galley.

28. Lifesaving and Emergency Equipment:

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

32. Gas Installation:

Replace hose at bottle with BS3212

Replace hose at cooker with BS3212 and renew hose clamps

Do not leave cooker unattended when in use.

35. Electrical Installation:

Recommendation: Fit RCCB and RCD breaker unit inline of supply on boat before sockets and before used. This should be permanently installed but can be part of shore power line at yacht end.

Conclusions:

Seemingly well maintained, engine is later than boat, non abused vessel in good condition where seen for 30 year old boat.



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 the owner would expect to receive AFTER brokerage fees.

In considering available information I have found at least 10 examples of this model 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, "[REDACTED]" together with all sea going equipment, but not those personal effects seen aboard is:

[REDACTED]

Year	Advertised	Where	Broker
1979	£6850	River Teign, UK	Broker
1978	£4,500	Christchurch	Broker – tatty
1979	£5750 - £4,995	Liverpool	2 x Broker – No inboard
C1978	£5,950 – Sold	Dartmouth	Broker



1979	£7,995	Devon	Private
1979	£6,850	Torquay	Broker
1979	£5,550 – sold	Pwllheli	Broker – outboard only
1979	£5,500	Hamble	Private
C1979	£2,500	Falmouth	Private – need rigging and T LC
1978	£3,750	Christchurch	Private