SMALL CRAFT SURVEYOR & MARINE ENGINEER

HL MARINE CONSULTANT

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Approved Code of Practice Surveyor For RYA. & MECAL.

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LA DESEADA.

1/ THIS IS TO CERTIFY that the undersigned, did visit the above vessel, on the above date, at St. Osyth Boatyard, Essex. This was the final inspection to tie in with previous inspections over the course of a two year refit. This Survey report is written for the benefit of her owner and her insurers.

3/ SURVEY COMMISIONED BY;--

[redacted]

4/ TYPE of VESSEL;--

The vessel is 24 ft Bermudan Sloop of the Cockler Class, based on the Leigh Bawley. designed by Maurice Griffiths, and built by Johnson & Jago, at Leigh- on-Sea. Built in 1962, of Mahogany on Oak keel and frames. Fitted with an auxiliary inboard diesel engine on an in line shaft.

Built with a curved stem connecting into a long straight cast iron keel, running nearly full length and a transom stern. The rudder being hung on the transom. The cabin top extends the full width of the vessel, giving raised topsides midships.

General Specifications, Measurements as Designed, Not Guaranteed;-

L.O.A. 27' 00" L.O.D. 24 ft. Beam 8' 00" Draft 3' 9"
Displacement Around 4 tons.

5/ Access and Limitations of SURVEY;--

A/ This is a factual report on the inspections carried out, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of the survey. It implies no guarantee, against latent defects, or defects not discovered at the time of the survey, owing to general inaccessibility.

B/ The weather at the time of the survey;---- Warm & Dry.

C/ The vessel, was standing ashore, in a shed originally while the initial work was carried out, and the final inspection done afloat.

D/ This report gives no warranty regarding stability or fitness of the design for its intended purpose.

E/ Machinery was not run as the tide was out.

F/ Mast was not stepped at the time of the survey as it was still being re-built.

6/ HULL EXTERNAL & INTERNAL

CONSTRUCTION of HULL

The hull is carvel planked in Mahogany, on steamed Oak frames, with copper nail fastenings, fitted with roves. The stringers are in Iroko and Mahogany. The keel is in Cast iron with galvanised mild steel bolts. The transom has been fitted with a second layer of planking running at right angles to the original, and through fastened. New Oak floors were fitted throughout.

The deck and cabintop are all new, in marine plywood, sheathed in GRP. While all the deck beams and carlines have been renewed. The hanging and logging knees are all new in Galvanised mild steel, with new fastenings.

A/ TOPSIDES

1/ The hull including the topsides were all stripped of down to the bare wood, and some of the planks replaced, including the shear strake on the starboard side. The caulking cotton was all replaced, and the seams sealed with red lead putty, before being primed and painted, in white gloss. These look in good condition.

2/ There is a cove line cut in around the hull, but not lined out as yet.

3/ A new hardwood rubbing rail has been fitted around the hull, with all new fastenings, along with new bronze chainplates. The latter are fastened on with stainless steel bolts, these are extended down internally with stainless steel straps, running down the inside of the planking.

4/ The transom has been doubled up with a second layer of timber, fixed at right angles to the original, and through fastened. The outer layer being horizontal, and the inner layer being vertical, with a bedding compound between the two.

5/ The topsides are raised over the midships section to form the cabin sides, this is in a single width Mahogany plank, fastened to the tops of the frames. This has some three oval portholes fitted in it each side. These are in glass with brass surrounds.

B/ BOTTOM

1/ The bottom was stripped of the same as the topsides, so that a full inspection could be done of the planking, which was found to be in good condition. All new bolts were fitted in the floors, which were all new, along with new keel bolts.

2/ The new bolts are in galvanised mild steel, coated in a Polysulphide sealant. New square washers were made and fitted for the keel bolts, these were made from 6 mm. plate, with rounded corners, and these have been let into recesses in the tops of the Oak floors, before the nuts were hardened down.

3/ The bottom was treated in the same manner as the topsides, before being primed and coated with antifouling, to makers specification.

C/ HULL INTERNALLY

1/ The hull internally was cleaned out, all linings etc. were removed, all the old paint was removed, then cleaned up and primed, before being coated with a new white gloss system all through, apart from on the inside of the raised topsides, which are varnished.

2/ Any new copper fastening fitted, was one size larger than the previous nail, so as to take up any slack in the holes. The larger size rove makes some of the fastenings look a little large, but it gives her a lot of strength, and prevents any movement in the planking.

3/ The floors are all in solid Oak, cut to fit. A lot of these have a box structure built in between them, which contains the lead ballast, so that it sits down on the apron, and not on the planking or the frames. There would appear to be around 1 ton of lead ballast.

4/ All new beams were fitted under the cockpit, to support the cockpit floor. The engine beds were refitted to take the heavier engine. The main bulkhead is new, built of heavy weight tongue and grove.

6/ HULL PENERTRATIONS

NUMBER OFF 5

Below waterline.

1/	Engine sea suction	Stuart Turner plug cock with strainer. Free.	
2/	Propeller shaft.	Packed gland.	New.

Above waterline

3/	Sink discharge	90° Ball Valve.	New.
4/	Engine exhaust.	Swan neck, to deck level, inside transom.	
5/	Bilge pump discharge	Valve not fitted. Ships side high level.	

7/ DECK & SUPERSTRUCTURE

A/ DECK

1/ The deck is all new, lade in marine plywood, sheathed in GRP. On new beams and carlines. The sheathing has been run across the cabintop, and aft down the bulkheads, and along the after decks beside the cockpit. Making a complete seal, and then painted with a non-slip deck paint.

2/ All the stanchions are bedded down with Tufnol blocks under the feet, with through bolts. The remaining equipment is on wood pads. The frames originally projected up through the covering board forward and aft to support the bulwark rail. These were cut down before the new deck was put on, as they tend to let water into the structure. The bulwark forward is supported on heavy duty GRP brackets, bolted down on deck.

3/ The bulwark aft has been done away with, and the cockpit coaming increased in height. A toe rail has been fitted on the cabintop, but not on the after decks as yet, apart from across the transom.

B/ SUPERSTRUCTURE

1/ The cabintop is built flush with the raised topsides, with a shallow well deck forward, and a break aft at the cockpit. This is all new. The after cabin bulkhead is in heavy marine plywood instead of the original boarding.

2/ The forehatch is wood, closing on a hardwood surround, this is fitted with hinges on the after edge, owing to it's proximity to the mast. The main hatch is in wood, sliding on brass runners, this is all new.

3/ The cabin entrance is closed off with split doors on lift of brass hinges. These doors have ventilation built into the tops of them.

C/ COCKPIT

1/ The cockpit is all new, with slatted ¾" floor boards, to allow rapid drainage to the bilge. As the floor level is below the waterline, it is not possible to have a self draining cockpit.

2/ There are no lockers in the cockpit, but it does have fold out seating. The cockpit runs aft to the transom, with a very narrow deck across the after end.

8/ STEERING GEAR

1/ The rudder is built of timber, with heavy timber fastened on the sides to form the rudder stock, this is fitted with three pintails, one on the bottom which locates in a bearing in the after end of the keel. The other two are fitted into the stock and locate in gudgeons fastened on the transom. These are in bronze, and have had new pintails fitted.

2/ The rudder stock has a square hole through the top of it into which a varnished Oak tiller is fitted, which is also new. There is a small cut out in the leading edge of the rudder blade, to clear the propeller.

3/ The steering gear worked satisfactorily, with no problem.

9/ ENGINE & MACHINERY INSTALLATION

1/ The engine is a 'YANMAR 3GM30' three cylinder diesel, developing 20 kW. At 3,600 revs. The engine is flexibly mounted, and fresh water cooled. The complete installation being new all through.

2/ There is a Yanmar reversing marine gearbox, mounted on the back of the engine, with a built in reduction gear, this in turn is coupled to a 1" diameter stainless steel propeller shaft.

3/ The shaft passes out of the hull through a packed gland, fitted with a greaser. The after end of the shaft is supported in a water lubricated bearing, which is new. There is a new bronze propeller fitted on the end of the shaft.

4/ Water for the engine is drawn through a 'Stuart Turner' plug cock, fitted with a strainer, and is then fed through a 'Vetus' clear top strainer so that the flow can be observed. After passing through the heat exchanger, it passes through a vacuum breaker before being injected into the exhaust. When it passes overboard via a swan neck which runs up to deck height.

5/ Fuel for the engine is carried in a 10 gallon 'Vetus' ridged plastic tank mounted under the port saloon berth. This is fitted with a deck filler, a high level vent, and a valve on the outlet.

6/ The fuel lines are in copper and armoured fuel hose.

10/ ELECTRICAL INSTALATION

1/ There is a 12 volt starter mounted on the engine, along with a 12 volt alternator, for charging the batteries, of which there are two. 12 volt 85 amp. units. Both new, and mounted in wood boxes, either side of the engine.

2/ The batteries are controlled by an isolating/selector switch, and they also supply the auxiliary load, which is controlled by a high level switched fuse panel. All the wiring is new, and run in an approved manner.

11/ MAST RIGGING & SAILS.

A/ Mast

1/ The mast which is in wood, with a varnished finish is at present time being re-built. This is stepped in a galvanised tabernacle bolted on the cabintop, with a steel tube support under it down onto the keel. The boom is also in wood, to match the mast.

B/ RIGGING

1/ All new rigging is being made and will be fitted when the mast is stepped.

C/ SAILS

1/ These were not on board, so were not seen.

12/ ACCOMMODATION

1/ This is still being built, and at the time of the last inspection, this consisted of two berths in the fore cabin, and one berth in the saloon. The second saloon berth and galley are as yet to be fitted.

2/ The galley will consist of a sink, and a 'Primus' stove, so I am informed. The cushions are in foam with removable Vynal covers, but not all of these were on board.

14/ SAFETY

1 set. Life lines, Stainless steel pulpit & stanchions, with 1 wire.

1 Fire Extinguisher, 1 kg. Dry powder New.

1 Fire Blanket, New.

1 Bilge pump, Hand operated in cockpit.

1 Anchor, 20 lb. CQR on 5/16" Chain and 14 mm. rope.

1 Anchor Winch, Simpson Lawrence Hyspeed. Hand Ratchet.

1 Bow roller,

3 Mooring cleats, 1 Samson post foreward, 2 cleats aft.

1 set Electric Navigation lights.

1 Lifebelt

15/ NAVIGATION EQUIPMENT

1 Compass.

Remaining equipment is not fitted as yet.

18/ CONCLUSION

1/ This vessel was well built originally, and has just undergone a two year major refit, with the result that the vessel is now back into her as built condition, if not better as some of the new materials are better than those originally used.

2/ The work on the vessel is not fully complete as yet, but as the owner wished to use the vessel as a motor boat this winter, for local rod fishing, she was put afloat, and is still being worked on. Her mast will not be stepped until next season.

3/ The vessel will be quite suitable for the use that the owner wishes to put her too, and she will be quite suitable for sailing in the waters for which she was designed, when the refit is complete.

19/ VALUATION

I value this vessel for insurance purposes as she now lies, at £ 12,000. When complete with the rest of the equipment on board, at £ 14,500.

E.HUGH LAMB.
MARINE SURVEYOR.