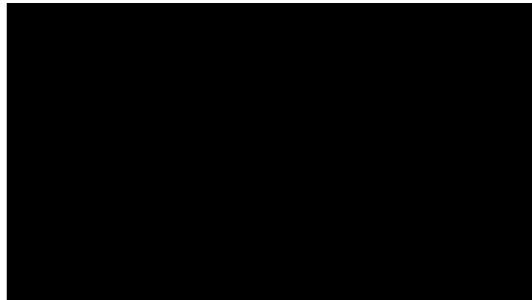


SURVEY  
ON YACHT

“FINORA”

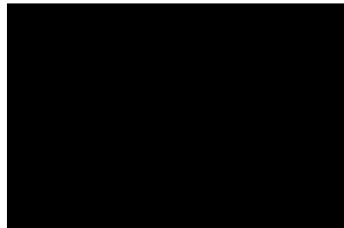
FOR



**CONDITION SURVEY**

YACHT: "FINORA"

OWNER:



DATE OF SURVEY: 31<sup>st</sup>. August 2002

LOCATION: Friars Goose Watersports Club  
Green Lane  
Riverside Park  
Gateshead  
NE10 0QH

This is to certify that the undersigned conducted an "out of the water" general condition survey of the above mentioned vessel for insurance purposes.

**LIMITATIONS OF SURVEY**

The vessel sat on a cradle with adequate external access.

Equipment and machinery sighted but not tested.

Internal examination limited to access through lockers and panels.

The survey does not address stability or vessel performance, so no warranty is given or implied.

The report is given in good faith and no guarantee against defects which may be present in parts of the structure, machinery or equipment inaccessible or unexamined during survey

## PRINCIPAL PARTICULARS

Length O'all	32 ft.
Length on waterline	28 ft.
Draft	6 ft.
Freeboard	2 ft.
Beam	8 ft. 02 ins.
Gross tons	6.48
Register tons	5.85
Year of build	1938
Where built	St. Monance, Fife
Type of build	Carvel
Material	Mahogany on oak
Engine	Mitsubishi 3 cylinder 30 H.P. Diesel

## BOTTOM

At time of survey extensive moisture meter measurements were taken over the whole bottom area with a Tramex Skipper Moisture Meter. There were no excessive readings detected.

The keel is constructed of about one and a half tons of lead.

The propeller shaft is offset to port and is housed within a robust "A" frame. There is no excessive play on the shaft. The propeller has been removed for safety.

There is one sacrificial anode on the port side. The anode on the starboard side has been completely eroded. \*

A heavily constructed rudder sits in a robust skeg at the after end of the keel with no excessive play observed.

There are twelve heavy bolts through the hull on each side as fastenings for the internal seating for the mast. These bolts are showing signs of corrosion. The owner intends replacing them with stainless steel. \*

The antifouling and primer is in the process of being removed in preparation for the application of new paint. Some re-caulking is necessary prior to painting. \*

Caulking is needed around the seawater suction on the starboard side. \*

## TOPSIDES

Again, no excessive moisture meter readings detected.

There was a small hole through the planking on the port side above the water line. The hole is between frames and there does not appear to be any damage to the frames. \*

As for the bottom, topsides are being prepared for re-painting. \*

## MAINDECK AND RIGGING

The deck has a covering of teak planking which appears in good condition.

Deck fastenings, rigging screws and attachments appeared to be in good order.

The stainless steel standing rigging appears in good condition.

The rope running rigging appears in good condition.

The sails were not examined, I understand a complete new set of sails is being ordered.\*

The kicking strap on the main boom is fitted at a very shallow angle. It is recommended to fit the strap at a steeper angle.\*

The mast is made of aluminium alloy and appeared in good condition. However, where the mast penetrates the coach roof there is movement. It is recommended that this movement should be restricted by fitting wedges around the mast.\*

The Lewmar winches fitted either side of the mast are in good working order.

The galvanised steel pulpit appears in good condition. The port and starboard navigation light is attached to the pulpit.

The deck stanchions are of a robust design and are securely fastened to the deck.

The fairlead for the anchor and outer jib stay is made of steel which is showing signs of corrosion. Requires de-scaling and repainting.\*

The windlass is operated with ratchet gear. The anchor chain is led over a gypsy into the spurling pipe. Provision should be made to prevent water entering the spurling pipe when at sea.\*

The coach roof skylight glass should be re-puttied.\*

The varnish work is in need of cleaning off and re-varnishing.\*

There are two wooden cleats aft of the cockpit, one is broken and needs replacing.\*

Steering is by means of a sturdy tiller positioned in the self draining cockpit which also houses the engine controls and the auto helm.

A diesel heater is housed on the starboard side at the after end of the cockpit.

There is a 240 volt socket for shore connection under the port side cockpit seat.

## ACCOMMODATION

The accommodation is accessed from the cockpit via a sliding hatch and weather boards and from a forward hinged hatch.

In addition to a boxed in chain locker the forward compartment contains a Blakes manually operated marine toilet and a paraffin storage tank, all in good working order.

The small galley on the port side contains a paraffin burning stove and a sink.

On the starboard side opposite the galley is a cupboard and chart table.

There are two single berths each side and a drop leaf table in the centre.

The engine is housed in the after end of the cabin.

A 12 volt battery is housed each side under the after berths.

There are two bilge pumps, one manual and one electric.

A plastic fresh water tank was removed from the main cabin for inspection of the keel holding down bolts which appeared to be in good condition.

The mast is stepped on a heavily constructed steel frame spread over several frames which have been further strengthened with steel plate.

## **SAFETY EQUIPMENT**

There are four lifejackets.  
Foam fire extinguisher.  
Full set of pyrotechnic flares and distress signals, all within their expiry date.

## **INSTRUMENTS**

VHF radio.  
Echo sounder.  
Magnetic compass.  
Fluxgate compass.  
Navtex.  
GPS.

## **CONCLUSION**

I have marked with an asterisk those items which should receive particular attention.  
When those items have been attended to, I consider the vessel to be in a sound basic order, fit for her designed use.



Signed.....  
John W Murray, F.N.I.

A handwritten signature in black ink, appearing to read "John W Murray", written over a dotted line.