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Yacht & Commercial Vessel & Multi Hulls Surveys - UK & Abroad

All types of Hull Construction, N.D.T. Testing of Hulls, New Building Supervision, Major Refit Supervision, MCA Code of Practice

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PND/4666/2003

THIS IS TO CERTIFY

that at the request of [REDACTED]

[REDACTED] prospective purchaser, the undersigned attended survey upon the grp-composite wood constructed auxiliary powered sailing yacht

"CASSIS OF KENT"

whilst lying ashore in the travel hoist slings and afloat at the Gillingham Marina, Gillingham, Kent, in order to carry out a Condition Survey.

CONDITION SURVEY, 4TH NOVEMBER, 2003

Proceeded to the yacht on this date and found and was informed as follows:-

PRESENT DURING SURVEY

Michael Crofts
Employees of Gillingham Marina.

Vendor

DETAILS OF YACHT

The yacht is a Bonito class, designed by Alan H. Buchanan, Burnham-on-Crouch, Essex, hull moulded by Seamaster Limited, Dunmow, Essex, reportedly fitted out by R.J. Prior & Son (Burnham) Limited, Burnham-on-Crouch, Essex, in 1970.

The hull is constructed in the conventional grp laminate method, with grp laminate top-hat bonded-in longitudinal reinforcing stringers, grp laminate-plywood bonded-in hanging knees and beam shelf, plywood grp laminate bonded-in bulkheads, accommodation furnishings and chainplate fastening hanging knees.

Original no-longer used fuel tank and in-use water tank are constructed from grp laminate bonded into the keel over and aft of the ballast retaining encapsulation laminates.

The decks are constructed from sprung-laid teak planking, glue and screw-fastened, with ptf caulked seams over grp scrim-sheathed epoxy resin plywood sub-deck supported on mahogany and some oak sawn beams lodged outboard on to the beam shelf, inboard to carlins that support the teak coachroof and cockpit coamings.

Coachroof top constructed from non-slip painted grp scrim-sheathed plywood over mahogany sawn beams.

Cockpit seats and seat lockers constructed from laid teak and plain teak over mahogany and some softwood bearers.

Cockpit trunk sides and floor constructed from plywood, cockpit floor grp scrim-sheathed over plywood.

Hull topsides finished off externally with white spray-applied two-part polyurethane paint over the original gelcoat, with gold vinyl tape picked out moulded-in cove line and blue painted boot top stripe.

Hull underwater areas coated with red antifouling paint over an epoxy resin system being an osmosis repair carried out in 1994, details not available to the Surveyor at the time of survey.

The yacht has a rounded bow, moulded hull section over long integral keel containing encapsulated ballast.

Raked trailing-type rudder hung at aft end of keel, with the rudder shaft passing up through the hull forward of the raked transom counter stern.

The yacht is rigged as a Masthead Bermudan Sloop and is powered by a Yanmar 3-cylinder diesel engine connected by the gearbox to a conventional propeller shaft and fixed 3-blade propeller.

PRINCIPAL DIMENSIONS

Overall length	:	34ft 09ins/10.59M
Beam	:	09ft 07ins/02.92M
Draught	:	04ft 09ins/01.45M

REGISTRATION DETAILS

Not available to Surveyor at the time of survey.

FOUND AT SURVEY
HULL EXTERNAL
TOPSIDES

Port and starboard topsides and transom.
Sounded and examined externally and found to be in satisfactory condition, with the following conditions found:-

Paint coatings intact and covering well.

1. External surfaces of paint coatings dirty and weather-stained.
2. Paint coatings lightly chafed and marked at stem front and port and starboard topsides at fender contact areas.
3. Local well scattered interface blisters of the paint coatings found, located just up from port and starboard boot top stripe, at port and starboard tuck areas of counter (interface blistering of paint coatings more prolific in these areas) and on transom flat.
4. Transom has been hand-brush painted over original spray applied paint coatings, which has left a hard paint line around the edges of the transom, caused by masking tape.
5. Transom paint coatings locally lightly stained from engine exhaust outlet emissions and locally scratched in 2 areas just down from name decal.

RECOMMENDATIONS (1)

These are cosmetic, not structural:-

1. All areas of interface blistering to be sanded off back to sound paint coatings.
2 areas of scratching in paint coatings on transom to be lightly sanded off back to sound paint coatings.
2. All prepared areas to be touched-in with matching white two-part polyurethane paint, preferably spray-applied.

3. When paint coatings fully cured, topsides and transom to be treated with very fine rubbing compound, waxed and polished, to protect and restore finished appearance.

HULL UNDERWATER AREAS

Hull underwater external surfaces.

Examined and sounded externally and found to be in satisfactory condition.

Selected areas of the hull underwater antifouling paint coatings were removed to expose the epoxy resin coatings.

The epoxy resin coatings at all exposed areas was found to be intact and covering well.

Barcol Hardness Test: Barcol hardness test readings were taken of the epoxy resin coatings and satisfactory readings of 28-32 were recorded, confirming full state of cure of the resin coatings.

Moisture Readings: Moisture readings were taken using a Protimeter Aquant Plus 2 moisture meter, scale graduated 0-15:-

- a) Lower topside, immediately up from boot top stripe and epoxy resin coatings - no moisture readings recorded.
- b) All exposed areas of epoxy resin coatings - low moisture readings recorded, 0-2 on scale.

Antifouling paint coatings locally reinstated with matching red antifouling paint prior to the yacht being re-launched.

The remaining antifouling paint coatings are losing the antifouling properties, mainly due to the yacht being in a mud berth-type mooring.

KEEL

Painted integral grp moulded keel.

Examined and sounded externally and found to be in satisfactory condition.

Keel internal ballast retaining encapsulation laminates and extra reinforcing laminates.

Examined as installed and found to be in satisfactory condition.

Grp laminate-plywood bonded-in transverse floors that reinforce keel and form support to mast step internal vertical support stanchions.

Examined as installed and found to be in satisfactory condition.

Grp laminate moulded-in water and no-longer-used fuel tank tops, that provide extra transverse reinforcement to the hull at the keel area.

Examined as installed and found to be in satisfactory condition.

INTERNAL BALLAST

Internal ballast, in the form of cast lead ingots, is stowed below the saloon floor forward end and the toilet compartment floor.

This trimming ballast is to make up for the installation of the heavier Yanmar diesel engine and installation of the fuel tank aft of the engine below the cockpit floor.

All ballast is just placed in position, not secured.

RECOMMENDATIONS (2)

1. All ingot trimming ballast to be secured to internal surfaces of hull by bonding-in, using 3 x 3oz chopped strand mat laminates bonded with polyester isophthalic resin.
2. All disturbed and new areas of laminate to be coated over with matching white Flo-coat polyester resin interior finish.

SKIN FITTINGS

Bronze external skin fittings of the through-hull inlets and discharges.
Examined externally as installed and found to be in satisfactory condition.

Log nylon skin fitting and impeller.

Examined externally as installed and found to be in satisfactory condition.

Echo sounder transducer integral mounting block, at lower stem, and transducer head.

Examined as installed and found to be in satisfactory condition.

PROPELLER

Bronze 15ins diameter 3-blade propeller, fastening nut and stainless steel locking split pin.

Examined as installed and found to be in satisfactory condition.

Exposed length of stainless steel propeller shaft.

Examined as installed and found to be in satisfactory condition.

Cast bronze cutlass bearing holder and fastening bolt heads.

Examined as installed and found to be in satisfactory condition.

Cutlass bearing slightly worn.

RECOMMENDATION (3)

During the winter lay-up period:-

Replace worn cutlass bearing.

RUDDER

Painted hardwood plank rudder blade, hidden bolt-fastened and reinforced with copper rod rivet-fastened bronze and stainless steel straps, hung on copper rod rivet-fastened bronze gudgeon strap, heel supported by cast bronze pintle and gudgeon arrangement, copper rod and bronze bolt-fastened, with the bronze rudder shaft passing up through rudder shaft tube arrangement.

Examined externally as installed and found to be in satisfactory condition.

Due to the way the fuel tank is installed, below cockpit floor, the Surveyor had no access for inspection of the rudder shaft tube-gland, where the rudder shaft passes up through the hull.

RECOMMENDATION (4)

Install suitable sized access hatches in plywood inboard bulkheads of cockpit seat port and starboard lockers, to enable inspection and/or servicing of the rudder shaft internal tube-packing gland arrangement to be carried out.

ANODE

Zinc sacrificial anode installed on starboard run area not wasted, coated with antifouling paint and limescale.

Anode not ground-connected internally.

RECOMMENDATIONS (5)

During winter lay-up period:-

1. Anode to be wire brushed and scraped off back to bare metal.
2. Anode to be ground connected internally, using individual lengths of insulated heavy duty single core copper wire, to the rudder shaft tube-gland arrangement, the propeller shaft log tube, the engine and engine cooling-water intake seacock.

TOE RAILS AND COVERING BOARDS

Screw-fastened varnished teak toe rails and covering boards.
Examined as installed and found to be in satisfactory condition.

1. Starboard toe rail, teak fairing block at forward end of genoa sheet track missing.
2. Varnish coatings of toe rails and covering boards locally chafed and weathered in several areas.

RECOMMENDATIONS (6)

These are cosmetic, on-going maintenance:-

1. Install missing teak fairing block at forward end of starboard genoa sheet track to toe rail.
2. Lightly sand off toe rails and covering boards, mask off and coat with at least 3 applications of oil-based yacht varnish, to protect and restore finished appearance.

DECKS

Screw and epoxy resin-fastened sprung-laid teak planking with ptf caulked seams and butts, bonded to grp scrim-sheathed epoxy resin bonded plywood sub-deck.

Examined and sounded externally and found to be in satisfactory condition.

1. External surface of decks lightly weather-stained in several areas.
2. 3 isolated areas where abrupt grain change in teak has left 3 holes, located fore deck to port of king plank and starboard side deck opposite forward window of doghouse.

RECOMMENDATIONS (7)

These are cosmetic, not structural:-

1. 3 holes in teak deck planking to be locally cut out back to sound teak, in diamond pattern, and matching sections of teak glue scarphed in using epoxy resin.
When cured, chisel and sand off fair to the external surface of teak planking.
2. External surface of teak decking to be washed with warm fresh water containing mild detergent, such as Fairy Liquid, well rinsed off.

3. It is good practice to wash teak laid decks regularly using salt water, and given light scrubbing with grain and lay of teak, approximately once a month to keep clean.

COACHROOF AND COCKPIT

Coelan-coated afrormosia and teak coachroof and cockpit coamings, cream non-slip painted grp scrim-sheathed epoxy and polyester resin bonded plywood top supported on mahogany beams.

Examined and sounded externally and found to be in satisfactory condition.

1. Old ventilator positions through coachroof top visible through grp shim and reinforced plywood, port and starboard sides of mast step; this blanking-off and making good is intact.
2. Paint coatings at forward end of coachroof top locally disturbed following replacement of coachroof forward coaming and installation of fore hatch new base coaming.
3. Starboard side beading of coaming to deck, midship scarp joint partially separated at forward end of scarp joint.
4. Coelan coatings on cockpit coaming locally weathered.
5. Cockpit coaming cappings fastening screw, several dowel plugs missing.

RECOMMENDATIONS (8)

These are cosmetic, on-going maintenance:-

1. Lightly sand off, mask off and reinstate paint coatings at forward end of coachroof top.
2. Starboard side midship scarp joint of coaming beading to deck, cut out back to sound teak, glue scarp in matching dutchman, chisel and sand off fair when resin cured and reinstate disturbed Coelan coating.

3. Cockpit coaming cappings, set all fastening screws in deeper, install matching teak dowel plugs set down on epoxy resin, when cured chisel and sand off fair and reinstate disturbed Coelan coatings.

COCKPIT

Laid teak planking, screw and epoxy resin-fastened over plywood, with varnished teak margin boards and seat locker hatches.

Painted plywood trunk sides and grp-sheathed plywood cockpit floor.

Examined, found to be in basically satisfactory condition, with the following conditions found:-

1. Varnish coatings of margin boards and cockpit seat hatch tops well weathered.
2. Local rot found in following areas:-
 - a) Lower ends of cockpit trunk sides, port and starboard forward corner posts.
 - b) Upper edges of plywood trunk sides:-
 - i) Port side, area 3/4in x 7ins, extending aft from aft end of seat locker hatch.
 - ii) Starboard side, area 3/4in x 12ins, extending forward from forward end of seat locker hatch.
 - iii) Starboard side, area 3/4in x 5ins, extending aft from aft end of seat locker hatch.
 - iv) Starboard side around each hatch scupper outlet.

RECOMMENDATIONS (9)

These are cosmetic, on-going maintenance:-

1. All areas where port and starboard forward corner post and plywood trunk sides of cockpit found to be rot affected, these to be locally cut back to

sound plywood, repaired by glue scarphing in matching sections of plywood, bonded with epoxy resin.

2. All exposed upper edges of plywood at each seat locker hatch opening to be scraped off back to clean wood, any moisture allowed to dry out and coated with 2 applications of epoxy resin to seal, to prevent further water ingress.
3. All areas where white paint coatings disturbed and repairs carried out, to be reinstated with matching white oil-based yacht quality paint.
4. Teak margin board and seat tops to be sanded off back to bare wood, any moisture allowed to dry out, treated with 2 applications of clear teak oil and 3 applications of oil-based varnish, to protect and restore finished appearance.

DECK FITTINGS

All deck-installed fittings, including pulpit, pushpit, guardrail stanchions, bases and wires, stem head fitting, fairleads, samson post, anchor windlass, cleats, ventilator cowls and dorade boxes, mast step, grab rails, sheet tracks and cars, winches and u-bolts.

Examined as installed and found to be in satisfactory condition.

1. Port navigation light broken off from pulpit mount.
2. Varnish coatings of mahogany-faced plywood outboard motor mounting pad, on pushpit, well weathered - sand off back to bare wood, treat with 2 applications of teak oil and apply 3 coats of oil-based yacht varnish, to protect and restore finished appearance.

HATCHES

FORE HATCH

Gebo, hinged alloy frame with tinted perspex top, installed on varnished teak coaming.

Examined as installed and found to be in satisfactory condition.

1 fastening screw of hatch base to coaming missing, starboard aft corner - replace missing screw.

Hatch and coaming recent replacement.

MAIN HATCH

Originally varnished teak-faced plywood with solid teak trim forming hatch garage and coaming, with plain teak plank sliding top and varnished afrormosia dropboards.

Examined, found to be in basically satisfactory condition, with the following conditions found:-

1. Varnish coatings of hatch garage coamings and sliding hatch top in poor condition, no protection to teak-faced plywood and teak external surfaces.
2. Upper dropboard, upper part of dropboard separating.

COCKPIT FLOOR-ENGINE COMPARTMENT ACCESS HATCH

Lift-off laid teak over grp-sheathed mahogany-faced plywood, with teak surrounds, setting down on rubber seal to grp-sheathed raised teak coaming, retained in place by quick release fasteners.

Examined as installed and found to be in satisfactory condition.

COCKPIT SEAT LOCKER HATCHES

Hinged varnished teak.

Examined as installed and found to be in satisfactory condition.

External varnish coatings well weathered.

AFT DECK HATCH

Hinged varnished teak plank top with afrormosia and teak coamings, ventilator installed on top of hatch.

Examined and found to be in basically satisfactory condition, varnish coatings well weathered.

RECOMMENDATIONS (10)

These are cosmetic, on-going maintenance:-

MAIN HATCH

1. Carefully sand off external surfaces of garage coamings, sliding hatch top and upper board back to bare wood.
2. External surfaces of all sanded-off surfaces, except dropboard, to be coated with 2 applications of clear teak oil and 3 applications of oil-based varnish, to protect and restore finished appearance.
3. Upper dropboard, upper part to be re-bonded back to board using epoxy resin, excess resin cleaned off, board lightly sanded and coated with 3 applications of oil-based varnish, to protect and restore finished appearance.

COCKPIT SEAT LOCKER HATCHES

1. Carefully scrape and sand off all varnish coatings back to bare wood, allowing any moisture to dry out.
2. Treat exposed surfaces with 2 applications of clear teak oil and apply 3 coats of oil-based yacht varnish, to protect and restore finished appearance.

AFT DECK HATCH

Carefully scrape and sand off back to bare wood hatch and coamings, allow any moisture to dry out, treat with 2 applications of clear teak oil and 3 applications of oil-based yacht varnish, to protect and restore finished appearance.

WINDOWS

Screw-fastened chromed bronze frames retaining clear perspex windows on mastic seals.

Examined as installed and found to be in satisfactory condition.

External surfaces of windows lightly crazed and scratched, caused by age, weather, ultraviolet exposure and gear and rope contact.

GROUND TACKLE

MAIN ANCHOR

Approximately 30lbs Danforth-type anchor, connected to length of 5/16in galvanized mild steel close link chain.

Chain ranged out on deck.

Examined and found to be in satisfactory condition.

Machine screw that secures anchor chain to anchor connector loose, partially unscrewed - remove, clean off threads, reinstall threads set down on waterproof Loc-tite.

ANCHOR WINDLASS

Lofrans Royal, Serial No. 396266, cast alloy and stainless steel manual single speed anchor windlass with single rope warping drum and chain gypsy wheel. Examined as installed and found to be in satisfactory condition.

KEDGE ANCHOR

Stowed in locker below forward cabin bunk, 10kg Bruce anchor, not connected to length of chain or rope.

Equip chain anchor with 35ft length of 5/6in galvanized mild steel close link chain, spliced to 150ft length of 1in diameter 3-strand or chainplait nylon rope.

BILGE PUMP

Installed cockpit port locker aft end, manual single action diaphragm-type pump, nylon-pvc suction and discharge hose, discharge hose to above waterline skin fitting.

Examined externally as installed, briefly tested and found to be in satisfactory working condition at the time of survey.

A yacht of this size and internal volume should be equipped with a second bilge pump, either manual or a 12-volt dc submersible, of at least 1000 gph discharge capacity.

GAS INSTALLATION

Pair of 2.72kg Butane gas cylinders stowed in specially constructed grp moulded locker set into aft hatch opening.

Locker has drain in base, raised brass skin fitting connected to length of nylon-pvc hose to bronze lever ball seacock out through counter.

Base of locker forward end slightly lower than aft end.

The raised brass skin fitting and the forward end of the locker being lower than the aft end prevents any collection of gas in the cylinder locker from draining overboard.

Gas supply: Approved regulator (2003/2013), approved hose (6/2002-6/2007), connected to isolating valve and glass flow bubble gauge, copper tube led forward internally to locker above stove, approved isolating valve, copper tube and length of approved hose (6/2002-6/2006) to gimbal-mounted cooker.

Gas system examined externally, not tested, with the following recommendations made:-

RECOMMENDATIONS (11)

1. Raised brass skin fitting in base of cylinder storage locker to have 5/32in-4mm wide slot cut down through raised head of skin fitting, that will allow any collection of gas to drain out through skin fitting, or, alternatively, replace with flush fitting nylon skin fitting.
2. Carefully re-position cylinder storage locker, using spirit level, so that base of locker is level, allowing any collection of gas to immediately pass out through drain in base of locker.

COCKPIT DRAINS

Port and starboard forward corners of cockpit, nylon outlets connected to lengths of crossed-over nylon-pvc hose to bronze lever ball seacocks. Examined as installed and found to be in satisfactory condition.

HULL INTERNAL

Access to the internal surfaces of the decks and coachroof was good.

Access to the internal upper topsides was severely restricted throughout the accommodation areas by the installation of the teak battens-linings, foam backed vinyl and acrylic cord linings screw-fastened and bonded directly to the internal surfaces.

Further access to the internal surfaces of the hull was restricted by the bonding-in of the fuel and water tanks, the installation of the engine and the installation of the fuel tank below the cockpit floor.

Where accessible, the bonding of the bulkheads, part-bulkheads, internal longitudinal stringers, transverse floors, ballast retaining encapsulation laminates, beam shelf, chainplate and accommodation furnishing fastening hanging knees, fuel and water tanks, galvanized mild steel reinforcing plates of main bulkheads that form reinforcing to mast step vertical stanchion arrangement and the bonding-in of the grp laminate-plywood transverse floors that form lower support to the mast step support stanchions.

The bonding-in of the grp laminate engine beds and bronze propeller shaft log tube.

Examined externally as installed and found to be in satisfactory condition.

As stated earlier in the report, the Surveyor had no access to the rudder shaft tube-packing gland internal arrangement.

Chopped strand mat bonding of softwood floor sole bearer separating from forward side of sole bearer, located below saloon floor at division of fuel tank to water tank between half bulkheads that separate saloon area from chart table and galley.

RECOMMENDATIONS (12)

1. Cutting of access hatches in the cockpit port and starboard inboard side plywood longitudinal bulkheads to give access to internal rudder shaft tube-packing gland arrangement has already been referred to.
2. Separating chopped strand mat bonding of softwood sole bearer to have bonding surfaces of bonding and sole bearer scurfed off, using fine or hacksaw blade, area vacuum cleaned, separating chopped strand mat bonding re-secured bonded with epoxy resin, and stainless steel self-tap screws with stainless steel penny washer under head of screws, screws at 2ins centres.

ACCOMMODATION FURNISHINGS

Painted and varnished teak-faced plywood, forming bulkheads, part-bulkheads, bunk front, cave locker fronts, chart table, galley and engine compartment hatch.

Painted, varnished and plain mahogany-faced plywood forming bunk tops and hatches and locker shelves.

Varnished mahogany and teak Treadmaster-sheathed plywood forming galley floor and varnished mahogany-faced plywood with solid afrormosia trim forming saloon and toilet compartment floorboards.

Examined as installed and found to be in satisfactory condition.

Exposed internal surfaces of teak coachroof coamings, forward cabin bunk front, upper topside teak slat linings, quarter berth bunk front and engine hatch, including teak and afrormosia trim, not yet varnished.

Forward cabin burgundy red vinyl-covered bunk mattresses.

Examined as installed and found to be in satisfactory condition.

Saloon burgundy red patterned Dralon upholstered seat backs, seats and quarter berth bunk mattress covers.

Examined as installed and found to be in satisfactory condition.

Accommodation areas lightly coated with sawdust and other re-fit debris.

RECOMMENDATIONS (13)

Included is the list agreed between the Vendor and the prospective Purchaser for completion prior to sale of yacht:-

1. All internal plain teak-faced plywood, afrormosia and teak trim external surfaces to be coated with at least 2 applications of satin finish varnish.
2. Finishing-off of floors in saloon and toilet with teak planking and maple inlay.
3. Finishing-off various missing items of solid teak trim, including corner post in saloon.
4. Building and installing of saloon table, constructed in same manner as furnishings of saloon, unless otherwise agreed.
5. Painting of deckhead in saloon area.

GALLEY

White Formica-faced plywood with varnished solid afrormosia and teak trim, forming part-bulkheads, locker fronts, locker doors, rails, cooker recess and worktops.

Stainless steel sink, equipped with cold water hand pump.

Sink draining overboard length of nylon-pvc hose to bronze lever ball seacock. Examined externally as installed and found to be in satisfactory condition.

Built-in insulated grp moulded chest-type refrigerator, with Danfoss 12-volt dc air-cooled refrigeration unit.

Examined externally as installed.

Insulated plywood drop-in hatch for refrigerator difficult to remove.

When testing refrigeration unit, not chilling.

Vendor aware of this, states that refrigeration system requires to be re-charged with gas.

Gimbal-mounted gas-fuelled cooker.

Examined externally as installed and found to be in satisfactory condition.

RECOMMENDATIONS (14)

1. Finish off missing items of trim and sand off and varnish all solid wood trim throughout galley.
2. Free off edges of refrigerator access hatch by sanding or planing off small amount.
3. Have refrigeration engine check refrigeration system, to include re-charging system with required gas.

TOILET

White painted and varnished mahogany and teak-faced plywood with varnished solid afrormosia and teak trim forming bulkheads, door, mast step support vertical stanchion and locker fronts.

Stainless steel folding handbasin, no cold water supply to handbasin connected.

Handbasin draining overboard nylon-pvc hose to bronze lever ball seacock.

Examined as installed and found to be in satisfactory condition.

Par manual marine toilet plumbed in with nylon-pvc inlet and discharge hoses to Blake bronze seacocks.

Examined as installed and found to be in satisfactory condition.

On completion of furnishings, entire toilet compartment will require thorough cleaning out.

DOMESTIC WATER SYSTEM

Grp laminated moulded tank bonded to internal lower part of keel, with grp laminate moulded bonded-in tank top.

Bolt-fastened grp laminate inspection hatch, dipstick entry, nylon-pvc portable length of filler hose, nylon-pvc vent hose to approved vent outlet, nylon-pvc supply hose to galley sink pump and forward to toilet compartment, not yet

connected to handbasin.

Examined externally as installed, galley sink pump briefly tested and found to be in satisfactory condition at the time of survey.

ACCOMMODATION HEATER

Loose in saloon, Pascal and Aitkey Parsey brass and copper charcoal-fuelled convector heater, with copper flue-pipe and through-coachroof flanged gland plate arrangement.

Examined externally as found, appearing to be in satisfactory condition, not tested.

The installation of the heater will be completed before the sale of the yacht.

It would be advisable to install a heat-resistant pad where the heater is mounted to the bulkhead and where the flue-pipe passes up just clear of the bulkhead through the coachroof top.

ENGINE

Access to the engine installation is by removing the hatch that forms the steps from the cockpit down into the accommodation areas, hatch in the quarter berth longitudinal bulkhead and hatch at the forward end of the cockpit floor.

Yanmar, Model 3GM30, Serial No. 07594, 3-cylinder naturally aspirated direct cooled 4-stroke diesel engine, close coupled to a Yanmar-Kanzani oil-operated reversing-reduction gearbox, flexibly-mounted on grp longitudinal beds.

Output shaft of gearbox connected to propeller shaft by limited flex coupling, with the stainless steel propeller shaft passing out through bronze grease lubricated flexibly mounted packing gland.

Engine examined externally, appearing to be in satisfactory condition.

Engine not test-run during survey.

Engine sump and gearbox lubricating-operating oils checked by respective dipsticks-plugs, found to be clean, free of visible contamination and filled to the correct levels.

Engine hour meter shows total engine hours 1745.

Alternator drive belt slack - re-tension.

Cooling System: Salt-water inlet bronze lever ball seacock, nylon-pvc hose connected to in-line clearview filter, salt-water circulating pump, nylon-pvc and rubber hoses and connections of the direct cooling system.

Examined as installed and found to be in satisfactory condition.

Cooling water inlet in-line filter, fastening bolts through side of engine hatch slack - tightened up fastening bolts.

Exhaust System: Cast steel water-cooled exhaust manifold, cooling-water injected stainless steel exhaust outlet elbow, reinforced rubber hose to reinforced rubber-stainless steel in-line watertrap-silencer, reinforced rubber hose led aft, raised up forming antiflooding-siphon loop, connected to exhaust outlet bronze gate valve seacock installed through transom.

Examined externally as installed, where accessible, and found to be in satisfactory condition.

Exhaust outlet bronze gate valve seacock seized - dismantle and free off or replace.

Controls: Single lever controls operating throttle and gearbox.

Examined as installed, briefly operated and found to be in satisfactory working condition at the time of survey.

Engine Stop: Manual pull-type.

Examined externally, briefly operated and found to be in satisfactory working condition at the time of survey.

The engine has been fitted with a replacement water-cooled exhaust manifold. It is understood that the engine has been overhauled, approximately five years ago, details not available to Surveyor at the time of survey.

FUEL SYSTEM

Installed below cockpit floor aft end, limited access.

Stainless steel weld fabricated shaped rectangular tank, with brass filler cap, drip tray and copper filler pipe to stainless steel filler pipe and tank top, and nylon-pvc vent hose.

Fuel supply: Bottom centre of tank, isolating valve, copper tube to CAV in-line fuel filter-watertrap, copper tube to armour braid-sheathed reinforced rubber hose to fuel lift pump and primary fuel filler alloy-steel tube to fuel pump and each injector.

Excess fuel return: Alloy-steel tube each injector spill, aft injector armour braid-sheathed reinforced rubber hose to copper tube back to top of fuel tank.

Fuel system examined externally as installed and found to be in satisfactory condition.

ELECTRICAL SYSTEM

12-VOLT DC SYSTEM

Engine belt driven 12-volt dc approximately 35 amp alternator charging through automatic voltage regulator, pair of 12-volt dc heavy duty low maintenance 110 amp hour capacity each lead acid batteries, wired through 3-way isolating-selection switch to engine start switch, instrument and warning light panel and to the 16-switch circuit breaker-protected distribution panel, with 10-switch fuse and circuit breaker-protected supplementary distribution panel.

All circuits energized and tested and found to be in satisfactory working condition at the time of survey.

1. Forward cabin starboard side, bunk light not working.
2. Port side navigation light broken off from pulpit mount.
3. Much of the wiring throughout the accommodation areas is lying in loose loops where it has been released for the re-building of the accommodation furnishings.

240-VOLT AC SYSTEM

None installed.

RECOMMENDATION (15)

It has been agreed between the Vendor and the prospective Purchaser that the entire electrical system will be checked over, all loose lengths of wiring properly reinstalled, lights checked and bulbs replaced, where required, and the torn-off or missing port navigation light re-placed.

SPARS AND RIGGING

NOTE:- The mast was stepped at the time of survey. Consequently only the lower 10ft of the mast and rigging were available for close examination. The upper sections of the mast and rigging were viewed using a pair of binoculars. Such viewing is necessarily superficial and the Client should note any subsequent recommendations to unstep the mast for a close inspection of the upper sections of the mast, running and standing rigging.

It was reported that the mast, boom, standing rigging and genoa furling system were replaced new in 1994.

MAST

Sailspar, silver anodized alloy continuous extruded section with integral luff groove, alloy and stainless steel bolt, screw and rivet-attached fittings. Examined externally as installed, where accessible, appearing to be in satisfactory condition.

External anodized finish lightly faded and marked, due to age, weather, ultraviolet exposure and halyard contact.

RADAR REFLECTOR

At present the Firdel cylindrical grp canister-type radar reflector is hoisted on a halyard off the port cross tree. This means that the radar reflector moves around.

It is normal practice to bracket-mount the Firdel-type radar reflector on the

Exposed lengths of some halyards on masts lightly weather-stained.

Genoa sheets lightly worn externally, spare length of rope on board for replacement of genoa sheets.

CHAINPLATES

FORESTAY

Stainless steel weld fabricated fitting forming stem head roller and forestay tang, bolt and screw-fastened to upper stem and fore deck.

Examined externally as installed and found to be in satisfactory condition.

SHROUDS

Stainless strap-type, passing down through gland plate, covering board and beam shelf.

Forward and lower shrouds bolt-fastened to main and toilet compartment forward bulkheads, and aft lower shrouds bolt-fastened to plywood-grp laminate bonded-in hanging knees.

Examined as installed and found to be in satisfactory condition.

BACKSTAYS

Stainless steel weld fabricated inverted Y-fitting, installed externally on transom, through-bolt fastened at area of local reinforcing, with internal backing washers.

Examined as installed and found to be in satisfactory condition.

SAILS

FURLING GENOA

Gowen, 1995, white terylene, limited inspection as installed on furling system foil, unfurled, luff foam in-fill holding water, minor marking and staining, appears sound.

MAINSAIL

Gowen, 1995, white terylene, limited inspection as stowed on boom and in lazyjack-container cover.

Sail fitted with Rutgersson batten tensioner, fibreglass batten and batten car system (later replacement car system).

Appearing to be in satisfactory condition.

STORM JIB

Gowen, white terylene, limited inspection, appears unused.

SPINNAKER

Blue, red and yellow ripstop nylon, limited inspection as installed in setting and retrieving sock, appears to have had little use.

COCKPIT HOOD

Blue acrylic cloth with clear soft pvc window supported on stainless steel frame.

Examined as installed and found to be in satisfactory condition.

GUARDRAIL DODGERS

Blue acrylic cloth with name sewn on.

Examined as installed and found to be in satisfactory condition.

INSTRUMENTS

COMPASSES

1. Ritchie Constellation, console-mount.

2. Autohelm Electronic, energized.

ECHO SOUNDER-LOG

Autohelm Tri-data, with multi-repeater unit at chart table, energized.

WIND SPEED AND DIRECTION INDICATOR

Autohelm Wind, working.

GPS

Autohelm Navdata GPS receiver, with cockpit repeater, working during survey.

AUTOPILOT

Autohelm 2000, tiller connect-type, control unit in cockpit, energized.

LIFE SAVING EQUIPMENT

LIFEBUOY

Yellow pvc covered horseshoe lifebuoy with man overboard light and Danbuoy, man overboard light not working.

FLARES

Expire 12/98 and 12/2003.

MAN OVERBOARD RECOVERY SYSTEM

OSCAR recovery sling, floating polythene rope installed in yellow vinyl valise.

FIRE EXTINGUISHERS

1. Forward Cabin: No fire extinguisher installed.
2. Loose in Salon:
 - a) L&G 1.1/2kg dry powder-type fire extinguisher, no date of manufacture displayed on canister, powder contents solid.
 - b) Rampart 2kg dry powder-type fire extinguisher, 1977/83, powder contents solid.
3. 2 approved fire blankets in quick release dispensers, loose in accommodation areas.

4. Engine compartment: No fire extinguisher installed.

RECOMMENDATIONS (16)

Before using yacht:-

1. Forward Cabin: Install approved 1kg dry powder-type fire extinguisher, date of manufacture no earlier than 2003, bracket-mounted on aft bulkhead within reach of fore hatch.
2. Aft end of Saloon: Install approved 2kg dry powder-type fire extinguisher, date of manufacture no earlier than 2003, bracket-mounted on aft bulkhead within reach of cockpit.
3. Mount the fire blankets in their quick release dispensers in prominent position near to galley.
4. Engine compartment: Install approved Halon Replacement 1kg HFC-227ea temperature-operated automatic discharge-type fire extinguisher, date of manufacture no earlier than 2003, bracket-mounted in highest part of engine compartment, not in contact with engine.

SURVEYOR'S COMMENTS

The Bonito class yacht "CASSIS OF KENT" was found at survey to be in a generally sound condition, benefiting from the extensive re-fit almost completed by the Vendor.

The recommendations as found at survey are listed as follows:-

1. Cosmetic refurbishment of topsides and transom.
2. Securing of internal lead trimming ballast.
3. Replacing of propeller shaft outboard bearing worn cutlass bearing during coming winter lay-up period.

4. Install access hatches in port and starboard cockpit locker inboard bulkheads to rudder shaft tube-gland internal arrangement. (The Surveyor would like to be informed of this).
5. Correct internal ground-connecting of the hull-mounted zinc sacrificial anode and cleaning off of anode back to bare metal during winter lay-up period.
6. Cosmetic refurbishing of toe rails and covering boards and replacing of missing sheet track fairing block.
7. Cosmetic cleaning and 3 small local repairs to teak deck planking.
8. Cosmetic finishing and refurbishing of coachroof and cockpit coamings.
9. Local cutting-out and scarp repairs required to listed rot affected areas cockpit trunk sides, and refurbishing of seat tops and margin boards.
10. Cosmetic refurbishing of hatches as listed.
11. Gas installation, improving drain facility from gas cylinder storage locker, to be carried out before using gas system.
12. Re-bonding of failed chopped strand mat bonding of softwood sole bearer between saloon and galley.
13. Finishing-off of accommodation as per list agreed between prospective Purchaser and Vendor.
14. Recommendations concerning galley and refrigeration system.
15. Recommendations concerning 12-volt dc electrical system.
16. Before using yacht, installing of recommended fire extinguishers.

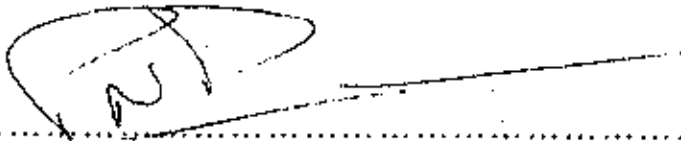
This survey is a factual report on the survey carried out and the opinions expressed are given in good faith as to the condition of the vessel as seen by

reasonable inspection and sounding so far as allowed by accessibility and conditions at the time of survey. It implies no guarantee and no safeguard against latent defect, subsequent defects or defects which the Surveyor could not reasonably have been expected to discover at the time, having regard to the site conditions, equipment and facilities available, weather, tide, inaccessibility of any part of the vessel, its equipment and fittings (whether by reason of linings, panels, any other covering, internal structures, lack of space, depth, height, lack of agreement or permission of the owner, instructions of the Client or otherwise howsoever) or any other relevant circumstance.

If this survey does not discuss a specific item, equipment or machinery, such specific item, equipment or machinery is not covered by this survey.

A recommendation of further inspection or testing of any part does not imply that other parts are considered satisfactory and do not need further inspection or testing, particularly where it is apparent that the Surveyor's access has been limited.

DATED..... 10-11-2003

SIGNED..... 

PETER N. DAVIES, for
PETER N. DAVIES SURVEYS LTD.