

SURVEY REPORT

No. 4126

“Honeypot”

*****.

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Summary

“Honeypot” is a fair example of her class of vessel and for her age.

We are satisfied that following completion of the work detailed in this report under “Recommendations” and subject to upgrading and routine maintenance “Honeypot” will be sound and seaworthy. The vessel should give many years of reliable service. Cosmetic improvements should be made to improve the overall appearance of the vessel. Upgrading of the electronic navigation equipment would enhance the vessel.

Circumstances

We carried out a survey of the GRP motor vessel "Honeypot" where she was blocked off ashore at Lymington Yacht Haven on Monday, 7th June 2004. The weather conditions at the time of the inspection were warm, sunny with a light breeze.

The inspection was on the instructions of ***** to ascertain her condition prior to purchase.

No fastenings were drawn, no linings were removed for the purpose of survey and no paint was removed above the waterline externally. The anti-fouling paint was removed in 13 places to allow inspection of the structure beneath. Cabin soles, bunk boards and portable joinery were removed to gain access to the interior of the vessel.

The hull was examined externally above and below the waterline and internally where accessible. Elsewhere internal linings and fitted structures prevented examination.

The deck and superstructure was examined where access permitted, particularly in the cockpit area elsewhere deckhead linings prevented examination.

The engines were not stripped, the tanks were not opened nor their capacities checked. The batteries were not tested. Equipment and interior fittings were tested as far as possible and as described below. The fire extinguishers were not tested; the interior and exterior lights were tested.

Description of Vessel

“Honeypot” is a GRP twin screw diesel motor yacht of the Omega 828 class believed to had been designed by Soni Levi and built by Trident Marine in 1977. The vessel has two Ford Sabre six cylinder 180hp diesel engines.



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The vessel's principal dimensions were as follows:-

LOA 27'3" (8.28m)

Beam 9'5" (2.87m)

Draft 2'10" (0.85m)

Fuel capacity approximately 110 gallons

Water capacity approximately 40 gallons

The vessel was constructed with a one piece moulded deck, bonded to the hull, with a rubbing strake constructed of mahogany around the outside.

The superstructure was of a traditional sports boat design. The helm position is to port with a navigator's bench to starboard and aft of this is a sunbathing area.

The galley has a stainless steel sink with cold water tap. The cooker is a Latham Explorer, with two burners and grill.

The engine space is located below the seating area in the cockpit.

The deck is overlaid with teak.

Hull : External Below The Waterline

The hull had been painted with several layers of off white coloured anti-fouling. The coating system was in poor condition but is well adhered to the structure beneath. The coating system was removed in 13 places for inspection. Where inspected the structure appeared to be sound. The anti-fouling has not adhered to a small area on the starboard side of the transom.

Moisture readings were taken with a Tramex moisture meter indicated that the moisture content of the hull laminates was within the usually accepted limit.

Hull: External Above The Waterline

The hull had been moulded with a white-pigmented gel coat. The transom is painted with a turquoise gloss finish paint. The hull above the waterline was generally in good condition although the following minor defects were noted.

There were signs of minor impact damage on the aft and amidships on the starboard side of the vessel. There are signs of gel coat repairs on starboard



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forward side of the vessel, which have been carried out to a fair standard but are discoloured. There is minor impact damage at the bow, which has been repaired in multiple regions to a fair standard but has now discoloured. At the bow on the starboard side in way of the belting, there is minor impact damage, which has not been repaired but merely over painted. Forward on the starboard side there is minor damage that has been repaired to a fair standard but is discoloured. There is similar impact damage to the chine below this on the forward starboard side, which has been repaired but is discoloured.

There is star crazing on starboard aft end of the vessel below the rubbing strake, this extends for 1m – 2m from the stern forwards.

On the forward port side there is signs of minor blemishes that have been repaired but are now discoloured. There is evidence of star crazing on the port side forward approximately 30cm below the fairlead. There is minor damage on the port side amidships with multiple minor chips out of the surface. There are several scratch marks on the aft port quarter; these are of a minor nature.

The transom of the vessel is hand painted in turquoise gloss paint and is generally in good condition. There is evidence of stress crazing in way of the port side bathing platform. There are minor chips in the paint in way of the port side where the turquoise meets the white gel coat. This area is slightly chipped. There is a similar damage on the starboard side but to a lesser extent.

The two style-lines directly above the anti-fouling were in generally good condition with the exception of some minor blemishes.

The defects noted above were of a cosmetic not structural nature.

Hull: Internal

The interior of the hull was examined beneath the anchor locker, galley units, the saloon seating, sole boards, cockpit lower deck, cockpit lockers, engine room and aft of the engine room. Elsewhere fitted linings prevented access.

Where examined the hull appeared to had been constructed to a good standard, in a mixture of chop strand mat and woven ravings in a polyester resin matrix.

The hull was stiffened internally in way of the engine room with three girder/stringers running from the transom forward to the engine room bulkhead, and extending forward into the accommodation.

The bonding of the forward engine room bulkhead on the starboard side in way of the outer engine support is showing signs of slight separation.



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The forward engine room bulkhead is not watertight, it has limber holes and cable ducts to the battery space.

The bulkhead aft of the cabin is watertight to cockpit sole level. The bulkhead shows minor signs of debonding on the aft face in way of the battery locker and the storage space directly starboard.

The vessel is stiffened with deep floors, which also act as sole bearers. There was minor delamination of the ply in way of the aft deep floor. The vessel has no bilge pump system for this area.

The hull internally has been treated with gloss grey paint, which appears in fair condition, having been recently applied.

Hull: Fittings

The mahogany rubbing strake is generally serviceable but shows signs of delamination in way of the transom. It is fractured in way of the starboard bow. This damage has been repaired but to a poor standard. There is also evidence of splitting in way of the bow port and starboard.

Under the rubbing strake, the filler has failed around the entire vessel leaving gaps between the rubbing strake and the topsides, in some area the filler has fallen out completely.

The stainless steel exhaust fitting is serviceable but exhibits corrosion of the weld to the starboard exhaust discharge.

The two Salisbury exhaust guard rubber hoods appear to be in good condition, they were jubilee clipped and appeared in serviceable condition.

The plastic log transducer appears to be serviceable.

The echo sounder transducer has small quantities of anti-foul on the receiver surface; this may alter the performance of the sounder.

The two left hand three bladed 17 x 18.2 diameter bronze propellers were inspected and found to be in fair condition. There are signs of cavitation marks and minor corrosion.

The 1 ¼” diameter stainless steel propeller shafts appear to be in good condition.

The stainless steel 'P' brackets and fastenings appear to be in good condition. The backing pad on the starboard side appears to be slightly away from the sealing on the hull.

The two cutlass bearings appear to be in serviceable condition.



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The GRP shaft logs were serviceable.

The two stainless rudder blades appear to be in good condition, and the 1 ½” diameter rudderstocks appeared serviceable.

The external stainless steel rudder trunks were coated in anti-fouling and appeared serviceable. The through fastening to the transom shows signs of previous leaking.

The 8 x 16 single ram Bennett trim tabs appeared to be in serviceable condition.

The two MG Duff zinc anodes located on the transom in the centre of the vessel are as new.

The two bronze skin fittings above the waterline appear in serviceable condition.

The 2” diameter bronze raw water intakes below the waterline appear clear and serviceable.

The six breather pipefittings above the waterline appear in serviceable condition.

The bronze toilet inlet and discharge skin fittings appeared to be in serviceable condition.

The galley sink discharge valve appeared to be in serviceable condition.

The carbon stern glands were in good condition.

The bilge pump discharge appears to be in serviceable condition.

Deck: Structure

The main deck moulding was examined externally and internally where accessible. In way of the cockpit region there was access to the underside of the deck moulding and the anchor locker. Elsewhere the interior was concealed by internal linings.

The deck and superstructure has been moulded with GRP laminate finished in white gel. The aft deck, side deck and forward deck have a laid teak covering and toe rail. The rubber caulking is missing in some regions on the deck, as are many dowels. The deck generally appears to be in fair condition. The toe rail is split amidships on the port side.

The coach roof deck is in good condition apart from one area of impact damage centrally.



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The deck moulding was fitted over the hull moulding and through fastened in way of the topside belt. The joint appears to be in serviceable condition where inspected.

The cockpit deck was inspected and found to be serviceable but lacking in teak veneer where it has been sanded several times and in some areas, the plywood laminate is showing. The trims to the cockpit deck in way of liftable joinery for engine access show signs of damage and the edges are poorly adhered to the rest of the structure.

Deck Fittings, Rails And Bollards

The tubular stainless steel grab rails around the cockpit area were good condition. There are signs of stress cracking of the deck where the rails are landed. The rails are through fastened with a simple nut and bolt system, some washers are missing and no backing plates are fitted.

The tubular stainless steel pulpit and fender cages were inspected and found to be in fair condition, however, it is off centre to the right. There is evidence of minor impact damage to the rail. It appears securely fastened to the deck structure; however, it was not possible to inspect the interior fastenings due to the presence of linings.

Two pairs of stainless steel mooring cleats were inspected and found to be serviceable. They appeared well secured to the deck. The forward cleat fastenings to the deck could not be inspected; the aft pair is through fastened with a washer and bolt. There were no backing pads.

The Negro mooring bollard at the bow is in good condition and appears well secured to the deck structure, interior linings prevented inspection of the bolting system.

Two pairs of stainless steel fairleads were inspected and found to be serviceable. They are well secured although it was not possible to internally inspect the deck fastenings. Each fairlead appears to have been modified from the original design and welded to the rubbing plates.

The four fender cleats appear to be serviceable, however internal inspection of the bolting system was not possible. There is evidence of redundant fastenings around all four cleats.

The two stainless steel the bathing platform frames were inspected and found to be generally in good condition. They appear to be well fastened to the transom. There is evidence of corrosion to the welding on the starboard side platform. The timber planking is in fair condition; the nuts used to fasten the planks to the frames appear in some areas to have suffered from corrosion.



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The timber bathing platform ladder is through fastened to the deck and has stainless steel backing plates. The starboard side top-fastening nut is not stainless steel and is showing heavy signs of corrosion. The ladder is in fair condition however some minor impact damage is visible. The timber steps are in fair condition and securely fastened to the stainless steel frame. Two dowels are missing from the planking.

The small teak step that leads from the cockpit area down into the helm position is loose and needs making good.

The fabricated stainless steel single roller stem head fitting was serviceable. Either side of the roller is a semi circular ring, which appears to be used as fairleads leading to the Negro cleat. The fitting is securely fastened to the deck with a nut bolt and washer system, however does not have backing plates.

Hatches, Ports and Ventilators

The fore hatch was inspected and found to be in serviceable condition, however, two of the aluminium mounts for the protective bars shows signs of corrosion. It is fitted with tension closing clips, which are serviceable. There is evidence of salt residue on the inside of the seal, indicating lack of watertight integrity, the seal appeared to be in fair condition, the hatch was not hose tested at the time of our survey.

The aluminium window frames have been installed to a fair standard, the Perspex appears in good condition.

Three stainless steel Vetus ventilators were in serviceable condition.

The main engine room ventilation covers were in serviceable condition.

The main engine access hatches were serviceable however, the soundproofing was detaching from the forward starboard engine cover and some trims are loose.

The toughened glass and aluminium framed windscreen appeared to be in serviceable condition.

The companionway hatch and door were in good condition and secure.

Deck Equipment

The Danforth anchor appeared adequate for the size of the vessel. It was shackled to a length of short link galvanised chain. The shackle was in good



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condition, however undersize. The chain was not ranged for inspection. The inboard end was not attached to the structure of the vessel.

The plastic anchor chocks are in fair condition but have sustained minor damage and suffering from ultra violet degradation.

The stainless steel davits appeared to be in serviceable condition. There are signs of minor impact damage. The winch handles are suffering from corrosion. The winch handle on the port side has sustained damage. The davits have been through fastened to the transom via mahogany wedges and stainless steel plates. They appear to be securely bolted to the structure.

The 7' RIB Duarry tender with rigid floor and transom and Mariner 4hp outboard was inspected still attached to the davits. It appeared in serviceable condition, however ultraviolet derogation has affected the tubes.

The two stainless steel freshwater deck fillers were serviceable, clearly marked and in good condition.

The two stainless steel fuel deck fillers were serviceable, clearly marked and in good condition.

The adjustable seat at the steering position was inspected and found to be in good condition. The adjustable navigators bench to starboard was inspected and found to be in good condition. Both running tracks are loose and are missing fastenings.

The sunbathing/seating area aft of the helm position has a multitude of cushions laid flat with surround padding; they are predominantly white with a central turquoise strip. The cushions and surrounding padding are in fair condition; there are some tears and marks.

The single Klaxon air horn appeared to be in serviceable condition, but was not tested.

The navigation lights were tested and were fully operational. They were of a suitable size for the vessel, however, the stern light is badly positioned.

The single whip aerial appeared in serviceable condition, however, it was missing its end cap.

A serviceable boat hook was on board.

A stainless steel ensign socket was serviceable.

The stainless steel ski tow post is unserviceable due to the step being out of line.



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Interior Joinery

Where accessible the joinery bulkheads were inspected and appeared to be in good condition and well secured.

The joinery had generally been affected to a good standard. It is worn but in satisfactory condition.

The timber interior doors appear to be in good condition.

The mahogany cupboard units are in good condition. The locks, catches and hinges were generally in good condition.

The galley joinery was serviceable, but damage has been sustained to the cooker cover.

The saloon table was serviceable.

The painted plywood cabin soles are fixed apart from a single access trap, which has multiple screw fastenings.

Interior Fittings And Equipment

The manually operated Blake & Sons Lavac toilet was not tested at the time of survey, but appeared to be in serviceable condition.

The single cold water freshwater tap in the galley was tested and was operating correctly.

The single bowl stainless steel sink with draining compartment is in fair condition, however, it was dirty at the time of inspection.

The Calor gas twin gas burner cooker and grill was inspected and found to be in good condition. It was not tested.

The Pioneer stereo single cassette deck and radio with internal and external speakers was not tested. It appeared in fair condition.

The interior lights throughout the accommodation were tested and found to be serviceable.

The textured plastic covered foam hull linings were in fair condition.

The plastic covered plywood deckhead linings were generally in good condition. There are some scuff marks.

The single carpet is in fair condition although stained indicating a major past deck leak.



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The cloth-covered upholstery was in good condition.

Systems : Safety

The four-man liferaft manufactured in 1976 was due for service in 1984 and is unusable.

The two automatic Sea Safe BCF engine space fire extinguishers appear in poor condition. There is no date to indicate when service is due and are illegal. They do not comply with insurance requirements.

An interior hand held extinguisher was inspected and is not satisfactory.

The Chubb fire blanket fitted in the galley is serviceable.

The Henderson manual bilge pump and handle appear to be in serviceable condition.

An automatic bilge pump with float switch was fitted to the stern section of the vessel, it was tested and worked, however, it is incorrectly wired.

A set of offshore pyrotechnics were inspected and found to be out of date.

Systems: Tanks and Plumbing

The two fibreglass fuel tanks appear in serviceable condition and securely mounted.

The flexible pipework has hardened with age and exposure to fuel. It is not adequately clipped.

The primary fuel filters showed signs of corrosion, however appeared serviceable, there were no inspection bowls. Two redundant fuel filters are no longer connected.

Two collection pots are attached to the fuel tank breather system, they appear corroded and dirty however serviceable, the adjuster screw was heavily corroded and may prevent servicing.

The four plastic water tanks were inspected and appeared to be in serviceable condition.

The domestic cold supply is reinforced flexible plastic hose and appears serviceable, however, the attachment to the cold water tank is unsatisfactory.

The automatic fresh water pump, which supplies the galley with pressurised water, appeared to be serviceable.



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The aft water pump did not appear serviceable.

The gas locker was not gas tight or fitted with an overboard drain and is unsatisfactory. The gas pipework and regulator are unsatisfactory.

The flexible pipes for the toilet fittings were all single clipped. The discharge pipework was not fitted to a satisfactory standard but is in good condition. A siphon break was not fitted.

The discharge pipework for the galley sink appeared to be in good condition. It drains above the waterline.

Systems: Steering and Controls

The 16” external steering wheel was inspected and found to be serviceable.

The wire torque tube steering system appeared to be in serviceable condition, however, corrosion was visible at the tiller connection.

Inspection of the steering gear within the tiller flat revealed minor corrosion however appeared serviceable.

The stainless steel tillers were in serviceable condition.

The stainless steel drag link was in serviceable condition.

The twin lever Morse throttle control appeared in good condition. There is minor impact damage on both sides where the levers have struck the unit.

The manual engine stops appear serviceable.

The following items of equipment were fitted at the helm control position:-

A single joystick control for the trim tabs appears to be in serviceable condition, but was not tested.

A Sestrel 4 ½” magnetic compass was fitted to the vessel, it was not swung.

The switch panel marked bilge, navigation, wiper, compass and dash appears to be in fair condition. It has suffered from some degradation. This appears to be a standard panel, as the vessel does not have wipers.

The instrument panel is fitted with:- Tachometers, temperature, water and oil pressure gauges, oil warning lights, battery warning lights, and turbo pressure gauges, they appear in fair condition. These instruments were not tested at the time of the inspection, however, appear in fair condition.



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Systems : Batteries and Wiring

The two type 644 12v batteries were stowed in battery locker space. The batteries were not securely fastened in the box but are located by a wooden frame. They appear in good order and properly connected.

The ventilation system for the battery box was poor.

The cable runs for the main engine start batteries were not installed to a correct standard. The batteries were fitted with suitable isolators. The isolators were serviceable.

The distribution panel appears to be serviceable, however unsatisfactory. The general standard of wiring was poor; there is evidence of some domestic wiring and some redundant wiring. The wiring is neither: consistent, tidy, or clearly marked, and generally is not to a good boat building standard.

Navigation And Electronic Equipment

The following items of equipment were noted to be on board:

The Electronic Lavatories Ltd Sea voice RT100 VHF was tested and appeared serviceable.

The Seafarer 700 echo sounder appeared to be in serviceable condition, but was not tested.

The items are obsolete and irreparable if they become defective.

Machinery

The vessel was fitted with two Ford Sabre 180hp turbo charged six cylinder diesel inboard engines. The engines were model number 180 with serial no. S000454 port and serial no. S001402 to starboard.

The engines were not started at the time of survey but were subject to sea trial at a later date.

The turbo charger for each engine appeared externally to be in good condition.

The salt water and fresh water-cooling systems appear in fair condition.

The Engine hour meter reads 619 hours.

The engines were externally clean and in good condition. There is no evidence of severe fluid leaks.



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The engines were fitted with 12v volt starter motors and alternators, which were not tested at the time of inspection. The starboard alternator fan is loose.

The 'V' belts appear to be in poor condition.

The coolant was inspected and appeared at the correct level, however was not tested.

The Borg Warner oil pressure operated gearboxes were inspected but no serial numbers could be taken. Both gearboxes are fitted with an oil cooling system. They appeared externally in good condition.

The control connections appeared serviceable.

The combination of rubber and stainless steel exhaust system appeared to be serviceable. Minor corrosion to the jubilee clips was evident.

The water injection bends appear serviceable.

Sea Trial

The engines were run up before the inspection started.

Both engines started well and ran well. There was no excessive noise from the engine, tappets, valves, injectors or pumps. There was a noise from the starboard alternator.

The gearboxes operated correctly.

The propeller shafts turned freely and without vibration.

The maximum speed was estimated at approximately 35 knots.

The boat handled well.

The starboard temperature gauge reached 83°C . The port temperature gauge reached 82°C.

Oil pressures and voltmeters displayed appropriate readings.

The tachometers showed a maximum of 2400 rpm.

At the end of the sea trial, the port main engine suffered a major oil seal failure leading to lubrication oil being ingested into the combustion. The exact nature of this failure was not determined.



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Recommendations

In order to render "Honeypot" sound and seaworthy the following items of work should be carried out before re-commissioning the vessel.

1. The current life raft is unserviceable and requires renewal.
2. The automatic engine space fire extinguishers are illegal and require renewal.
3. The hand held fire extinguisher located in the accommodation is unserviceable and requires renewal.
4. The offshore pyrotechnics on board are out of date and require renewal.
5. The Calor gas locker is not gas tight or fitted with an overboard drain and requires rectification. The pipework is unsatisfactory and requires renewal.

In order to preserve the vessel and prevent further deterioration the following items should be carried out as and when time permits, and these items may be considered as routine ongoing maintenance.

Wiring, engine auxiliaries, fuel plumbing, navigation kit, decks, cockpit sole, water intakes

1. The two 12v batteries require fastening into the battery box. Adequate ventilation should be provided to the battery box. The cable runs for the batteries requires renewal.
2. The general standard of wiring throughout the vessel is poor and should be generally upgraded.
3. The starboard alternator fan requires tightening.
4. The flexible fuel pipework requires renewal. The fuel filters are corroded and require renewal.
5. The flexible plastic hose connection to the water tank requires modification.
6. The aft water pump requires overhaul or renewal.
7. The navigation equipment is obsolete and requires renewal.
8. The rubbing caulking compound and some dowels are missing in the laid teak deck covering. These should be replaced.



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9. The teak veneer on the cockpit deck requires renewal.
10. There are numerous areas on the hull where the finish has discoloured. Consideration should be given to painting the hull above the waterline.
11. The anchor chain requires attachment to the vessel.
12. The filler around the rubbing strake requires renewal in some areas.
13. The soundproofing on the starboard engine access hatch requires re-attachment.
14. The navigator’s bench running tracks are loose and require refastening.
15. The aft automatic bilge pump has been incorrectly wired and requires rectification.
16. The toilet discharge pipework requires refitting to a good standard.

This report was a true and accurate description of the vessel so far as could be ascertained at the time of the survey, but no guarantee was given or implied. We had not inspected woodwork or other parts of the structure, which was covered or inaccessible, and we were therefore unable to report that any such part was free from defect.

Signed

17 June 2004

B R Darbyshire