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SURVEYS AND MARINE CONSULTANCY

6 WOODSIDE ROAD
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THIS REPORT FOLLOWS FROM A GENERAL INSPECTION OF THE YACHT
"KARIS" CONCLUDED ON WEDNESDAY 3rd JULY 1996.

THE VESSEL WAS SEEN ASHORE AT CALEY MARINA, INVERNESS, AND
LATER, AFLOAT, AT PLOCKTON.

T Y P E

Traditional sloop rigged sailing yacht of long keel and round
bilge hull form.

G E N E R A L P A R T I C U L A R S

LOA: 27'9"
LWL: 22'6"
BEAM: 8'1"
DEPTH: 5'
DRAFT: 4'6"
DISPLACEMENT: 4.8 tons (approximately)
OFFICIAL NO: 304062
REGISTERED
TONNAGE: 4.25 tons
DESIGN: J Laurent Giles (Normandy Class)
BUILT: A Coombes, Benbridge, I.O.W.

C O N S T R U C T I O N :

Timber - Carvel plank on frame - copper and bronze fastened.

M A T E R I A L S & S C A N T L I N G :

Stem	- Oak	5½" sided
Keel	Oak	14" max sided
Deadwood	Oak	5" sided
Stern Post	Oak	5" sided
Horn Timber	Oak	5" sided
Planking	Teak Mahogany	¾" finished
Floors	Oak Crooks	2⅝" sided
Floors	Iron Strap	1½" x ¾"

Frames	Oak	1" x 1½"
Clamp	Pine	3⅜" x 1½"
Stringer	Pine	2¾" x 1½"
Main Beams	Oak	2½" x 1⅞"
Cut Beams	Oak	1½" x 1"
Carlins	Pine	1⅞" x 1⅞"
Coamings	Mahogany	¾"
Decking	Ply	½"
Ballast	Lead	1.4 tons

C O N D I T I O N

HULL

External

Hull lines were fair with no evidence of past structural or damage problems.

The mahogany topside planking was in overall good condition and exceptionally well finished.

The teak bottom planking was in overall good condition and exceptionally well finished.

The oak centre line structure was all sound with scarphs and joints tight.

The lead ballast was very fair and showed no movement at the keel faying surface.

The teak rudder blade and steel stock were in good condition, the bearing pintle secure and with no appreciable wear to the bushing.

The teak toe rail and capping was all sound and secure.

Internal

Framing is of all steam bent oak with two copper rivets per plank land.

Set at 6½" centres, these members were in overall good condition.

Floors are of grown oak crooks, forward, and with iron strap, aft in way of a fresh water tank carried in the bilge.

All in general good condition with ballast bolting sound and secure.

The longitudinals, i.e. sheer clamp and bilge stringer, were in good condition throughout their length and with through copper rivet fastening..

All sound and secure.

Deck beams are all sawn to shape with main beams set at 12" centres and cut beams at 10½" centres.

Carlins run from just forward of the mast to the after end of the cockpit.

Together with lodging knees, tie rods and the mast partners, they form a substantial deck framework.

The framework was all in good condition with no shrinkage of the oak beam ends.

The ply deck overlay was all sound and secure.

SUPERSTRUCTURE

The superstructure, i.e. coach roof and doghouse structure is of mahogany with coamings side fastened using closely spaced screws.

Deck framing and overlay is as the main deck, ie. oak beams and ply.

Windows are of tempered glass well set into the timber.

Overall the condition of this superstructure is first class with no signs of leakage.

COCKPIT

Cockpit coamings, floor, lockers and sides are of teak.

The timber is all in first class order.

FITTINGS

Hatches

A mahogany fore hatch is well fitting, properly hinged and serviceable.

A mahogany companionway with sliding cover and loose weatherboards was all in good order.

Cockpit locker lids and floor access to the stern gear were all well fitting and in good order.

Deck

The yacht is well equipped on deck with all necessary hardware for seagoing and harbour purposes.

Materials are of standard marine grade properly fitted and secure.

Anchors

Sighted -

- 25 lb CQR
- 25 lb Fisherman
- 50 m 5/16" short link chain

All in good order.

Pumps

A whale barrel bilge pump was in good working order.

A diaphragm type bilge pump was in good working order.

Seacocks

There are four through hull fittings below the water line, all bronze and fitted with shut off valves.

All were in sound condition and with easy access.

Domestic

Includes -

- A two burner and grill gas cooker in good working order
- A "Blake" W.C. in good working order.
- A fresh water supply to galley sink in good working order
- A 12 v. electric wiring system properly switched and fused.

Engine

A "Petters" mini twin diesel engine is fitted driving through a bronze shaft and three bladed bronze propeller.

With the vessel afloat the engine was run up

Engine

- Response ahead and astern was satisfactory
- Oil pressures and temperature were approximately to manufacturers' figures
- Vibration was minimal

Prior examination of stern gland and cutlass bearing was satisfactory.

Pipework and wiring was to good marine practice.

The remote stern greaser was in good working condition.

Tanks and Batteries

A stainless steel fresh water tank is fitted in the bilge.

A stainless steel diesel tank is fitted in the starboard cockpit locker.

Both were in good condition and with filling from the deck.

Two 12 v. batteries are fitted in the port cockpit locker and appear to be holding their charge.

Rig

The hollow timber mast is of spruce $\frac{3}{4}$ rigged with one set of lower spreaders and an upper set of jumpers.

Tangs and fittings are of GMS.

The boom is of douglas fir and fitted with roller reefing gear.

All standing rigging is of 1 x 19 stainless steel wire with "Norseman" terminal end fitting.

Chain plates and deck eyes are all well sited.

The rig was seen both before and after erection and appeared to be well maintained and in sound condition.

Plumbing

General water piping is in reinforced plastic hose with stainless steel screw clip fittings, all in good order.

Gas piping from the bottle which is stowed on deck abaft the mast is in copper pipe, all in good order.

C O N C L U S I O N

THIS VESSEL WAS LAST SURVEYED BY J SMITH & ASSOCIATES IN 1988 AT WHICH TIME ALTHOUGH BADLY RUN DOWN IT WAS STRUCTURALLY SOUND.

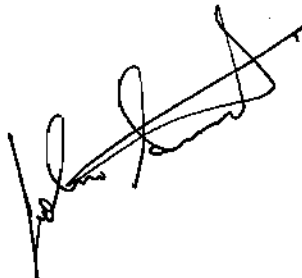
UNDER A NEW OWNER ALL RECOMMENDATIONS WERE CARRIED OUT AND OVER THE LAST FEW YEARS THE OVERALL CONDITION OF THE YACHT HAS BEEN CONTINUALLY IMPROVED AND UPGRADED.

AT THIS TIME THE VESSEL IS IN EXCELLENT STRUCTURAL AND COSMETIC CONDITION.

I N S U R A N C E C O V E R

SUITABLE FOR ALL COASTAL PASSAGE MAKING.

VALUE FOR TOTAL LOSS - HULL, RIG AND ALL FIXED EQUIPMENT
£15,000 (FIFTEEN THOUSAND POUNDS)



CAPTAIN JOHN SMITH

8th JULY 1996