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**CONDITION VALUATION SURVEY REPORT  
CARRIED OUT ON THE SINGLE ENGINED SEMI  
DISPLACEMENT COX 22 MOTOR FISHING CRUISER  
"JOHN BOY"**



This report is issued subject to the Standard Conditions of Survey and is a factual statement of the surveyor's examination, with his opinion given in good faith of the relevance of disclosed facts and defects. The report implies no guarantee against defects that may be present in parts of the structure inaccessible at the time of the survey. The report is compiled for the confidential information of the Client instructing the survey.

**Date of survey :-** 22<sup>nd</sup> November 2006

**Those present during survey :-**

Mr Peter Collier – Smith shipwright explaining full details of the work he carried out during the extensive refit, including the materials used and the equipment installed.

**Conditions :-**

The craft was afloat against the Brightlingsea Harbour Authorities pontoons.

Weather was initially dry but subsequent heavy rain. Temperature approximately 10° C.

General hull access was satisfactory, although there were some limitations beneath the wheelhouse and cockpit soles.

**General notes and summary of findings :-**

In accordance with instructions received from Mr Peter Collier-Smith to undertake a detailed valuation inspection of the Cox 22 motor fishing cruiser "JOHN BOY", following the requirement of the owners Insurers, the undersigned attended on the Brightlingsea Harbour Authorities pontoon to survey the craft and submit a report accordingly.



"JOHN BOY" is Cox 22 Fisher, the hull moulded of GRP and built by Cox Marine Ltd, Brightlingsea, in circa middle 70's as a rugged single diesel engine fishing cruiser with a semi displacement under water profile, fitted with in an a fully enclosed wheelhouse with an extended aft cuddy, and a small galley sink, with no forward berths, but the space that would normally be fitted with two side berths is now used for the storage of fishing gear and ground tackle. It has a large

deep aft cockpit with moulded coamings capped with varnished iroko and drains into a sump just aft of amidships, which is fitted with an automatic electric bilge pump.

The design was by W Scales for which the specification gave a hull length overall of 22'-0" (6.7 m), a waterline length of 21'-0" (6.40 m), a beam 8'-0" (2.4 m), and a draft of 2'-0" (0.6 m) and a displacement estimated at 1,500 kg.

The craft was seen to have just completed an extensive refit, which had been undertaken by professional shipwrights, having been taken out of the water and placed in a shed in Brightlingsea. The work involved constructing an extended cuddy attached to the wheelhouse, which was then primed, painted using the best quality white pigmented marine paint,

reconstructing the marine plywood cockpit sole which is laminated to the GRP inner sections of the hull forming cockpit coamings, refurbishing the existing laminated hardwood sole beams and fitting new hatches in the sole to provide access to the bilges, filling where necessary and painting with proprietary non-slip deck paint.



Substantial iroko coamings were constructed and bolted to the narrow side decks, incorporating two substantial oak Samson posts in the aft quarters. A double section stainless steel pushpit was made which extends almost to the cuddy, together with a stainless steel pushpit, which was mounted on the foredeck. A new stainless steel rudder with an iroko head section and a stainless steel tiller arm was made and fitted with new

Teleflex push pull cable connected to the stainless steel wheel in the wheelhouse.

The craft was completely rewired and a new switch panel installed. The new batteries were installed in a new battery box constructed of painted marine plywood mounted in the forward starboard section of the cockpit. A new engine box with hinges in the forward section was constructed and mounted over the engine in the cockpit. All new navigation lights were fitted complying with IMO regulations for a craft of this size and type.



A manual bilge pump was installed, together with an electric bilge pump. All bilges were cleaned and painted with proprietary bilge paint. New stainless steel grabrails were made and mounted on the coach roof of the wheelhouse and cuddy and a windscreen wiper fitted. A short mast was noted on the cuddy on which new navigation lights were

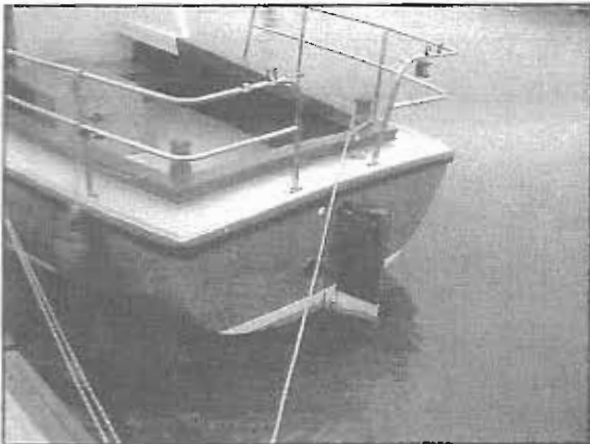
fitted together with a Radar reflector. The Foruno Radar was mounted on the wheelhouse.



Both the stainless steel fuel tanks mounted in the aft cockpit locker were cleaned out and all new pipe work fitted. The 2.5 litre BMC engine fitted with a hydraulic gearbox was removed from the craft and sent to specialist marine diesel engineers (D B Marine) and was completely overhauled and subsequently reinstalled back into the craft by them with the relevant stern gear and a three blade bronze propeller.

Externally the hull topsides and beneath the waterline were completely rubbed down and filled where necessary and then painted using Blakes dark blue pigmented topsides paint. A new 4" x 2" iroko grounding strip was fitted with new stainless steel bolts on the moulded keelson and at the stem this was reinforced with a stainless steel band, which extends from the grounding strip to just above the waterline. A new black "D" section rubbing strake was mounted at the gunnels through bolt secured.

The hull design is based on a shallow "V" raked bow extending to a central shallow moulded keelson, a rounded bilge extending aft to a transom stern. In addition to the moulded central keelson, it is fitted with shallow iroko bilge keels. Painted iron billets are utilised within the bilge for internal ballast trimming.



The stainless steel and iroko rudder is transom hung with all gudgeons and pintles renewed and replaced.

The craft holds neither a Part 1 or Part 111 registration. No Builders identification number was found.

From the cockpit access is provided into the wheelhouse through a single sliding glazed wooden door, in which is fitted a steering console located to port, incorporating a stainless steel rimmed and spoke steering wheel and engine controls. A small pedestal helmsman's seat is mounted in front of the steering console and a locker with a stainless steel sink with a fresh water faucet is mounted to starboard.



The overall rigidity and strength of the hull section is achieved by the considerable reinforcement provided by laminated top hat longitudinal and transverse stringers, the laminated decking and the plywood cockpit sole and cockpit beams, the laminated plywood webs supporting the side decking, the partial and full height bulkheads forming the divisions of the wheelhouse and fore cabin section and the moulded shallow keelson.

All partial and full height bulkheads, furniture and soles were found to be securely laminated to the hull sections, with no signs of any movement, weakness or stress areas.

Externally the hull topsides were seen to be in a well-polished condition having all been professionally painted, with no evidence of any previously repaired damage. The black PVC rubbing strake covering the hull and deck joint at the gunnels was seen to be secure, having all

been newly fitted. Advised by the shipwright that whilst the craft was out of the water the hull beneath the waterline had been suitably painted. .

Both the iroko bilge keels, which are through hull mounted were found to be secure with no evidence of any ingress of water or weakness through the securing bolts.

The laminated deck moulding incorporating the foredeck, the narrow side decks and the aft deck, with a raised non slip pattern on all traffic areas, was all seen to be in sound order, having been suitably painted. The hinged alloy framed glass escape hatch mounted in the foredeck was found to be in secure condition, with no signs of any leakage through the seals and the locking handles were found to be operating satisfactorily. All the laminated webs supporting the side decking were seen to be secure.

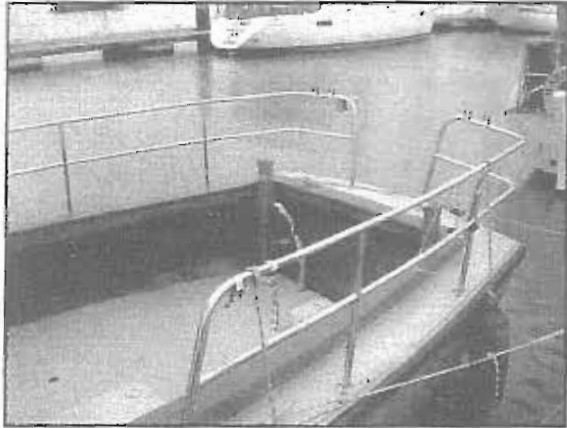


The wheelhouse, which had been modified in the refit by the addition of the raised cuddy constructed of marine plywood with hardwood framing, extending over part of the cockpit, was all seen to be in a well-painted condition. The windscreen, side and aft windows are constructed of toughened glass in alloy frames, were all seen to be secure with no signs of water ingress through seals. A recently installed electrically operated windscreen wiper fitted to the window in front of the helmsman position was found to be operating satisfactorily.

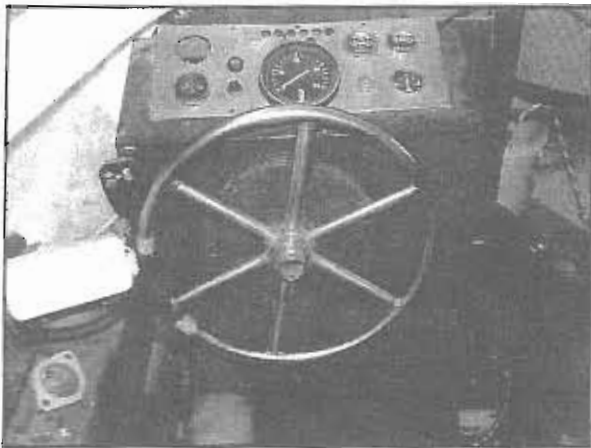


The polished stainless steel pulpit, which extends aft from the bow to the forward section of the wheelhouse, was found in sound secure order, with no distortion or other damage and the supporting legs securely bolted through the side decks. The stainless steel grab handles seen mounted on the wheelhouse and cuddy coach roof were all seen to be in secure order. The new double section polished stainless steel pushpit mounted on the aft deck extending forward to almost the cuddy was found to be securely bolt fastened through the decking, with no signs of any weakness, these having been specially made and fitted during the refit

The large alloy mooring cleat mounted centrally on the foredeck, together with the two smaller alloy cleats and the further alloy cleats mounted either side on the side decks amidships were all found to be in good order and secure. Both the oak Sampson posts mounted in the aft section of the cockpit was seen to be in a well-varnished condition and in secure order.



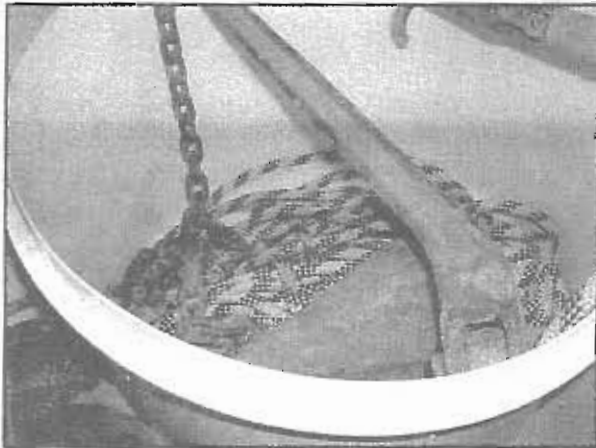
The Teleflex push/pull cable operated wheel steering mechanism was found to be operating satisfactorily, with no wear in the connecting linkages to the new stainless steel rudder stock tiller arm, having all been replaced with new. No wear was found in any of the rudder gudgeons and pintles.



All the stern gear and the three blade bronze propeller had been completely serviced and new bushes and packing gland fitted where necessary.

Both the electrically operated automatic electric bilge pump in the central bilge sump and the manually operated diaphragm bilge pump mounted in the cockpit were tested and found to be operating satisfactory, both having been fitted new in the refit.

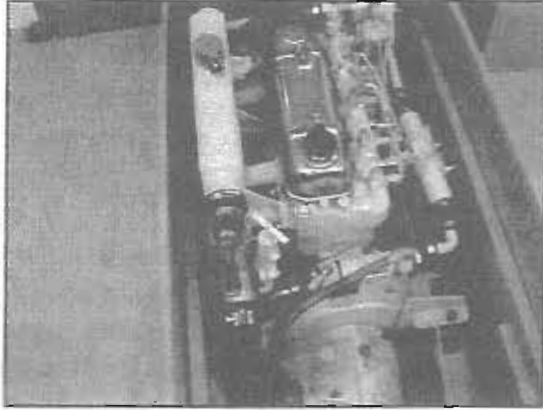
The ground tackle consists of a CQR plough anchor of approximately 15 lbs attached to a short length of closed linked 5/16<sup>th</sup> inch galvanised chain secured to braided polyester warp and was all found to be in good order.



All navigation lights tested and all found operating satisfactorily, including the cockpit light mounted on the aft section of the cuddy coach roof. All lights were seen to be new.

The 2.5 litre naturally aspirated 4 cylinder BMC indirectly water cooled diesel, with a

raw water cooled heat exchange, fitted with a reduction hydraulic gear box providing forward and tern drive, attached to a stainless steel shaft by standard clamp coupling. This was all seen



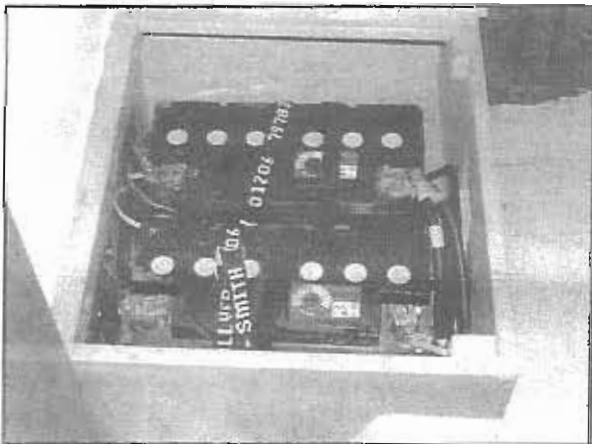
be in good condition having been completely overhauled.

The engine mounts were examined and they were found to be secure. The rubber water injected exhaust pipe was seen to be sound.

The raw water filter intake to the heat exchange was seen to be in sound condition and the seacock in good order.

A 2 kg dry powder fire extinguisher seen in the wheelhouse and found to be satisfactory.

All the painted and varnished surfaces were seen to be in excellent sound order, all having been undertaken during the refit.



All wiring was seen to be in good condition, having all been replaced, together with a new four position master battery switch and a new switch panel. The two new batteries were found to be in a suitable secure wooden locker. Charging of the batteries is by the engine alternator.

The two stainless steel inter-connected diesel fuel tanks were found secure and suitably fitted with a shut off valve.

The following equipment was seen installed and all found to be operating satisfactorily: -

- Binnacle compass.
- Koden CVS-106 depth sounder and fish finder.
- Navman VHF.
- Foruno radar

Radar reflector on short mast.  
Autohelm ST 4000 automatic self steering.

**VALUATION: -**

The craft was found in exceptionally good condition having been completely refitted to a high standard and although the hull must be considered quite old most of all the other sections of the craft are new.

These particular craft are highly sought, mainly because of their sea keeping qualities and currently command comparatively high values. In view of the excellent condition of this particular craft it is considered that this should be insured for at least £11,000 (Eleven thousand pounds).

R B Crawley .....  
Marine Surveyor.

A handwritten signature in black ink, appearing to read 'R B Crawley', is written over a light grey rectangular background. The signature is fluid and cursive, with a long horizontal stroke at the end.

24<sup>th</sup> November 2006