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CONDITION SURVEY CARRIED OUT ON THE WESTERLY FULMAR AUXILIARY BERMUDAN SLOOP "SUSHA OF COLNE" ON BEHALF OF [redacted]

This report is issued subject to the Standard Conditions of Survey and is a factual statement of the surveyors examination, with his opinion given in good faith of the relevance of disclosed facts and defects. The report implies no guarantee against defects, which 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 :- 11th September 2006 ~~2005~~

Persons present during survey:- None

Conditions :-

The weather dry and sunny after a heavy overnight dew. Temperature approximately 18º C. The craft was in a steel cradle, supplemented with wooden props on hard standing in Titchmarsh Marina, Coles Lane, Walton on the Naze, Essex.

The mast was stepped and boom attached to mast and the mainsail was bent on the boom, but the genoa was not bent on the single groove alloy luff spar of the Sailspar roller reefing system, but contained in a sail bag in the fore cabin locker. The mast was inspected using binoculars from the ground and on deck.

General hull access was satisfactory, although there were some limitations internally in way of tanks and the internal linings and moulded lockers.

General notes and summary of findings :-

In accordance with instructions received from [redacted] to undertake a detailed inspection of the Westerly Fulmar yacht "SHUSHA OF COLNE", so that this could be shown by his Brokers to persons enquiring to purchase the craft, the undersigned attended at Titchmarsh Marina to survey the yacht and submit a report accordingly.

SUSHA OF COLNE" is a Westerly Fulmar moulded in GRP and built by Westerly Yachts Ltd., 47 Aston Road, Waterlooville, Portsmouth, Hants PO7 7XJ to Lloyds hull standards in 1986 as a family fin keeled sailing cruiser, offering good accommodation and noted for its excellent sailing performance.

The design was by Ed Dubois, for which the specification gave a length overall of 31' – 10" (9.70 m), water - line length of 26'–0" (7.92 m), a beam 10'- 11 (3.33 m), a draft of 5'- 3" (1.60 m) and a displacement of 4,490 kg incorporating an iron bolt on fin keel ballast amounting to 1914 kg, giving a 42.6% ballast ratio.

The hull design incorporates a comparatively high free board, a cut away bow with a fine entry at the forefoot, a deep round bilge section with a shallow moulded stub

through which the iron fin keel is bolted, and then extending aft to a short shallow moulded skeg and a transom stern. The semi balanced deep hydrofoil section spade rudder is through hull mounted.

The mast is fractionally rigged and fitted with a single set of sweptback spreaders.

The craft holds a Part 111 Registration SSR 16029. It holds a Lloyds Registry of Shipping build certificate with a LC Registration HCC SOU 510680, a Hull Identification Number SOUO..035 and a Yard Build number of L145.

It has for its overall length, a large size deep self-draining cockpit, with moderate high coamings. The interior provides sleeping accommodation for up to 6 persons, consisting of a large single quarter berth to port and two side settee berths each with wooden lee boards in the saloon cabin, convertible to a double berth and a fore cabin with two V berths, which with an infill can be converted into a double berth.

A separate forward facing chart table/navigation area is located in the saloon cabin adjacent to the companionway steps, and an “L” shaped galley, fitted with a sink, refrigerated cool box and a cooker to starboard adjacent to the companionway steps. A self-contained heads compartment is located to port between the saloon cabin and the fore cabin, with two large hanging lockers to starboard.

The overall rigidity and strength of the hull section is achieved by the incorporation of substantial moulded box section longitudinal and transverse stringer floors, with a substantial longitudinal top hat stringer moulded each side within the internal section of the hull moulding hull, in conjunction with the full height bulkheads and the semi-bulkheads forming the subdivisions of the saloon area,
together with the sub divisions of the under berth lockers.

All bulkheads and subdivisions of the under berth lockers and the box section floors were found to be securely bonded to the internal sections of the hull, with no signs of any movement or stress areas.

All the upper sections of the keel bolts could be examined internally and these were found to be suitably fitted with stainless steel backing plates bedded on mastic. All were seen to be in a secure condition, with no indications of any rust. It was noted that the bilges were very clean and dry having been painted with a grey bilge paint.

The external mastic used to bed the keel to the moulded hull stub was found to be sound, and there were no signs of any rust on the iron keel, but possibly small rust blisters beneath the old anti-fouling paint. None of was considered a problem.

Externally the white pigmented with a red and blue styling lines beneath the gunnels hull topsides were seen to be in a good well polished condition, with only a few minor scratches and abrasions in the gel coat. Small chips in the gel coat were noted on the corners of the transom and at the stem. Evidence of small gel coat repairs were seen just aft of amidships starboard side just below the gunnel and just aft of amidships port side just above the waterline and on the starboard side approximately one metre from the transom just above the waterline. None were considered a problem. Hammer tests found no weaknesses or likely areas of delaminating within the laminate

Beneath the water line the hull was seen to be in good condition. Moisture readings undertaken using a Tramex Skipper Plus moisture meter set at Range 2 gave very low indications of moisture. It was noted that the craft had undergone an epoxy treatment in 1994, which was all seen to have been carried out in a satisfactory manner.

Visual inspection and hammer test soundings taken on the hull found no signs of the onset of osmosis or weaknesses within the laminate, or evidence of any previous repaired damage.

The moulded deck and cabins, with moulded non-slip pattern, incorporating the saloon, fore cabin and the cockpit, was seen to be in a sound and reasonably good polished condition, although this could be improved with a mild abrasive gel coat polish. No evidence of any damage was seen or signs of any gel coat repairs or any gel coat star

crazing, other than a small gel coat star craze on the outer section where the middle stanchion on the port side is bolted through the side deck. The non-slip areas were noted to have been painted with proprietary non-slip blue pigmented deck paint that was all seen to be in sound secure order.

All the alloy stanchion bases were seen to be secure and the respective stanchions in sound order, although it was noted that the forward stanchion on the starboard side is leaning aft by a few degrees, but otherwise sound.

All the deck fittings consisting of the teak grabrails, alloy mooring cleats, coach roof mounted running rigging organisers and the polished two section stainless steel pushpit

and the pulpit were found secure and in a well polished condition. In addition the teak toe rail through bolt mounted on the side decks was all found to be sound and secure and in a well varnished or weather protected condition. Both alloy sheet tracks with adjustable position fairlead cars mounted on the side decks were found secure, with no signs of water ingress through the fastenings. Mainsheet track of alloy fitted with an adjustable position traveller mounted on the cockpit aft coaming was found to be in good order and secure condition.

The cockpit, which is formed as part of the deck moulding was seen be in good condition and the gel coat surfaces showing no signs of any damage or gel coat star crazing. It is fitted with side seats, that to starboard with two hinged GRP hatches, one of which to a large locker containing the Eberspacher oil-fired hot-air space heater, the refrigeration unit for the refrigerated deep cool box in the galley and the inboard connection for mains shore power including the RCD. The other to the self-draining locker containing the gas cylinders. Both seats fitted with inlaid teak, which was all seen be in sound secure order. Cockpit sole fitted with three sections of teak grating, which was all seen to be in good condition.

The hull/deck join on this class of craft is by a lip on the deck moulding overlapping the top section of the hull topsides and then through bolt fastened in conjunction with a teak rubbing strake covering the external join. The internal section of the join being then laminated together to achieve a watertight and strong bonding.

Where it was possible to inspect the hull/deck join internally, it was found to be in a secure condition, with no visible signs of the ingress of water or other problems.

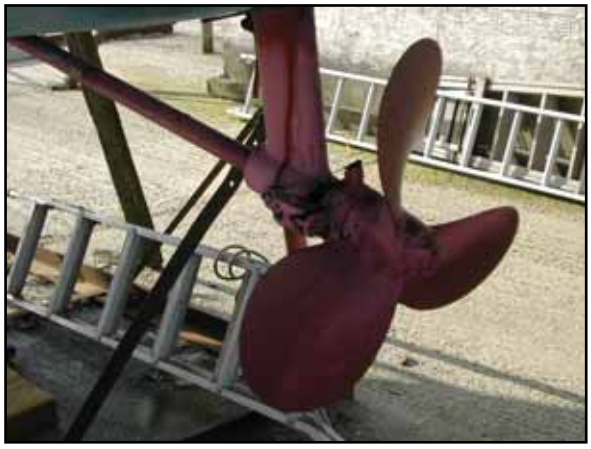
Other than a few scuffing marks in the teak rubbing strake on the port side; this was also seen to be sound secure condition.

The GRP laminated moulded through hull mounted semi-balanced hydrofoil section spade rudder fitted with a stainless steel stock, was found to be in sound condition, with no signs of any damage or repair. Moisture content readings again taken with the Tramex Skipper moisture meter found very high moisture content, but no signs at of any osmotic blistering. This is a common feature with this method of rudder construction, whereby water enters the rudder core by capillary action through the section where the stock enters the moulding. This is not normally considered a problem other than the fact that when the craft is ashore during severe freezing conditions it could cause the rudder to split. To overcome this a small hole can be drilled in the top of the rudder blade and one near the bottom allowing any water to drain out during the winter and then plugging with silicone mastic before re launching. This plug can then be removed when next laid up.

Slight fore and aft wear was found in the lower plastic rudder stock bush, but was not sufficient to be considered a problem and furthermore, when the craft is again immersed in water the plastic expands by a small amount, which will possibly take up any slight apparent movement. Internally the laminated rudder stock tube was found in secure order, with no signs of any weakness or water ingress where laminated to the hull.

Movement of the rudder is achieved by a teak tiller with an alloy extension arm, which was seen to be in sound order and well varnished condition and suitably attached to the stock by a stainless steel hinged head. No wear was found in the stainless steel hinge bolt, but slight movement was found where the hinged head is secured to the top of the rudderstock by a large nut, above

which is a split pin to prevent the nut coming off. The nut was found to be loose and therefore in need of tightening.



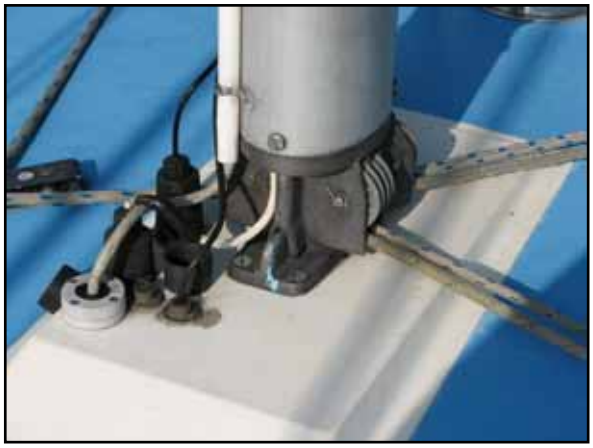
The three bladed fixed bronze propeller was found in good condition and properly secured and locked to the stainless steel propeller shaft and fitted with a proprietary rope cutter. The rubber cutlass bearing in the “P” bracket showed no signs of wear. The inner seal is provided by a rubber Volvo type. This was seen to be in good order with no signs of any excessive previous water ingress. Although appearing sound at the present moment the rubber seal may have hardened during the years that the craft has been laid up ashore. Therefore will need to be closely watched when craft is launched. It should also be noted with this class of inner seal that before the propeller shaft is allowed to revolve when first launched, that the seal be squeezed to expel all air from within the stern shaft tube until water exudes, to enable the seal to be water lubricated. Failure to do so could cause damage to the seal.

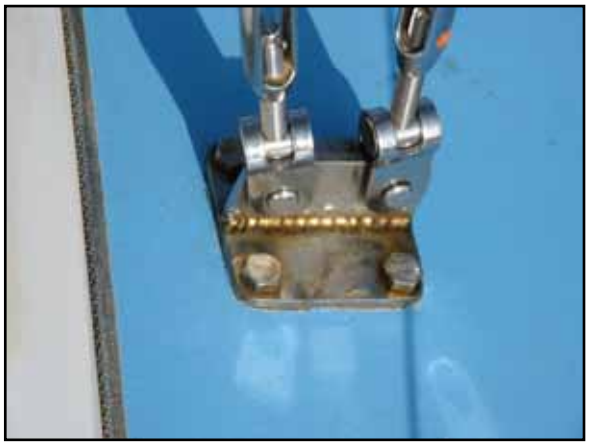
The bronze “P” bracket incorporating the rubber cutlass bearing supporting the external section of the propeller shaft was found secure, with no evidence of movement or weakness, but it was not possible to inspect the internal laminated section of the bracket as this was found to be located beneath the water and fuel tanks. However knowing how Westerly approach the internal mounting of “P” brackets no problems are envisaged.

The silver anodised fractionally rigged coach roof stepped aluminium mast and b had to be inspected through binoculars from d ood condition and the silver anodising sound a ing showing no signs of excessive wear and t ttachment secure. The mast is fitted with a s alloy spreaders mounted in alloy sockets s in secure sound condition, but individual

fastenings could not be studied. Masthead crane was seen to be in good order, together with the alloy heel fitted with turning blocks to enable all halyards and reefing lines to be led aft back to the cockpit. All reinforced slots for the Gibb type swaged rigging ends showed no evidence of any weakness.

The mast is mounted on an alloy through coachroof bolt secured plate, which was found to be secure and in sound order. Under deck mast compression support is provided by a substantial teak post mounted on the reinforced section of the bilge over the keel. This was found secure with no signs of any weakness or mast compression failure.





The stainless steel rigging consists of two cap and two lower shrouds, a single backstay and a forestay fitted with Sailspar roller reefing incorporating a single groove alloy luff spar. In addition a further forestay is fitted attached to the outer cheek of the stainless steel stem head fitting, which can be quickly detached from the stem head when not required and when in use tensioned with a Hyfield type lever turnbuckle

All found to be in good condition having all been completely renewed in 2006.

All the chrome that bronze turnbuckles were found to be suitably fitted with toggles, with none bent or distorted, having all been replaced when the rigging was renewed. In addition, the fabricated stainless steel combined chain plates with deck plates for the cap and lower shrouds mounted through the side decks were found to be in a sound secure order. These chain plates are secured under deck by a stainless steel strip bolt fastened to laminated hull webs. As far as it was possible to inspect the laminated webs were seen to be secure, with no signs of any weakness or water ingress through the deck

fastenings. Backstay secured to stainless steel strip backstay through bolt fastened on the transom, which was found to be secure. Forestay with the roller reefing attached to the centre cheek of the stainless steel double roller stem head bracket, which was seen to be securely bolt fastened through foredeck and stem.

The pre-stretched braided polyester running rigging was all seen to be in good condition and is led back to the cockpit either through sheet blocks on the side decks or organisers mounted on the coach roofs, which were all found secure.

Both the Barlow 21 two speed sheet and halyard winches, with rubber cappings to enable self tailing, mounted on the aft section of the saloon cabin coach roof and the two Barlow 19 two speed halyard winches also mounted on the aft section of the saloon cabin coach roof were found secure and working satisfactorily, but unable to test under load.

All the mooring cleats, consisting of two large alloy mounted on the fore deck and two similar on the aft deck quarters, were seen to be secure, with no signs of weakness or crazing around bases. Securing of the halyards and reefing lines is by a bank of five Spinlock clutch jamming cleats on the port side of the aft section of the saloon cabin coachroof and four on the starboard side of the coachroof. All were found secure and operating satisfactorily. Further Tufnol horn cleats for genoa sheets also mounted on the aft section of the saloon cabin coach roof. These were both found secure.

The ground tackle consists of a 35 lb plough bower anchor attached to approximately 30 mts of 5/16 inch galvanised close linked chain. All was found in satisfactory condition. A manually operated alloy windlass through bolt secured on the foredeck and fitted with

both a rope and chain gipsy achieves raising of the anchor. This was found secure and when tested operated satisfactorily and the clutch for lowering allowing free movement of the chain.

A further 20 lb plough kedge anchor attached to a short length of chain and an unmeasured length of multi-plat nylon warp seen and found to be in good order

Electric wiring was found in good order, having been fitted with a well laid out switch panel with circuit breakers on the side of the engine compartment by the chart table. This was seen to be clearly laid out and when it tested operated satisfactorily. Noted that the craft has been at wired for mains shore power with a number of socket outlets in the cabins. All found to be satisfactory and suitably fitted with RCD protection.

Three lead acid batteries are contained beneath the quarter berth were seen to be in good condition and suitably strapped. Charging of the batteries is achieved by the engine alternator or alternatively when main shore power is connected through the in built battery charger. It was also noted that the craft is fitted with an Adverc battery management system.

Two removable master battery switches seen mounted on the riser of the quarter berth. Found in good order and operating satisfactorily.

Navigation lights fitted in accordance IMO requirements, consisting of a bi-colour mounted on the pulpit, a steaming light with deck light on the mast, and a stern lantern

mounted on the pushpit. All tested and found working. Because of the sunshine it was not possible to see if the tri- colour with an all-round anchor light mounted on the masthead was working. Visually it appeared to be in good order.

The gas installation, consisting of gas cylinder storage in the self-contained starboard hand cockpit locker was seen to be in order, and the flexible piping from the cylinder to the fixed copper piping complying with BS 3212 and showing a date of 2003. The flexible piping at the cooker from the gas stopcock also to BS 3212 was seen to be new, having only just have been replaced, but this was showing a date of March 1997. Unfortunately there is not much they can be done in these circumstances when this situation arises, caused by Chandler's purchasing large quantities of the piping, but only selling in small lengths over a number of years. Having had assurances that this is in order from the Chandlers as no gas has been used in the pipe, no replacement is necessary. As far as it was possible to inspect the fixed copper piping was seen to be properly clipped and showing no adverse corrosion.

Gas stopcock fitted beneath cooker and found operating satisfactorily.

The manual diaphragm bilge pump located in the cockpit tested and all found to be operating satisfactorily. A freshwater foot operated pump to the faucet serving the galley sink and a similar foot operated pump serving the faucet to the hand washbasin in the heads were both tested and found to be operating satisfactorily.
The stainless steel fresh water tank seen located beneath cockpit sole aft of the engine all seen to be in good condition and secure. Aft of at the fresh water tank is a diesel fuel tank, which could not be closely studied but all appeared to be in order and suitably fitted with a shut off valve.

Companionway hatch consists of a sliding tinted acrylic top section fitted into alloy runners and having two white opaque acrylic washboards. These all seen to be in good order. An alloy framed tinted acrylic Lewmar hinged escape hatch seen a mounted over the fore cabin berths. Found in good order and hinges secure and as far as it was possible to tell the sealing rubbers sound and the securing catches operating satisfactorily. Unfortunately the acrylic was seen to be badly crazed, but no evidence of any likely water ingress was seen. A similar but smaller type of Lewmar hatch mounted in the

heads coach roof, this was also seen to be in good, but also badly crazed. Both the hinged GRP hatches for the cockpit lockers were seen to be in good order and the hinges secure.

Below deck all woodwork, consisting of side shelving, draws, berths and bulkheads are all of teak or teak faced plywood. All seen to be in a good clean secure condition. The internal foam back vinyl head and side lining were also all seen to be in good clean secure condition, although noted to be slightly sagging in the middle section of the fore cabin coachroof.

All the foam filled blue woven upholstered berth and back cushions were found in sound clean order. Cabin soles of teak and holly veneered plywood, both screw secured and also with large hatches to the bilges. All found be in a good well varnished condition and those originally screwed down having now been left loose to provide immediate access to all the bilge area.

Windows in the saloon cabin are of acrylic in alloy frames. All frames were seen to be in good condition, but noted that the seals are showing signs of degrading, although no evidence was seen of previous ingress of water. The acrylic showed no signs of excessive crazing.

The Bukh DV20 twin cylinder 20 hp directly water-cooled diesel engine appeared to be in a clean well maintained serviced condition. An engine does not form part of a craft survey and therefore if considered suspect, it should be inspected by an accredited Agent or specialist marine diesel engineer. Unable to hear engine running.

The engine beds were examined and found in order and the engine mounts found sound, although slightly rusty, but could not be examined whilst engine running. No alignment checks possible but seemed in order.

The rubber water injected exhaust piping and plastic water lock were seen to be in a satisfactory condition. The engine seacock and water piping were all seen to be sound and operating satisfactorily.

All other seacocks were found secure and operating satisfactorily other than that for the WC inlet and outlet fitted with Blake type tapered seacocks, which are noted for seizing on the facings if not treated with the special Blakes grease. These can possibly be eased with a blow with a rubber mallet.

Two 1 kg ABC category fire extinguishers seen on board showing adequate pressure and a fire blanket seen near cooker and was found to be in good order.

The fully battened mainsail was bent on the boom and found to be in good serviceable condition. A genoa for fitting on the headsail reefing spar was seen in its bag and found to be in a very good almost new condition. A further light weight genoa was also seen in its sail bag, together with a storm jib with hanks and a spinnaker. All in good serviceable order.

The following instrumentation were seen installed on the craft and when tested all were found to be working satisfactorily: -

Autohelm ST 4000 automatic self steering.
Foruno GPS Navigator
Target Navtex Pro.
Foruno radar.
Kelvin Hughes VHF radio
Panasonic radio cassette
Stowe Navsounder
Stowe wind speed and direction
Stowe Navigator 2 log
Brass clock and barometer.
Heating is provided by an Eberspacher oil-fired ducted hot air system, with the burner unit located in the starboard cockpit locker. This was found to be in clean condition properly installed and secure. When tested in the heating mode it would start, but cut off after approximately 10 seconds. This would indicate a faulty igniter or in need of servicing, having not been used for a long period. When used in the cool fan position it was found working.

The survey found that "SHUSHA OF COLNE" has been well maintained and represents a very good example of a popular class of cruiser/racer and in addition it has an extensive equipment inventory and navigation instrumentation, with very little in need of attention, and therefore the craft can be considered to be in a well found condition.

The craft was found to be in a suitable condition for all aspects of sea sailing in accordance with the original design.

Unless otherwise stated, structural items and members as outlined below, were examined where accessible, and appeared to be in a satisfactory condition as far as could be

ascertained without opening - up. They were also considered of adequate scantlings and material, bearing in mind the type and class of craft, age, type of build and standard of maintenance.

ACCOMMODATION :-

Consisting of a saloon cabin containing a quarter berth, two side settee berths, one convertible to double berth and a fore cabin fitted with a double berth.
Fitted in the saloon cabin is a navigation station with a large chart table and a well fitted galley.
Forward of the saloon cabin divided by a full height bulkhead with an open companionway is a self-contained heads and two large hanging lockers. A further bulkhead with a hinged bulkhead door divides this section from the fore cabin.

Beneath all berths are lockers with laminated sub-divisions forming partial bulkheads.
Lockers and shelves are located around cabin sides
All furniture woodwork, locker facings, bulkheads, frames and cabin doors throughout, are either teak or teak veneered plywood Cabin sole is teak faced holly striped plywood with lift out hatch sections. All found in sound good clean condition.

ANCHOR & CABLE :-

Bower is a 35 lbs plough with approximately 30 metres 5/16 inch close linked galvanised chain, with raising of such provided by a manually operated windlass bolt secured on the foredeck and when tested found to be operating satisfactorily. A further 25 lb plough kedge anchor with a short length of chain and multi-plat nylon warp seen in locker. All found in good condition.

BALLAST :-

Iron being the fin keel. No other internal ballast. All in order.

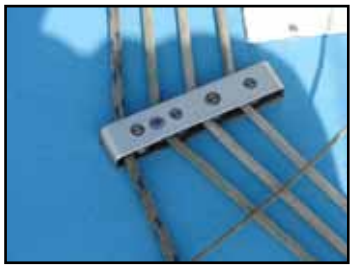
BATTERIES :-

3 12v lead acid batteries located in locker beneath the aft quarter berth. All appeared to be in good condition and suitably strapped.
Charging of the batteries is achieved by a 12 volt alternator driven from the engine supplemented by an in built battery charger powered by mains shore power.

BLOCKINGS :-

Under deck blockings in way of all fittings are bonded in satisfactorily.

BLOCKS :-



There are various types of plastic/stainless and Tufnol, including coach roof mounted organiser and base of mast turning blocks. All were found to be in order and secure.

BULKHEADS :-

All full and partial bulkheads were found to be securely laminated to the internal sections of the hull, with no evidence or signs of movement, weakness or stress conditions.

CHAINPLATES :-

Stainless steel fabricated double eye section with deck plate attached to under deck stainless steel strip tie bars to webs laminated to the internal hull sides, as a joint attachment for both the 2 cap shrouds and the 2 lowers.
Both webs were found to be securely laminated to the hull with no signs of any weakness.
Backstay is attached to through transom fastened stainless steel strip. Forestay attached to the stem head fitting.

CHART TABLE:-

Located to port adjacent to the companionway steps forming part of the navigation station.

CLEATS :-

Two large alloy mooring cleats on fore deck and two similar on aft deck quarters.
Two banks of Spinlock clutch cleats for halyards/reefing lines mounted on aft section of coach roof. Two Tufnol cleats for halyards also mounted on aft section of coach roof. All cleats found secure.

COCKPIT :-

Large deep self-draining at the aft end through transom above water line and with high moulded coamings. The cockpit is formed as part of the overall deck moulding and comprises of 2 side seats with inlaid teak and a sole fitted with teak grating.
All gel coat services in reasonably good polished condition.

COOKER :-

Gimballed Plastimo Neptune 2000 gas cooker, fitted with 2 burners grill and oven and seen in good clean condition. Fitted with gas stopcock adjacent to cooker.

.**CUSHIONS :-**

Foam, covered in woven blue upholstery fabric which was all seen to be in good clean condition .

DECK MOULDINGS :-

A balsa sandwich polyester resin moulding, with a white-pigmented gel coat. Laminates are of good quality with chopped strand glass reinforcement, incorporating internal reinforcing in localised stress areas. The moulding incorporates a moulded non-slip pattern on decks and coach roofs painted with blue non-slip deck paint.
Teak toe rail fitted on side decks, which was all seen to be secure and in good condition.

ELECTRIC'S :-

All electric wiring was found to be in sound order. All navigation lights fitted are in accordance with IMO regulations including a tri-colour with an all round white on masthead.
Cabin lighting by normal tungsten or strip bulbs. All entirely satisfactory. Various electronic instrumentation wired through switch panel.

Socket for mains 240 v shore power installed and fitted with RCD safety circuit breaker and outlets and wired to a fixed battery charger.

ENGINE :-

A Bukh DV20 20 hp twin cylinder diesel engine, raw water cooled fitted with a reduction gearbox providing forward and astern drive, attached by standard clamp coupling to a stainless steel propeller shaft fitted with a Volvo inner seal that could not beclosely inspected.
The engine does not form part of a craft survey. Inspection showed engine to be in good clean external condition, indicative that it has been reasonably well maintained.
Engine beds and mounts were seen to be secure, but unable to test with engine running, but do not suspect any problem. Engine alignment appeared satisfactory.

FIRE EXTINGUISHERS :-

2 seen on board and showing satisfactory pressure.
Fire blanket found to be satisfactory.

FITTINGS :-

Of suitable size for the type of craft.

FLOORS :-

Substantial laminated box section floors extending the full width of the cabin soles laminated to the hull and found secure.

GALLEY :-

Located to starboard adjacent to companionway. Consisting of a laminate worktop fitted with a stainless steel sink served by a foot pumped fresh cold water faucet with lockers and draws beneath, a refrigerated cool box and a gimballed gas cooker.

GAS :-

Cylinder stowage is in a self-contained draining cockpit locker.
All flexible piping and fixed copper piping satisfactory. Gas stopcock fitted at cooker.

GRABRAILS :-

Two sets of two teak mounted on the saloon and fore cabin coach roofs. All were seen to be in sound and secure condition .

HATCHES :-

Main hatch is of sliding tinted acrylic with alloy runners. Washboards of white opaque acrylic in slotted teak runners, secured by twist key operated latch.
Fore hatch hinged is a Lewmar alloy framed acrylic with smaller in heads coachroof. Both badly crazed. Hinges secure.
Cockpit locker hatches of hinged GRP mouldings with laid teak secured by lockable catches. All sound.

HEATING :-

Eberspacher oil-fired hot-air space heater. Needs to be serviced as only operating in the cool fan position.

HULL :-

The moulding is of a single skin polyester resin with a white pigmented gelcoat. Laminates are of chopped strand glass with woven mat in specific areas with a good glass to resin ratio. Incorporated into the moulding are substantial longitudinal top hat stringers. Laminated floors, bulkheads and sub-divisions of the under berth lockers provide the necessary rigidity in conjunction with the moulded deck.
Topsides in reasonably good polished condition and below waterline found to be quite dry with no weakness and also noted to have been epoxy painted in that 1994.

INSTRUMENTATION :-

The following instrumentation forms part of the crafts specification and were seen installed:-

Autohelm ST 4000 automatic self steering.
Foruno GPS Navigator
Target Navtex Pro.
Foruno radar.
Kelvin Hughes VHF radio
Panasonic radio cassette
Stowe Navsounder
Stowe wind speed and direction
Stowe Navigator 2 log
Brass clock and barometer.

KEEL :-

Cast iron fin keel mounted on moulded hull stub and through bolt fastened. All keel bolts secure and hull to stub join sound

LININGS :-

Internal head and side cabin linings are all of foam backed patterned vinyl. All seen to be in clean sound and secure condition, but with slight sagging in fore cabin.

MAST, BOOM & SPARS :-

Silver anodised aluminium fractionally rigged mast and boom coach roof stepped manufactured by Kemp Masts. All found to be in good order, with halyards run through mast with turning blocks at the base and fitted with a single set of swept back aerofoil section alloy spreaders. Silver anodised aluminium spinnaker pole mounted on side deck which was seen to be sound.

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MAST SUPPORT:-

Alloy mast heel plate bolted through the coach roof supported beneath by a substantial teak compression post mounted on the reinforced bilge, which was all found be secure with no compression weakness.

PROPELLER & SHAFT :-

3 blade bronze propeller mounted on a stainless steel shaft and fitted with a proprietary rope cutter, supported externally by a "P" bracket mounted through the hull and fitted with a rubber cutlass bearing showing no wear. All secure and fitted internally with a Volvo rubber seal.

PULPIT AND PUSHPIT :-

Both of polished stainless steel through bolted to the deck. No distortion or other damage evident.

PUMPS :-

Manually operated diaphragm bilge pump mounted in the cockpit with pipe work fitted with strum box in the bilge. All found to be operating satisfactorily.
Freshwater foot pumps serving galley and heads.

WC fitted with hand operated water inlet and discharge pump. Unable to test but appeared satisfactory.

RIGGING :-

Standing rigging is 1 x 19 stainless steel with swaged hook ends. All completely renewed 2006.

Running rigging is pre-stretched braided polyester with halyards run through mast. All in good condition

RIGGING SCREWS :-

Open section chromed bronze turnbuckles with locking split pins. All fitted with toggles. None bent or distorted having all been at replaced when rigging renewed.

RUBBING STRAKE:-

Teak forming the outer cover of the hull/deck join. Found secure, with only slight abrasions port side.

RUDDER & SKEG :-

The semi-balanced spade rudder of GRP laminate with a stainless steel through mounted stock. Slight movement found in lower stock bush, which may disappear when immersed, but otherwise acceptable. Rudder found to be very wet but no osmotic blisters seen.

SAILS:-

All in satisfactory serviceable condition.

SEACOCKS :-

All seacocks found fitted to the craft were found secure and operating satisfactorily other than the WC inlet and discharge seacocks, which need to be eased and greased.

SHEET TRACKS :-

Headsail sheet tracks are of alloy, through bolted either side on the side decks, fitted with adjustable position cars.
Mainsheet track of alloy with adjustable position traveller, through fastened to aft cockpit coaming. All tracks found sound and secure with no water ingress through fastenings.

STANCHIONS :-

Alloy designed for double guard wires, supported in alloy sockets through deck fastened.
All secure other than one very slightly distorted aft starboard side.
Guard wires of stainless steel. All found secure.

STEMHEAD FITTING :-

Fabricated polished stainless steel fitted with twin plastic rollers securely bolted through the foredeck. Secure.

SWITCHGEAR :-

Switchgear with circuit breakers on switch panel adjacent to navigation station and two removable master switches to the side of the panel. All found to be working satisfactorily.

TANKS :-

Stainless steel fresh water tank and assumed to be a stainless steel diesel fuel tank, both securely located beneath cockpit sole, but the diesel tank fitted with a shut off valve which could not be inspected.

TILLER :-

A teak tiller with alloy extension arm, fitted with a stainless steel fabricated box section hinge, through bolt fastened to rudderstock. Top securing nut needs tightening.

W C :-

A Raske Meyde sea toilet located in a self contained heads compartment between saloon and fore cabin. All seen to be in good order, but both the seacocks are seized and need easing. A stainless steel hand washbasin fitted with a foot operated fresh water faucet also located in heads and found in good order.

WINCHES :-

Four Barlow sheet and halyard winches securely mounted on the aft section of the saloon cabin coachroof. All working satisfactorily but none could be tested under load.

WINDOWS :-

Acrylic mounted in alloy frames with neoprene seals. All frames in sound secure condition with acrylic having very little crazing, but seals showing signs of degrading, but no evidence of water ingress.

ZINC ANODE :-

Anode fitted and suitably wired with approximately 20% eroded.

ANCILIARY EQUIPMENT:-

The following items of ancillary equipment seen and inspected on “SHUSHA OF COLNE” and forms part of the crafts inventory: -

A stainless steel framed spray hood fitted.
Side dodgers with name fitted and in good condition.
Stainless steel boarding ladder mounted on transom

Lazy jacks fitted on mast with a zip up sail cover.
Radar reflector fitted on mast
Tape jack stays fitted on side decks.
Proprietary rope cutter fitted on propeller shaft
Four man life raft mounted on the saloon cabin coachroof.

All found to be good condition and where applicable secure.

CONCLUSION :-

The craft was found in a sound condition, with only relatively minor items in need of specific attention and therefore, must be considered a good example of its type.

Summarising the items drawn to your attention in the report: -

1. Minor abrasions and scratches on hull topsides
2. Small gel coat repairs noted on hull topsides
3. Small abrasions on teak rubbing strake port side.
4. Slight fore and aft movement found in lower rudder stock bush.
5. High moisture content in rudder.
6. Forward stanchion starboard side slightly bent aft.
7. Locking nut on top of rudderstock needs tightening.
8. WC inlet and outlet seacocks need easing.
9. Eberspacher heater in need of servicing.
10. Small gel coat star craze at base of middle stanchion starboard side.

VALUATION:-

Taking into consideration the age of the craft and its very good condition relative to craft of similar type and condition currently being offered by leading Yacht Brokers in the East Anglia region, relative to the condition and inventory of the craft under survey, it is considered that the value should be in the region of between £36,000 and £37,000.

R B Crawley .....
Marine Surveyor.

13th September 2006