

MEDWAY SEA CHARTERS

(Brokerage Department)

Proprietor: MICHAEL J. BABBAGE

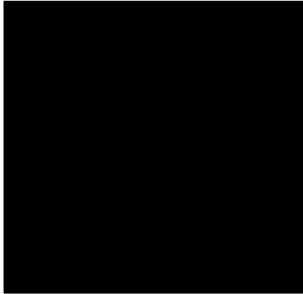
D.T.I. R.Y.A. YACHTMASTER (OFFSHORE) INSTRUCTOR
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Our ref;MJB/ad.

2nd August, 1984.



Further to our meeting at your home yesterday, and my survey of your yacht NAIANDE for insurance purposes, I now report as under.

NAIANDE was found lying at your property, supported on sleepers and well shored up, virtually the whole exterior was accessible for survey, some interior areas were not viewed owing to the general construction of the craft - in particular a considerable area of the bilge was covered by the water tank and it was not possible to gain entry to much of the long narrow counter aft. The craft was built by Sussex Work Yachts of Shoreham in 1938 to the lines of the Mystery Class, designed by Robert Clark, she is rigged as a bermudan cutter, carvel planked pine and mahogany on oak frames, trimmed and finished in teak. Auxiliary power is by a B.M.C. Vedette 1100 cc petrol engine driving a single propeller. Main dimensions are 38'6" x 26'6" x 8'9" x 5'9" draft.

Hull exterior. This was found newly painted ready for launching but had been the subject of considerable work by the new owner, a professional joiner, over the last nine months since purchase. Previous to this the yacht had been laid up for a period ashore and the hull planking had opened up considerably - all seams have been raked out and re-caulked and re-payed with flexible stopping which will be partly exuded as the hull takes-up when afloat. The hull planking was found hard at all points tested and the work on the seams has been completed to professional standards. The rudder, rudder bearings, propeller and stern gland were examined and found satisfactory, all skin fittings, echo sounder transducer and pad in good order. The craft has a lead keel, the keel/deadwood joint was examined and no signs of movement seen.

Hull interior. This was examined and prick-tested in all accessible areas, all found hard and good. The craft is very substantially built with good steamed oak timbers at 8" centres throughout and substantial longitudinal stringers. She has good deep floors through the bilge and many substantial oak hanging and lodging knees at deck level, all sound and showing no signs of movement. At the mast partners and again at the mast step I noted steel angle re-inforcements all in good condition and forming part of the original construction. Shroud plates are internal on this craft, have been recently re-galvanised and rebolted satisfactorily. Noted several timbers have been doubled towards the after end of the hull on the reverse turn of the bilge, this job appears to be carried out by a yard in laminated and glued

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timber and has added considerably to the strength at this point. The cabin joinery and furniture is mainly the original, was beautifully carried out and still in nice condition - noted the galley area has been rebuilt by the new owner to the existing standards and a new sink and Calor cooker has been installed. Noted the electrical wiring throughout the interior and to the engine is at present stripped out and in process of replacement, work seen so far is good. All seacocks checked and found good, in several places hose clips to the interior plumbing are absent and this should be attended to. Noted Baby Blake sea toilet in original and good condition. Bilges found in generally good condition but need clearing of building rubbish before launching as bilge pump could be choked on this debris. The tops of the keel bolts where accessible were checked and found satisfactory - no keel bolts were removed at this time but the situation should be kept under review in the future, any signs of movement at the external keel joint or otherwise unexplained, leaking in the hull could well point to wasting occurring in the bolts and they should then be removed and examined. The engine installation was examined and found satisfactory generally but work on rewiring is in progress and general tidying-up is required. Noted satisfactory fuel tank and copper fuel piping to engine. Noted new heavy duty battery stowed in substantial deep box. The after counter space was next examined as far as possible but this is a very long enclosed area and much could not be reached. Found good where tested, there is a ventilator to this space but every effort should be made to keep air circulating as these long counters have often proved highly likely to breed rot, particularly if filled with damp equipment and deck leaks allow the entry of fresh water.

Decks and Deck Fittings. The whole area examined and found satisfactory, the deck covered in Trakmark well secured and edges beaded down, all cleats and other fittings secure, the woodwork all as original to a very high standard and in sound order. Noted new pulpit recently fitted, this puts some strain on the wooden toe-rail forward but brackets are being made up to cure this small problem.

Spars, rigging and sails. Mast, boom and spinnaker boom all seen and satisfactory, the mast has been recently stripped back to bare wood and revarnished, now ready for replacement of fittings. The rigging is in stainless steel to satisfactory sizes and was new two years ago. The sails comprise one mainsail, one spinnaker and five headsails, all in terylene by Gowens and regularly serviced by them.

Equipment. Noted CQR anchor and Fisherman type anchors together with 15 faths 3/8" chain, Pulpit, pushpit and lifelines, 4 fire extinguishers, echo sounder, steering compass, VHF radio, lifebuoy and light, 6 life jackets, and Lifeguard 4-man life raft, serviced two years ago. All this equipment in good general condition but not tested at this time. Noted calor gas piped to cooker in copper tubing with short length flexible hose to gimballed stove.

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Conclusion, This vessel is now some 47 years old but is a tribute to those who built her and those who maintained her over the years. The present owner has given her a new lease of life and she should be good for a number of years yet. The owner expects to launch her when the re-wiring is complete at the end of this month, and to moor her at Hearty Ferry in the Swale, to be used for general pleasure cruising and coastal passages and I consider her suitable for this use in normal weather conditions. The owner paid £12500-00 for her in a rather run-down condition about a year ago and now values her at £14500-00, in view of the work carried out over the period I consider this realistic and in line with current market values. (3)

M. J. Babbage

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