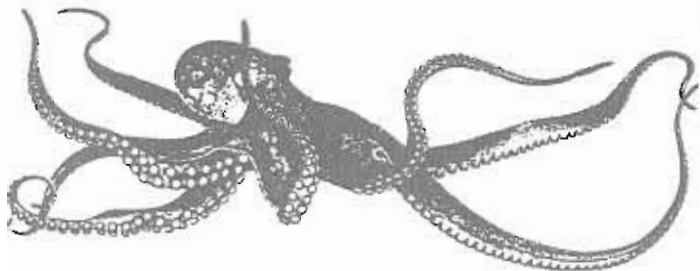


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REPORT
OF A CONDITION SURVEY
CARRIED OUT ON THE YACHT

" MOONFLEET "

(26 pages, excluding this cover)

CONDITION SURVEY REPORT ON YACHT "MOONFLEET"

The following survey was carried out on 27th March 1996 on behalf of :

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GENERAL NOTES

Type of vessel: carvel sloop
 Designer: A.P. Bayzand
 Builder: Souters, Cowes, Isle of Wight
 Year: 1950 (no documentation seen)
 Registration: (no documentation seen)
 Construction: double-ended carvel hull of mahogany on oak, copper fastened;
 ballast keel and centreboard; wooden deck and superstructure
 Rig: masthead bermudan sloop
 Engine: Volvo Penta MD2 15hp inboard diesel

Principal Dimensions: (source: contemporary magazine article and broker's
 details; not verified in course of survey)

LOA	9.60	metres	(including rudder)
LOD	9.37	metres	
LWL	7.62	metres	
Beam	3.00	metres	
Draft	0.99	metres	(centreboard raised)
	1.60	metres	(centreboard lowered)
Displacement	not known		
Ballast	not known		
Sail area	35.8	sq metres	(original working rig)

Location

In accordance with instructions received from M _____, the vessel was attended at the yard of Frank Halls & Sons, Walton-on-Naze, where she was seen on hard standing having been placed ashore last autumn.

Conditions

Hull and deck access satisfactory externally, with minor limitations in way of shores and underside of keel, and normal restrictions to inside of centreboard case. Considerable (though normal) limitations internally in way of linings, engine, tanks and general fittings. Mast unstepped, examined in spar store.

air temperature:	4-7 degrees Celsius
relative humidity:	65%
wind speed:	5-15 knots NE
precipitation/cloud:	dry, with cloudy intervals

Purpose and Scope

Examination of the vessel was carried out as a pre-purchase measure to determine the structural and material condition of the yacht and her equipment.

This report is a factual statement of the surveyor's examination as carried out and his opinion given in good faith as to the relevance of disclosed facts and defects so far as seen. It implies no guarantee against faulty design, latent defects, or suitability of the vessel for a particular purpose. The report is compiled for the confidential information of the client instructing the survey, and no liability is accepted to any future holder of the report unless specifically stated; copyright is retained by the surveyor.

Limitations

Unless otherwise specified, no fittings, fastenings, or keelbolts were removed for examination. Portable traps and selected screw-fastened panels were opened up to facilitate inspection, but parts of the vessel which are covered, unexposed or inaccessible were not examined; it cannot, therefore, be reported that any such part of the vessel is free from defect. Deck openings and fittings were not hose-tested for leakage. Centreboard only partially accessible as it lay mostly within casing and could not be lowered fully.

Mechanical condition of engine not covered under terms of survey, though installation assessed. Sails examined for material condition, but not for set. Inspection of spars and rigging limited due to poor access within store, though believed adequate for assessment. Safety and navigational equipment, electrical installations and domestic appliances were assessed visually only, except where otherwise indicated. Where doubt exists as to the operating condition of the engine or any other equipment, it is recommended that offers of purchase are made subject to a satisfactory engineer's report and/or sea trial.

SUMMARY OF FINDINGS

"MOONFLEET" was found to be a traditionally-constructed wooden yacht, built by a reputable yard using materials of good quality. During the course of the survey some structural defects were noted, but apart from the screwed fastenings of planking hood ends and garboards (which are in poor condition and should be renewed), the majority of defects in reinforcing members do not appear to jeopardise the integrity of the hull though they should receive repair in course of maintenance in the vessel's long term interests.

Various other items in need of some attention were also seen, these being summarised under "RECOMMENDATIONS" below and detailed in the relevant section of the body of the report. Although it will be seen that the majority relate to items of routine maintenance or replacement, some items have a direct bearing on safety including those suggestions made in section (c) where no structural defect is apparent, and should therefore be attended to as soon as is practicable. The material cost of carrying out all recommendations may not be great in relation to the value of the vessel, but it is likely that in some cases professional assistance will be necessary; it is recommended, therefore, that where this is considered probable estimates are obtained before finalising purchase.

Except where otherwise indicated, the structural and material condition of the hull, deck, keel and centreboard case was considered satisfactory, the vessel being robustly built in the first instance and free from signs of extensive repair (apart from the centreboard case and cockpit which are believed to have been rebuilt in 1988) though some more general refastening of hull planking should be anticipated within the next five or ten years. The type of deck construction inevitably precludes full assessment of condition, but so far as could be seen it is sound and remarkably free from serious defects. The rudder is in need of some attention and should be removed for full inspection and repair before recommissioning. Spars appear to be in good order, though the majority of the standing rigging and some of the running rigging will soon need to be replaced. Sails are in reasonable condition but are of somewhat light construction for this vessel (see below). Unless indicated otherwise, the condition of skin and deck fittings, deck openings, ground tackle, bilge pumps, domestic and electrical installations and general equipment was considered satisfactory. The engine's standard of installation appears good, though there is need for attention to some ancillary items (see below). Accommodation and furnishings are generally in very good order and have traditional aesthetic appeal.

Given appropriate attention to the recommendations below, there seems no reason that "MOONFLEET" should not be returned to good order throughout and, with normal maintenance in future, give many more years of service in her designed purpose of sea sailing. As no documentation was examined, it is recommended that the vessel's ownership and freedom from encumbrances is verified, and that items of equipment listed on the sales inventory but not seen on board are inspected (HF radio, Decca, barometer and clock).

RECOMMENDATIONS

The following items in need of attention or comment were noted; to assist in their evaluation they are divided according to the categories:

- (a) items requiring urgent attention before recommissioning (e.g. for structural or safety reasons)
- (b) items which will require attention (e.g. to rectify defects, to inhibit deterioration, or to monitor condition), some of which require the vessel to be ashore and all of which should be completed within the next year
- (c) suggestions for modifications or improvements (e.g. to items not showing obvious defect, yet influencing the vessel's security)

[note: recommendations are intended as a guide only, and further information can be provided if required; additional suggestions concerning items of routine maintenance may appear in the main section of the report, but are not intended to be comprehensive or exhaustive in this respect.]

(a) Urgent

1. The screwed fastenings of planking hood ends (forward and aft) and garboards are in poor condition, showing considerable dezincification. All should be renewed in a suitable marine quality material such as silicon bronze (see A.4).
2. The port cockpit drain seacock and the exhaust seacock are seized and should be freed off, and a small, apparently redundant skin fitting in the aft topsides should be blanked off (see A.6, D.2).
3. The plastic securing nut on the inboard side of the depthsounder transducer is fractured so a new nut should be fitted (see A.6, G.4).
4. Replacement or updating of various safety equipment is called for e.g. fire extinguishers, flares, etc. (see G.3).
5. The outer sheathing of electrical cables at the mast heel has degraded; the cable should be renewed or the exposed inner cores suitably protected (see H.2).

(b) Requiring attention

6. The propeller shows appreciable dezincification. Although it appears still to be serviceable in its purpose of driving the vessel it is considered weakened and therefore vulnerable to impact damage from floating debris; precautionary renewal is recommended (see F.4).
7. The eyeplate to which the inboard end of the centreboard's chain pendant is secured is loose close beneath the bridgedeck and should be secured (see D.4).

RECOMMENDATIONS (contd)

8. Fractures were noted in a few timbers (frames), some of which should be repaired or doubled (see A.3).
9. Fractures were noted in two transverse floors, which should be repaired or reinforced (see A.3).
10. Some keelbolts may have been renewed recently. Unless it can be verified that a significant number have been inspected, at least two additional keelbolts should be withdrawn for precautionary inspection and renewed if necessary. Flexible sealant should be applied to the aft end of the keel's landing seam on both sides (see B.1, B.2).
11. The hull topsides and rubbing strake require local filling and spot priming before being repainted, though ideally they would benefit from being burned back to bare timber and the waterproof stopping renewed over the heads of fastenings, then repainted with a sound paint scheme (see A.2).
12. The stemband is loose at its aft end close forward of the ballast keel, and should be secured (see A.2).
13. The flexible bulkhead gaiters of both bilge pumps are split and should be replaced (new spares seen on board), and the handle socket of the starboard pump should be replaced or repaired (see G.2).
14. The majority of the standing rigging and some of the running rigging is in galvanised mild steel; this has now lost its protective coating, and although rusting is currently superficial renewal will be called for within the next year (see E.3).
15. The spreaders should be scraped back and re-varnished, and local refurbishment of coatings (or full recoating) made on the mast after sealing a small crack at the mast heel (see E.1).
16. Deck brightwork is in need of some attention and general refurbishment (see D.1, D.3).
17. There is very localised softening of timber in one location on port side of the coachroof and another beneath the port sidedeck. These areas should be treated with a preservative, after cutting out defective timber (see D.1).
18. The wooden aft deck cleat is weak and should be replaced (see D.4).
19. Superficial rust should be cleaned off the ferrous centreboard case straps and inboard end of keelbolts within the bilge, and from the lower edge of the centreplate before corrosion-inhibiting coatings are applied (see B.1, B.2, B.4).

RECOMMENDATIONS (contd)(c) Suggestions

20. The gas installation should be upgraded to conform with current standards (see I.1).
21. Batteries are secure against sliding but should also be strapped in position to prevent movement in extreme conditions. Some domestic-type switches are not considered suitable for DC use so should be replaced (see H.1, H.2).
22. No 'steaming light' is fitted for use when under power. An approved light should be fitted or present switching arrangements modified so that the existing all-round white anchor lantern may be used as a combined sternlight and steaming light (see H.3).
23. The sailcloth of the working sails and the reef cringle reinforcement of the mainsail are considered rather light for this vessel, so more heavily-constructed sails and/or suitable storm sails should be carried if it is intended to cruise offshore or in heavy weather (see E.5).
24. The cabin heater's fuel system should be improved in the interests of safety (see I.4).
25. There is scope for some upgrading of the engine's fuel system to current standards (see F.3).

Further detail is laid out under sub-headings in the following sections:

[Unless otherwise stated, structural members and equipment when mentioned under the headings which follow were examined visually as fitted and where accessible, and appeared to be in satisfactory material condition so far as could be ascertained without opening up or dismantling. They were also considered to be of adequate scantling and material bearing in mind the type of vessel, her age, construction and standard of maintenance.

Where actual figures are given, S.I./metric units have been used where possible for uniformity, but Imperial units may also appear when dictated by traditional usage or manufactured dimensions. The abbreviations "s/s" (stainless steel), "m/s" (mild steel), "a/a" (aluminium alloy) and "y/m" (yellow metal, indicating an undetermined bronze/brass/gunmetal alloy) may appear, but do not necessarily imply corrosion-resistant quality.]

A. HULL

A.1. Construction

Double-ended carvel hull believed to be of mahogany planking on steam-bent oak timbers (frames). Main centreline members (stem, apron, keel, hog, sternpost etc.) are probably in oak and a centreboard case is fitted on the centreline, the major part of it lying beneath the saloon's sole and the raised portion extending above the waterline beneath the bridgedeck.

A.2. Hull Skin

The hull skin was examined visually, by sounding and by light spike-testing. Where seen externally and internally it appeared generally to be sound, though there is concern over the condition of some of its fastenings.

Above waterline

The white paint coatings on the hull topsides and on the laminated wooden rubbing strake which is fitted at the sheer are generally intact, but show some loosening or flaking in places at plank seams, stemhead and on the rubbing strake, together with areas of recently-applied metallic pink primer over bare timber, waterproof stopping and a few ferrous fastenings (e.g. those to chainplate internal straps). In addition there is some protrusion of the dowels and stopping which cover the heads of rivetted fastenings (see also A.4), and although only local spot priming is essential before enamel topcoats are applied to improve cosmetic appearance it would be preferable to burn off hull topsides back to bare timber, to rake out any defective stopping and examine fastenings beneath, and then (after thorough drying of exposed timber) to apply flexible stopping compound over fastenings and prime, undercoat and topcoat hull topsides with an appropriate paint scheme. In any event it will be necessary to check the screwed fastenings of planking hood ends before repainting (see A.4).

Below waterline

The red antifouling paint is generally well-adhered, with some locally spot-primed areas and only a few bare areas which should be primed before fresh antifouling paint coatings are applied. The y/m stemband is slightly loose at its lower end close ahead of the keel and should be refastened with a bronze (not brass) screw. As with the topsides, some of the screwed plank fastenings are in need of attention but otherwise the planking is lying reasonably fairly to frames though where this is not so there is evidence of some structural defect (e.g. at fractured frame in hanging locker) or some weakening of fastenings (e.g. starboard mid bilge below stringer, where some rivetted fastenings of larger scantling have been added beneath starboard settee). No caulking compound was removed from plank seams, but the flexible seam stopping appeared to be in good order where exposed by scraping back of paint coatings in several locations. Two copper tingles fitted externally aft on port side and another in corresponding position on starboard side forward of the sterntube appear to be secure and may be covering apertures or graving pieces inserted where earlier sterngear had been removed, though structural members internally prevented confirmation without removal of the tingles.

A. HULL (contd)**A.3. Reinforcing members****(a) Longitudinal**

In addition to the main centreline members, a full-length 78x40mm wooden bilge stringer is fitted on either side (with scarphed joints beneath saloon settees), a part-length 73x36mm stringer above this on either side, and a 90x40mm beamshelf at the sheer with clamp extending 1000mm forward and 1900mm aft of the main bulkhead. There is evidence of slight separation of the bilge stringers where they meet at the apron, confirming the need for attention to forward hood end fastenings (see A.4). Longitudinal shakes in the aft end of the apron immediately aft of the main bulkhead appear to be long-standing and are not of structural concern.

(b) Transverse

Steam-bent timbers (frames) of 35x25mm, believed English oak, are fitted at 175-200mm centres, extending from the sheer to the hog which they abut at the centreline. In addition there are five extra timbers of 40x30mm fitted over bilge stringers and across the top of the hog to provide additional stiffening to midship sections. Some doubling of timbers has been carried out where original frames have fractured at the turn of the bilge beneath the aft end of the cockpit. Timbers were mostly found to be in sound condition, but the following localised defects were noted and although they do not present any immediate threat to the integrity of the hull it is recommended that a repair is made to restore local strength, either by renewal of the entire timber or by the simpler method of fitting doubling sections extending at least five planks (where feasible) above and below the fracture:

- * full fracture of frame at starboard forward bulkhead immediately above the stringer, where displacement of hull planking is visible externally and internally - fit doubler on forward side for ease of access.
- * fracture in a frame on port side beneath the cockpit immediately aft of exhaust waterlock at second seam above garboard (and incipient fracture in same frame on starboard side at seam above garboard - monitor and reinforce if any further deterioration occurs).
- * full fracture of 'extra' frame immediately forward of mast compression post on port side of hog, with adjacent split close to starboard of centreline (repair by lamination and glueing may be the easiest way to restore strength and ensure effective attachment to hog).
- * fracture of 'extra' frame on starboard side at hull stringer outboard of engine (with incipient fracture in second conventional frame forward of this one plank above stringer - monitor condition).

A. HULL (contd)

[note: there are various suitable materials if laminating is considered, but one could use (for example) West System 105 epoxy resin with 205 hardener, thickened to bonding- or gap-filling consistency with 403 or 406 filler - further detail on materials and application available if required]

Breast hooks are fitted at the stem and stern to tie together the beam shelves on both sides.

48mm sawn floors are fitted across the centreline forward and aft, with heavier 95mm floors fitted at 530-580mm in way of centreboard case (see B.3). Floors appear in satisfactory condition apart from those noted below:

- * forward floor aft of chain locker is fractured at its starboard upper corner at the rivetted joint to hull stringer (this area is weak because of the timber grain, so cutting back to sound material and relaminating - if necessary increasing height of floor - is recommended to restore or improve scantling, together with refastening to stringer).
- * a floor on port side beneath the galley sole is partially split, this probably having occurred when a keelbolt was changed, the present keelbolt here being angled aft and outboard. An attempt has been made to reinforce by through-boiting; the split section has not detached from the main body of the floor, but this reinforcement should be improved or additional transverse straps added on the aft face of the floor to restore former strength (here bonding is unlikely to be successful because timber within the bilge may be hard to dry out adequately).

The main and forward bulkheads are constructed of tongue-and-grooved pine with hinged doors, and are fitted into the hull in a sound manner.

A.4. Fastenings

The majority of fastenings of planking to timbers and stringers are of rivetted copper. None was drawn for inspection in the course of this survey, but three were found to have been removed for inspection from the starboard forward topsides, apparently by the boatyard under instruction from the vessel's present owner and perhaps following another survey carried out recently. One of these fastenings only was found still to be protruding from the hull and although this showed some superficial deterioration it was considered to be sound; this, together with the other two removed fastenings, should be renewed before recommissioning.

Elsewhere the heads of several other rivetted fastenings were found to be exposed both above and below the waterline and several more were uncovered, some showing distinct but superficial crumbling of their heads on outboard side but appearing to have adequate sound material remaining beneath. Many of the heads have been covered with waterproof stopping compound in conventional manner whilst others have been dowelled. In the latter case fastenings were found to be deeply countersunk within the

A. HULL (contd)

plank, perhaps through retightening at some point (the addition of larger fastenings in places was noted earlier.) If those rivetted fastenings which were exposed are representative of the remainder then these fastenings would be considered in satisfactory condition, though it seems likely that as plank seams are becoming more prominent some general refastening may become necessary within, say, the next five or ten years.

Of immediate concern, however, are the screwed fastenings used at garboard planks and forward and aft hood ends. Several of these were exposed and attempts made to withdraw the fastening for inspection. Only in one instance (port aft hood end) was withdrawal successful and here the 1.5 in. (38mm) 12 gauge y/m screw showed only superficial dezincification but appeared to be otherwise sound. However, in all other locations the fastening was found to shear or its head to disintegrate because of severe dezincification (this can be seen, for example, on the starboard aft garboard approximately 75mm above and 125mm forward of the aft end of the ballast keel.) Thus it is recommended that all such screwed fastenings on garboards and hood ends are exposed and removed for inspection; in places this may require drilling out. New fastenings of a suitable corrosion-resistant material such as silicon bronze should be fitted (note: on no account should brass be used below the waterline). A corroded ferrous fastening noted on the port garboard directly beneath the midpoint of the two saloon windows should also be checked.

At least four non-original fastenings were seen aft on starboard side, believed to be in the form of s/s 'dumps' with large plate washers, probably penetrating through planking into floors in way of the engine mountings, either to improve or restore plank fastening locally. So far as could be ascertained without withdrawal these appear in satisfactory condition, any pitting noted externally on the heads being trivial though there could be concern over crevice corrosion which might occur within the damp timber. For the same reason it is recommended that s/s bolted fastenings which have been fitted on the forefoot/apron forward of the ballast keel are withdrawn periodically for routine inspection in case of pitting or crevice corrosion, as these have probably replaced the original y/m fastenings which were found elsewhere on centreline members. Transverse floors in way of the centreboard case are through-bolted with m/s bolts, and ferrous keelbolts are fitted (see B.2).

A.5. Bilge

Generally dry with limbers clear, and holding only a little water in places at time of survey. Paint coatings are mainly in good order and may be of red Danboline bilge paint in bilges and lockers. Above berth surfaces the inside of the hull is painted in white. Surface mould growth was noted in a few places on the inside of the planking and structural members, though no fungal decay of any great concern was seen; these areas should be ventilated as well as is practicable (especially whilst the vessel is laid up), and wherever growth is prominent should be cleaned off with a bleach solution and treated with a fungicidal preservative.

A.6. Skin fittings and seacocks

All in yellow metal apart from transducer, with seacocks freely moving except for the port cockpit drain seacock and the exhaust seacock, both of which should be freed off and serviced. In the course of routine maintenance all seacocks and skin fittings should be dismantled periodically for inspection and serviced or renewed as necessary.

At/below waterline

toilet inlet with external strainer and taper-plug seacock
 toilet outlet with taper-plug seacock
 sink drain with taper-plug seacock
 port cockpit drain with gate-valve seacock (seized, perhaps due to poor access in galley locker)
 starboard cockpit drain seacock/bridgedeck drain with gate-valve seacock
 engine seawater intake with external strainer, Stuart lever-type seacock with integral strainer (bilge-pumping arm appears to be plugged but this should be verified to ensure there is no possibility of accidental flooding)
 engine exhaust with gate-valve seacock (seized, at waterline)
 redundant seacock with gate-valve seacock (blanked off within galley locker outboard of port cockpit drain)
 small redundant skin fittings port + starboard now blanked (former engine cooling water outlets)
 depthsounder transducer on wooden block (plastic nut on inboard side is fractured and should be renewed)

Above waterline

engine cooling system vent (starboard)
 small skin fitting port aft (well above floating waterline, but blank off if redundant)

B. KEEL & CENTREPLATE**B.1. Keel Structure**

A cast-iron ballast keel approximately 3600mm in length (estimated approx. 1500kg) is fitted beneath the shallow wooden keel/hog assembly, with integral slot for the centreplate. Its paint coatings are in reasonable condition with only superficial rusting, and the landing seam between ballast keel and hull appears generally to be in good order though shows slight opening over approximately 500mm at its aft end. According to boatyard staff a keelbolt at the aft end of the keel was found to have sheared when the vessel was brought ashore at some previous time and it is believed that a new keelbolt was fitted by the vessel's current owner (see below). So far as could be seen under the conditions of survey there appears no immediate cause for concern nor evidence of current movement, but where open this landing seam should be raked out to remove loose material, filled with flexible sealant, then the keelbolt's nut tightened if possible to an appropriate torque.

B. KEEL & CENTREPLATE (contd)

B.2. Keelbolts

Ferrous keelbolts (mild steel or wrought iron) are fitted in the form of five transverse pairs, a single centreline bolt aft and two bolts forward, the second of these staggered to starboard of the centreline. Most bolts are of approximately 7/8 in. (22.2mm) diameter but the forward bolt is of approximately 5/8 in. (15.9mm) diameter.

Attempts should be made to determine the history of keelbolt replacement or inspection, and it appears likely that the aft-most bolt has been replaced in recent years. However, if no positive evidence is obtained precautionary withdrawal of at least two keelbolts is recommended (and more if any significant deterioration is found). In any event a maintenance schedule should be devised by which keelbolts are examined regularly in rotation within say five years of earlier inspection or ten years of renewal. In the meantime the inboard ends of keelbolts and their nuts and washers should be cleaned off and repainted to inhibit rusting.

B.3. Centreboard Case

The wooden centreboard case was examined within the vessel and in places by torchlight where access permitted (bridgedeck opening). Two m/s straps, probably galvanised originally but now in need of cleaning off and repainting, are fitted across the forward part of the centreplate casing beneath the saloon sole to tie in floors on either side, to which each strap is through-bolted by keelbolts and a m/s bolt. The aft part of the centreboard case extends above the waterline beneath the underside of the bridgedeck, and a plastic inspection cover is screwed into a y/m frame on port side of the case to allow access to the chain pendant's attachment shackle (see below).

B.4. Centreboard

A GRP-sheathed wooden centreboard of 50mm width is fitted within the casing and is ballasted with mild steel along its lower edge. It is attached by a m/s pivot bolt passing through the full width of the ballast keel (recently repainted at its outboard ends) and is raised and lowered by means of an 8mm galvanised chain pendant (with several superficially rusted shackles which should be replaced in the course of routine maintenance and moused with Monel seizing wire). This chain passes over the gypsy within the upper part of the centreboard case, the gypsy being turned by means of a handle inserted from the cockpit and connected by a rod linkage to a worm gear on starboard side of the case. This mechanism was found to be in working order, though after raising the centreboard fully it was necessary to knock it down lightly before it would lower under its own weight. The eyeplate to which the inboard end of the chain pendant is secured close beneath the bridgedeck (accessible by removal of inspection cover) is loose and should be remounted securely after drying off and reconstituting the slightly-softened deckbeam with coatings of a penetrating epoxy resin (unthickened WEST epoxy, or SP Resins 301).

Limited inspection of the centreboard because only its lower edge projected beneath the keel at time of survey, but it appears to be in satisfactory condition with sheathing intact, though when the opportunity arises for an overhaul it should be removed from the vessel in order that rusting along its ballasted edge may be inhibited and any locally-detached fairing filler between ballast and wooden sections reinstated.

C. STEERING GEAR

C.1. Rudder

A wooden rudder is mounted outboard on the canoe stern with three y/m pintles locating in corresponding y/m gudgeons (two on the sternpost - one above waterline - and a y/m heel bearing on the deadwood). Tufnol bearing washers are fitted at the upper gudgeons, and a plastic washer at the heel bearing which shows some sideplay but not excessive. A ferrous (perhaps stainless steel) retaining bolt is fitted through the above-waterline pintle but shows some rust staining and should be withdrawn for precautionary inspection, with consideration given to fitting a silicon bronze or monel bolt in its place.

The rudder is GRP-sheathed at least in places below the waterline and at the upper pintle, but there is some evidence of movement of the timber in way of this pintle and the sheathing is split on the centreline on the underside of the rudder for approximately 300mm aft of its heel brace. It is recommended that the rudder is removed from the vessel to facilitate full inspection after grinding back of any loose material, followed by rebuilding/rectification of any defects found in its timber and reinstating of its GRP sheathing by bonding across any fractures, preferably using glassfibre cloth and epoxy (rather than polyester) resin to provide optimum bonding to existing surfaces. Whilst the rudder is removed the security of the rudderhead cheeks should also be checked.

C.2. Tiller

Varnished wooden tiller (believed ash) in good condition though in need of local touching up of coatings in protective interests.

A s/s rudderhead hood is fitted, with an s/s bolt on its forward face providing a tiller rest; y/m tiller hood and pivot bolt.

D. DECK

D.1. Deck and coachroof

If inspection of the deck construction at a ventilator is representative, it appears that the main deck is constructed of straight-laid tongue-and-groove pine planking of approximately 22mm thickness overlaid with a swept teak deck of approximately 12mm thickness. Although there is evidence of renewal of the teak deck's flexible caulking in places it appears generally to be in remarkably good order, though wherever voids are noted (e.g. on aftdeck) they should be filled to prevent ingress of water which could eventually cause rot in the sub-deck. A wooden bulwark, painted white on its outboard side and green inboard, is fitted above the sheer and is braced to the deck on its inboard side by s/s and cast bronze knees. It incorporates drainage scuppers, and is capped by a wooden capping in need of cosmetic and protective attention to varnish coatings.

The main deck is laid on 55x50mm sawn deckbeams and half-beams which are lodged over the beamshelves, with y/m tie bars bracing beamshelves to carlines in way of sidedecks. Hanging and lodging knees are fitted either side at the forward and aft ends of the coachroof, hanging knees close forward of the galley and navigation station, and lodging knees beneath the aft deck. All appear in satisfactory condition with paint coatings intact.

A stepped coachroof is fitted, with its tongue-and-grooved pine deckhead sheathed externally in glassfibre cloth (woven texture has been left for non-slip purposes). The sheathing appears to be intact and well-executed, and although overlapped seams have not been faired perfectly its appearance is good, no detachment from the substrate (probably plywood over the planked coachroof) was noted, and local irregularities caused perhaps by movement of fastenings beneath is not at present of structural concern. The coachroof is reinforced beneath in way of the mast tabernacle by steel deckbeams which incorporate three steel knees tied in to either side of the coachroof and a further knee beneath the sidedecks tied in to the central chainplate on the hull. In addition there is diagonal and longitudinal steel bracing beneath the deckhead, the tabernacle being fitted between the main bulkhead and the break in the coachroof, with a tubular m/s compression post fitted beneath its aft end and stepped over the keel.

The teak coachroof sides are varnished externally and internally, and are supported at their lower edge by a 60x40mm carline. Although some blackening was noted internally on starboard side in the area of the deck joint, no significant deterioration was evident apart from a very localised area of softening probably caused by leakage on starboard side directly above the radio. Here defective material should be cut out, preservative applied to remaining surfaces and a suitably-shaped graving piece bonded in with edges bevelled to ensure continuity of strength. Additionally very minor deterioration was noted beneath both sidedecks approximately 500mm aft of the sheet winches in way of a former fastening hole (more noticeable on starboard side). No evidence of leakage is apparent now but defective material should be cut out and treated as above.

The deck and coachroof have been covered over winter by an overall cover and, whilst not hose-tested in the course of survey, are considered likely to be reasonably watertight though there certainly has been and may still be some leakage at the starboard forward

D. DECK (contd)

stanchion over the starboard settee, at the aft end of the tabernacle and near the stemhead. Wherever leakage is found measures should be taken to stop ingress of water.

D.2. Cockpit

Self-draining cockpit with two drains connected by flexible tubing to seacocks below the waterline, in addition to the sidebench/bridgedeck drains. The cockpit well is GRP-sheathed over its lower portion, with two removable hatches fitted over wooden coamings permitting access beneath. These hatches, the sidebenches and the bridgedeck are covered externally with laid teak and appear in good order; there are hinged lids to stowage lockers on port side.

D.3. Deck openingsHatches

Sliding wooden main hatch on brass runners, with varnish coatings in need of minor cosmetic attention. Two-part hinged varnished wooden washboards with brass retainers and secure hasp, staple and padlock. (A clear acrylic washboard was also seen.)

Hinged wooden/plywood forehatch on double wooden coaming; secured by barrel bolts, seal appears sound.

Varnished wooden hatch and coaming over lazarette, with secure hasp, staple and padlock.

Portlights/windows

Two rectangular windows are fitted in either side of the coachroof (perhaps of toughened glass though no evidence noted), with a/a frames externally, y/m frames internally and s/s protective bars. The forward pair of windows are of opening type with screwed securing clamps, the opened panes dropping into a rectangular copper box with drain to deck.

An opening portlight with a/a frame is fitted in the port side of the coachroof, providing light and ventilation to the toilet compartment. Fixed portlights with a/a frames are fitted in either side of the forward coachroof. Satisfactory.

D.4. Deck fittings

Satisfactorily mounted and apparently in good condition unless otherwise indicated, comprising;

s/s

pulpit; sternguard (braced to bulwark and hull); stanchion sockets and stanchions (starboard forward leaking into hanging locker; double 1x19 s/s plastic-sheathed guardrails tensioned by lanyards, with gates either side); jib sheet tracks; folding boom crutch (leathered)

galvanised m/s (painted)

stemhead fitting with double rollers (superficially rusted)

a/a

mainsheet and genoa sheet tracks with sliding cars; turning blocks

y/m

fairleads; naval pipe; freshwater deck fillers; Walker log shoes (P+S)

Tufnol

turning blocks

plastic

tiller line jam cleats

wooden

handrails (varnished); deck boxes; dorade ventilators with cowl vents (2); sampson post (tied in to apron at heel; galvanised chain pawl on top); deck cleats (bare, aft deck cleat has very weak port arm and although attempts could be made to reinforce by the insertion of a gap-filling epoxy glue, renewal of the cleat is preferable).

E. RIG**E.1. Spars**

Built-up wooden mast, believed to be of hollowed spruce and said to have been built by Souters in 1950. Varnish coatings appear to be in reasonable condition though in need of local touching up, and although a centreline split in the glued seam of the heel has been filled previously it should be refilled with a gap-filling glue on forward side to prevent ingress of moisture. The wooden spreaders are in need of stripping back to bare timber before revarnishing.

External cables and halyards. Spar fittings appear to be secure, including: galvanised m/s crane, spreader plates, shroud tangs, gooseneck, heel strap and bearing washers in way of tabernacle bolts; y/m luff and spinnaker pole tracks; wooden cleats; Tufnol masthead sheave. (Some fittings have been removed from the forward side of the mast

E. RIG (contd)

above spreaders but screws remain - perhaps jumper strut fitted before conversion to masthead rig.)

The mast steps on the coachroof in a substantial galvanised m/s tabernacle which appears to be well-supported beneath (see D.1). The plywood pad beneath the tabernacle should be cossetted to maintain its paint coatings intact, otherwise the minor deterioration currently evident will worsen and eventually necessitate its replacement.

Rectangular wooden boom (said to have been built in 1989, but believed to be Douglas fir or similar, rather than spruce) of robust scantling and in good order with varnish coatings intact. S/s boom end fittings; galvanised m/s gooseneck, kicker and mainsheet attachment; a/a foot track; Tufnol reefing blocks, with plastic reefing line fairleads and Spinlock reefing clutches.

A silver-anodised aluminium alloy extending whisker/spinnaker pole shows minor abrasions but appears in satisfactory condition.

A wooden bearing-out spar was also seen, with spring-loaded end fittings of y/m and s/s.

E.2. Chainplates

Securely mounted:

Four s/s strap chainplates for attachment of shrouds are mounted externally on either side of the hull and extend above the bulwark (only three believed currently in use with present rig). They are supported by y/m knees on the inside of the bulwark and have m/s strap reinforcement internally within the hull (superficial rust and evidence of some leakage at starboard forward chainplate).

The forestay attaches to a galvanised m/s angle plate (superficially rusted) through-bolted on the inside of the stem. Galvanised m/s fittings seen on either sidedeck are believed to be the mountings of former running backstays (perhaps with Highfield levers) used with fractional rig. The divided backstay attaches to the s/s sternguard support which incorporates braces to the sternpost; this appears to be secure, but as not all of the potential mounting holes have been utilised the security of its mountings should be checked.

E.3. Standing rigging

Shrouds are in galvanised mild steel of 7x7 construction with Talurit terminals, caps being in 8mm and fore and aft lowers in 7mm. Lower terminals are formed around solid galvanised thimbles, and galvanised m/s bottlescrews of appropriate size are fitted. All shrouds have now lost their protective zinc coating and, although they appear still to be in serviceable condition, their useful life is limited and it is recommended that within one year new shrouds are fitted. These could be in galvanised m/s or in s/s but in either case consideration should also be given to renewing bottlescrews and to replacing the present s/s shackles by which these attach to the chainplates with toggles of correct size

E. RIG (cont)

(caps at present are attached by s/s shackles with 11mm pin on one side, 9mm on the other, the latter being somewhat undersized.) The backstay is in 7mm s/s of 7x7 construction with Talurit terminals, and is fitted with two 6mm 7x7 s/s divided spans with s/s bottlescrews (the poor spring clip on one clevis should be replaced by a cotter).

The forestay is in 7mm s/s of 1x19 construction with roll-swaged terminals, and is fitted with a Plastimo 708-i headsail roller-reefing gear which appears to be in satisfactory condition so far as could be ascertained under the very limited access available.

[note: the galvanised standing rigging should undoubtedly be renewed and attempts made to determine the age of the s/s standing rigging. In any event the normal precautionary renewal schedule should be maintained, perhaps 10 years for this type of yacht, though depending greatly on the vessel's use and on whether correct tension has been maintained.]

E.4. Running rigging

The main halyard and headsail halyard are in 5mm galvanised m/s (believed 6x19 construction) with Talurit terminals, and the topping lift in 4mm m/s. All are now superficially rusted and should be renewed within one year, or sooner if any defects or stranding is noted.

A halyard labelled 'spinnaker' is in three-strand polyester with Tufnol block and y/m snap shackle, and could act as a spare headsail halyard (no spinnaker seen). Sheets, control lines, reefing lines etc. are in braided polyester and appear to be in good condition. Nylon blocks with double camcleats are fitted to the mainsheet tackle, with a short flexible s/s span providing attachment to the boom.

E.5. Sails

In white polyester (terylene); limited inspection of sails, which were opened up within space available on coachroof:

mainsail	believed Jeckells; triple stitched; rope luff and tape foot, both with nylon slides; sound headboard and batten pockets (three wooden, one Tufnol batten seen); three sets of slab reefing cringles and eyelets (renewed eyelet near leech on second reef); <u>good condition</u> , with green cotton sail cover showing some patching and wear but also good condition.
roller reefing genoa	by Rockall; renewed rope luff and tabling; trivial abrasions <u>reasonable condition</u>
light genoa	by Jeckells, reference 131647; renewed rope luff and tabling, renewed clew patch, some restitching and rust staining; <u>reasonable/serviceable condition</u> though well-used

The working sails (mainsail and genoa) are of rather light sailcloth for a yacht of this displacement (perhaps 200-250 gms/square metre rather than 300 gms/sq metre or more which would be normal) and the cringle reinforcement on the mainsail's luff and leech is considered minimal. Should any exposed or heavy weather passages be a possibility it is recommended that heavier working sails are carried, and in any event it would be prudent to carry a storm jib and perhaps a storm trysail. No sacrificial strip for UV-protection is fitted to the headsail, but this would be worthwhile if it is to remain set on the luff spar of the headsail reefing gear for some of the time that the vessel is in commission.

E.6. Winches

Tested, but not under load, and found in working order:

- 2 Barlow 24 self-tailing sheet winches on s/s brackets through-bolted to decks and
coamings
- 2 y/m drum winches on mast
- 2 Spinlock reefing winches on boom

F. ENGINE & STERNGEAR

F.1. Engine installation

A Volvo Penta twin-cylinder diesel engine (believed type MD2) is rigidly mounted on longitudinal wooden bearers beneath the companionway and cockpit, offset to starboard of the centreline (it may be that this vessel was originally fitted with smaller twin engines offset to port and starboard). Some sound insulation is fitted within the engine compartment; the plywood front cover of the engine box has one securing catch missing. An electric extractor (blower) is fitted, with flexible ducting carrying air from the engine compartment and discharging at a ventilator in the aft deck (very slight splitting of ducting in places).

The mechanical condition of the engine was not assessed but its sump oil level appeared satisfactory (though in need of changing), and the engine was found to turn over freely and to have some compression. Various oil stains were noted externally on the generally sound paint coatings but no evidence of major fluid leaks, though there may be an oil drip from the aft gearbox seal.

F.2. Engine ancillaries

Instrumentation in cockpit, with twin-lever control on outside of cockpit coaming operating gear and throttle via flexible Morse-type cables. A cable stop mechanism appears to be fitted on the engine, though if this is the only means of stopping the engine it is recommended that another is fitted for remote control from the cockpit. Electric and manual (with aid of decompressors) starting with belt-driven Dynastart-type combined starter motor/generator and belt-driven alternator. The engine is raw water

F. ENGINE & STERNGEAR (contd)

cooled, with reinforced flexible tubing from strainer at intake seacock beneath saloon sole and syphon-breaking vent fitted beneath port sidedeck discharging at a skin fitting in the topsides. Flexible water-cooled exhaust with in-line Vetus waterlock, muffler and swan neck discharging at a skin fitting at the waterline (seized seacock should be freed off).

F.3. Fuel system

A s/s fuel tank is mounted within a locker to port of the centreboard case, with reinforced flexible filler and vent tubing led aft to terminate in a sealed GRP deck box with lid (which would overflow to deck and thence overboard). Top-exit copper fuel delivery tubing to an in-line CAV prefilter/watertrap of glass bowl type beneath cockpit, then flexible tubing making final connection to engine-mounted fuel lift pump from which copper delivery tubing leads via the engine-mounted filter to the injector; copper return to filter. A sediment sump with drain is fitted beneath the tank, with a gate-valve isolating the supply to the reinforced flexible sight gauge re-entering at the top of the tank.

No visual defects noted though there is scope for some upgrading to current standards, for example: by replacing the watertrap with one of metal bowl type to reduce vulnerability in the event of fire; by ensuring that all flexible fuel hoses within the engine compartment are of approved fire-resistant type (type A1 or A2); and by connecting the tank, deckfiller and vent fitting to a suitable ground (e.g. anode stud) by means of a low resistance metallic conductor for the discharge of static electricity.

F.4. Sterngear

A y/m sterntube is fitted to a wooden shaft log on starboard side. It projects for approximately 825mm aft of its exit from the hull skin and is supported by the two legs of a y/m A-bracket which appears securely through-bolted to the hull. A y/m stern gland (stuffing box) with remote greaser is fitted at its inboard end, and the cutless rubber bearing at its outboard end shows no excessive sideplay though perhaps slight perishing - monitor condition whenever access permits.

Rigid coupling from gearbox to a s/s propeller shaft of 1" (25.4mm) diameter fitted with a three-bladed left-hand y/m propeller (believed manganese bronze) of 15" (381mm) diameter, y/m retaining nut and locknut. The propeller has recently been painted with metallic pink primer but coatings were scraped back in a few locations to reveal patchy though deep dezincification on boss and blades, together with some crumbling of blade tips. Assessment of the degree of weakening caused by this dezincification is hard to determine without destructive or radiographic testing, but although the propeller appears still to be capable of fulfilling its function of driving the vessel, it may be unduly susceptible to damage from impact with floating debris so precautionary renewal of the propeller is recommended as the prudent option.

G. SAFETY & GENERAL EQUIPMENT

G.1. Ground tackle

25lb (11.34kg) CQR anchor with at least 55 metres of 8mm galvanised short link chain stowing in the forward chain locker, its inboard end attached by a rope lanyard to the sampson post.

Fisherman-type kedge anchor of an estimated 12kg, with a short length of 8mm chain and some 10mm three-strand warp (believed polypropylene).

The main anchor is considered of minimal size for this yacht though the generous length of chain cable (more than listed on sales particulars) will compensate to some extent. However it is recommended that if exposed passages or the use of exposed anchorages are a possibility a larger anchor of high holding power (CQR, Bruce, Danforth, etc.) and not less than 15kg weight is also carried. The lanyard attaching the inboard end of the chain should be replaced by a stronger one of at least 12-14mm nylon and of sufficient length to extend through the naval pipe so that it could be cut from on deck in an emergency. The kedge warp is also considered undersized so should be replaced by not less than 40 metres of 12mm nylon warp.

G.2. Bilge pumps

Two Henderson Mark V diaphragm-type manual bilge pumps are mounted beneath the bridgedeck, with through-bulkhead operation. Reinforced flexible suction tubing from strum boxes in port and starboard saloon bilges, discharge at plastic skin fittings above waterline in side of centreboard case. Both pumps appear in working order, though their flexible gaiters forming the deck seal are split so the new gaiters seen on board should be fitted in their place. It will also be necessary to renew or repair the handle socket of the starboard pump in order that the gaiter may form an effective seal and pump operation not be hampered. A Plastimo portable dinghy/locker pump was also seen on board.

G.3. Safety equipment

Seen on board:

FFE 1.5kg BCF fire extinguisher, 1983
 Firemaster FM20 567gm dry powder fire extinguisher, undated
 Simpson Lawrence fire blanket
 horseshoe lifebuoy
 various flares (past expiry)

The BCF extinguisher can no longer be recharged and is anyway considered unsuitable for use within the accommodation, whilst the dry powder extinguisher is undersized and beyond normal replacement age. It is recommended that at least two new multi-purpose fire extinguishers of minimum fire rating 5A/34B are carried (though the generally recommended minimum combined fire rating of extinguishers is 13A/89B for this size of craft), distress flares should be renewed and it should be ensured that safety equipment

H. ELECTRICAL SYSTEMS

H.1. Batteries

Two heavy-duty lead-acid batteries (believed 60 ah and 40 ah respectively) are mounted in shallow wooden trays beneath the chart table, where they are secure against sliding and moderate pitching but should also be strapped in position to prevent any possibility of movement in extreme conditions or (for example) when dried out by the tide. As battery terminals are also exposed protective covers should be fitted to prevent accidental shorting.

Batteries are charged by the engine-driven alternator and perhaps by the Dynastart (regulator beneath chart table), supplying domestic, navigational and engine-cranking current via two isolating switches beneath the chart table.

H.2. Circuits and switches

12-volt DC

Switch/fuse panel at navigation station. There are waterproof sockets or glands on the outside of the bulwark and adjacent to the maststep (cables attached to mast have perished outer sheathing at mast heel and so should be renewed or if considered still sound after inspection should be taped over to prevent further abrasion). Within the yacht electrical cables are generally well-secured. Some domestic-type switches mounted on the aft saloon bulkhead for operation of the interior filament lights are not considered suitable for DC use, so should be changed for new switches of approved type.

240-volt AC

No fixed on-board system is fitted though cables with three-pin plugs and sockets were seen, together with a Siron 4 amp battery charger. If these appliances are to be used on board it should be ensured that any supply to which they are connected has appropriate earth leakage protection.

H.3. Navigation lights

A sternlight is fitted on the sternguard and sidelights on the coachroof, all in working order. (It cannot be verified that the sidelights, which are not of recent manufacture, would comply with the one mile range requirement of current regulations but it seems probable that they would.) A Marinaspec masthead tricolour lantern and an all-round white anchor lantern are fitted at the masthead (lens removed for safe storage) but could not be tested. A deck light is mounted on the mast. There is no steaming light provided for use in conjunction with sidelights and sternlight when under power, so an approved fitting should be mounted on the mast or existing switching arrangements modified in order to utilise the existing all-round white lantern at the masthead as a combined steaming light/sternlight in combination with existing sidelights, given that the present sternlight is not shown simultaneously with consequent possibility of confusion.

H.4. Cabin lights

Of filament type, apart from a fluorescent unit in the galley. In working order.

H.5. Electrical equipment

Other electrical/electronic items are mentioned elsewhere in the report.

H.6. Cathodic protection

A sacrificial zinc hull anode, believed M G Duff type ZD77, is mounted aft on starboard side close to the sterngear and shows no wastage (apparently recently fitted and an old completely wasted anode was seen nearby). The inboard end of the stud is electrically bonded within the hull to the engine and thence via the rigid coupling and shaft to the propeller, so should provide adequate protection. (It may be that dezincification of the propeller occurred before an anode was fitted; it is not recommended that the anode is also bonded to the shaft bracket or sterntube as these should be sufficiently corrosion-resistant in their own right and with wooden vessels there is the possibility of over-protection causing electrochemical degradation of the timber adjacent to bonded fittings.)

(note: two small rectangular plates are screwed to the hull skin near the mounting pads of the shaft bracket and may be sacrificial anodes, though they do not appear to be bonded to it and no evidence of their mounting was visible internally.)

Any anodes incorporated within the engine's waterways should be changed when necessary according to manufacturer's directions.

I. DOMESTIC SYSTEMS**I.1. Gas installation****(a) Supply**

A 4.5kg butane cylinder with valve is located in a recess within a galley locker, with space for a second cylinder adjacent (spare seen in cockpit locker). Armoured flexible tubing connects the cylinder to a bulkhead-mounted regulator from which adequately secured copper gas delivery tubing leads to behind the cooker, with a final armoured flexible section connecting to the gimbaled cooker.

Although this system appears in satisfactory visual condition it does not comply with current standards and the system should be upgraded. A full specification is outside the scope of this survey but further information can be provided if required. Essentially the gas cylinder in use and any spare cylinders should be mounted securely to prevent any movement within a dedicated sealed locker with overboard drain exiting at least 75mm above the waterline and of not less than 19mm internal diameter. The main run of gas delivery tubing should be in well-secured copper, using the minimum practicable number

I. DOMESTIC SYSTEMS (contd)

of compression joints (rather than soldered joints), with flexible tubing of approved type used only for final connections to cylinder and gimballed appliances. A separate isolating valve should also be fitted within reach of the cooker in a location which does not necessitate reaching across an open flame.

In the course of routine maintenance all unions in the gas delivery line should be checked periodically for leakage.

(b) Appliances

A Plastimo Ocean gimballed gas cooker with two burners, grill, oven and pan clamps is securely mounted and in good visual order. There is no provision for prevention of gimbaling if required (e.g. in heavy sea conditions) though this addition would be considered worthwhile.

I.2. Freshwater system

A Crewsaver 125 litre flexible freshwater tank is mounted under either saloon settee, with flexible filler to deckhead fitting. Gate-valves are fitted in the flexible delivery tubing which supplies a Whale double action foot pump at the s/s galley sink. Flexible sink drain to a seacock beneath saloon sole.

I.3. Toilet

A Blake Baby manual marine toilet is securely mounted in an enclosed compartment, with reinforced flexible tubing to seacocks beneath (outlet looped above waterline to prevent accidental backfilling). It appears to be in working order though probably has the commonly-found weep at the upper seal of both pumps (renewal of seals should give temporary cure), and some of its mounting bolts are superficially rusted.

I.4. Heater

A Taylors 079K kerosene (paraffin)-fired heater is mounted on the saloon bulkhead. A s/s fuel tank (believed 6.7-litre capacity) beneath the port settee has a filler cap/pressurising pump on top, a pressure gauge and a plastic sight gauge. Copper fuel delivery tubing leads to a valve beneath the appliance, then to the appliance which has its own control knob. A s/s flue exits at a spray-proof deckhead fitting with external cowl.

Although it is common with this type of heater to fit the tank within the accommodation, this installation should at the very least be improved by securing the tank, by fitting a drip tray beneath to catch and contain any accidental spillage of fuel and prevent it from reaching the bilge, and by securing the copper fuel delivery tubing to prevent fatigue through excessive flexing with provision of further protection to reduce its vulnerability to accidental impact. (Note: part of the tubing is sheathed in plastic but still risks being caught or abraded when the berth support is lifted.)

J. ACCOMMODATION

J.1. Berths

Five/six berths in two cabins. Brown vinyl covers of foam mattresses and back rests generally in good condition, back rests incorporating leeboards for saloon settee berths.

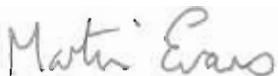
J.2. Furnishings

In good cosmetic order with saloon deckhead painted in white textured finish (presumably to minimise condensation), varnished hardwood drop-leaf table (with fiddle), companionway ladder, grab handles, ceiling slats; hardwood-clad sole on pine boards; laminate-faced galley worktop; curtains fitted to saloon windows; grubby carpet on saloon sole.

J.3. Ventilation

Apparently adequate for most conditions, with three hatches (including that over lazarette), two opening windows, an opening portlight, and two dorade ventilators.

1st April, 1996



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