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PRD/01/1032

**CONDITION SURVEY CARRIED OUT ON THE  
AUXILIARY BERMUDAN SLOOP "STARDUST OF  
STROMNESS" ON BEHALF OF**  
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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 :-** 23<sup>rd</sup> January 2001

**Persons present during survey:-** None

**Conditions :-**

The weather dry initially, but subsequently raining. Temperature approximately 5 C. The craft was on a purpose built steel cradle on hard standing in Titmarsh Marina, Walton on the Naze, Essex.

The mast was placed on trestles adjacent to the craft partially covered with a plastic cover. The boom was resting on the side 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 Mr Vincent Jones to undertake a detailed inspection of the yacht "Stardust of Stromness", following his consideration to purchase, the undersigned attended at Titmarsh Marina to survey the craft and submit a report accordingly.

"STARDUST of STROMNESS" is a Westerly Merlin moulded in GRP and built by Westerly Yachts Ltd., 47 Aston Road, Waterlooville, Portsmouth, Hants PO7 7XJ, in 1985 as a modern family sailing cruiser, offering large accommodation and a good sailing performance.

The design was by Ed Dubois, for which the specification gave a length overall of 8.25 mts, water - line length of 7.20 mts, a beam 3.03 mts, a draft of 1.53 mts ( fin keel version) and a displacement of 3490 kg. incorporating iron fin keel ballast amounting to 1355 kg.

The hull design incorporated 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 for the fin iron fin keel, and then extending aft to the transom. No skeg is fitted, but the semi balanced deep hydrofoil spade rudder is transom mounted, supported by 2 stainless steel gudgeons and pintles.

The hull, which was developed by computer research, is built to Lloyd's hull standards.

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

It was noted that the craft had been registered under Part 1 Registration, with a registration number ON 386820 6  $\frac{31}{100}$  tons. It holds a Lloyds Registry of Shipping build certificate with a LR Registration HCC SOU 510201 and a Yard Build number of GF17.

It has for its overall length, a moderate size deep self-draining cockpit, with moderate high coamings. The interior provides accommodation for up to 7 persons, consisting of a double cabin aft, two in the separate forecabin, a convertible dinette in the main saloon and a settee berth opposite.

A separate chart table/navigation area is located in the saloon together with a "L" shaped galley, fitted with a sink, cool box and cooker. A self contained WC compartment is located aft adjacent to the companionway.

The overall rigidity and strength of the hull section is achieved by the incorporation of substantial moulded top hat transverse stringer floors in conjunction with the main and the companionway bulkheads, the fore peak bulkhead and the semi-bulkheads forming the subdivisions of the saloon area, together with the sub divisions of the under berth lockers. No longitudinal top hat stringers are moulded in this particular craft, although in

later craft a single short longitudinal stringer was moulded internally at approximately water level height.

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 closely examined internally and were found to be suitably fitted with stainless steel backing plates suitably bedded on mastic. All were seen to be in a secure condition and fitted with additional locking nuts, with no signs of any weakness, although extensive surface rusting was noted on all but two of both the studs and nuts. A small amount of water was found in the bilges, possibly causing the staining to what would appear to be a poor grade of stainless steel. It is most unlikely that the rusting will cause any problems in the foreseeable future, but it is recommended that they should be wire brushed and suitably painted with an appropriate steel priming paint.

The very small quantity of water found in the bilge could possibly have originated through the deck fastenings of the pulpit found in need of refastening. The bedding mastic on all the keel bolts appeared to be in sound condition and therefore the ingress of the water through these fastenings is considered very unlikely.

The external mastic used to bed the keel to the moulded hull stub was found to be sound and the iron keel, which was noted to have been encapsulated with gel coat, showed a small amount of surface blister rusting. Before re-launching it is recommended that the rust areas be wire brushed and then suitable primed with an iron under water primer (International Primocon 3 for example), before anti-fouling.

Externally the hull topsides were seen to be in a good condition, with only a few minor scratches in the gel coat, with a deeper gel coat abrasion on the port side amidships. On the port side amidships near the deeper abrasion an area of approximately 30 x 15 centimetres has at some time been re-gelled, resulting in slight discolouration differences to the surrounding gel coat. It could not be ascertained if this was as the result of an impact damage repair, or from abrasions caused by inadequate fendering. There is no visual structural weakness, it is merely a cosmetic situation.

The topsides gel coat was noted to have dulled and therefore is in need of being polished with a suitable mild abrasive gel coat polish. Areas showing signs of scratching or gouging will need to be filled and suitably fared. The work needed can be undertaken by any experienced GRP worker, the cost of which should be comparatively quite small. There is a specialist that undertakes work for this type rejuvenating process operating at times in the Yard, if you do not consider yourself competent to undertake the work yourself.

A small type of blister was seen in the topsides, well above the water line on the starboard side near the stem. It is very unlikely that it is caused by an osmotic problem as the internal section of the laminate forms part of the anchor chain locker. It is not considered a problem at this stage, but could be looked at when the topsides are treated.

Beneath the water line the hull was seen to be in good condition. Moisture readings undertaken using a Tramex Skipper moisture meter gave exceptional and unacceptable high readings in certain areas of the hull. It was therefore decided to remove areas of anti fouling paint build up, which disclosed a black coating not adhering adequately to the underlying gel coat. This was also removed enabling further readings to be undertaken, which resulted in readings of very low moisture content.

It would appear that at some time the hull had been treated with a type of epoxy tar. This had possibly been applied when the hull was new which had not been suitably prepared for this type of coating. It is extremely likely that areas of mould release agent still remained on the hull and also areas had not also been abraded for keying purposes adequately, resulting in poor adhesion of the coating, enabling moisture to be trapped beneath the epoxy tar coating and the hull gel coat.

Where the coating was secure, which in most part was approximately 80% of the under water area, low to exceptionally low and acceptable moisture readings were obtained. The inadequate cleaning off of release agent by the use of acetone has been found on many Westerly craft, leading to poor adhesion of antifouling paint.

This is not considered a problem, but if the large build up of antifouling paint in certain areas is removed before further antifouling paint is applied, the loose epoxy type coating is likely to also come away, enabling a new coating to be applied after suitable preparation.

Visual inspection and 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 "P" bracket supporting the external section of the propeller shaft found securely laminated and braced internally, with no evidence of movement or weakness.

The moulded deck, with a painted moulded non-slip pattern, incorporating the saloon and fore cabins and the cockpit, was seen to be in a sound and reasonably polished condition, although this could be improved with a mild abrasive gel coat polish.

On the starboard side just forward of amidships a small crack was noted in the gel coat, resembling a small repair at some time. Not considered a problem but will need to be attended to at some time.

All the stanchion bases were seen to be secure, with some small gel coat crazing around two on the starboard side, which is a common feature with this model of craft. All the

deck fittings were found secure. However the stainless steel pulpit showed star crazing around the four bases and movement was apparent in all, allowing the ingress of water through the fastenings. Examination of the two forward bases showed that these had been fitted without any form of backing plates or washers beneath the securing nut fastenings, resulting in the nuts pulling into the laminate. It is likely that the two aft fastenings which are located beneath the fore cabin side linings are similarly attached

The pulpit will need to be removed, suitable polysulphide mastic applied beneath the deck bases and refastened with adequate stainless steel backing plates. It was noted to be in a good polished condition.

The two sections of the stainless steel pushpit were seen to be to be in a sound secure polished condition, together with the stainless steel stanchions, with none bent or distorted. A small gel coat craze was seen on the base of the port pushpit section base, but not considered a problem.

It was noted that the port hand fore deck alloy mooring fairlead has at some time been replaced with a similar, but not absolutely identical to that on the starboard side. No surrounding damage repair could be seen, so the reason for the replacement is uncertain. Similarly, the amidships port cleat is slightly deformed, which is near the topside gel coat repair. This gives rise to the question whether at some time in its past a small impact had occurred to a staging or similar on the port side. These aspects are merely aesthetic.

The moulded painted non-slip areas on the side decks and coach roof and cockpit seats and sole were seen to be in good sound 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 top sides and then through 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, this was also seen to be sound and secure, although it was noted that once again on the port side aft quarter, the corner had been repaired by screw fastening from the underside and had been carried out entirely satisfactorily.

The transom mounted semi-balanced hydrofoil section spade rudder being of a moulded section. Unable to ascertain the interior construction, whether of foam wood or both, but was found to be in sound condition, but in common with moulded rudders, gave excessively high moisture content readings. It would appear that near the base of the rudder blade, two holes were seen. These could have been drilled to drain the moulding, as it is most unlikely that they were moulded into it originally. They had no plugging evident.

The two stainless steel gudgeons through bolt fastened to the transom were both found sound and secure. The two stainless steel strap fastened pintles were similarly found to be secure. No wear found in either of the two stainless steel hinge bolts, fitted with suitable locking.

The two bladed bronze propeller was found in good condition and properly secured and locked to the stainless steel propeller shaft. The rubber cutlass bearing in the "P" bracket showed no signs of wear. The inner shaft seal was found in good condition, with no signs of any wear or leakage. The supporting "P" bracket was seen to be securely braced and laminated internally.

The mast and boom were both seen to be in good condition and the silver anodising sound and the moulded alloy gooseneck fitting showing no signs of excessive wear.

The stainless steel rigging was also seen to be in good condition, although its age is not known. From the general appearance of the craft, which for its age was found to be in a remarkably good well-maintained condition, the wire rigging has had only light use.

The pre-stretched braided Terylene running rigging was all seen to be in good condition.

All the stainless steel turnbuckles were found to be suitably fitted with toggles, and none bent or distorted. In addition, all the chainplates seen to be secure, with no signs of stress or ingress of water through the deck mountings. In view of problems experienced with earlier versions of this class of craft, particular attention was paid to the internal tie bar attachments to the moulded web. Both webs were examined closely and no evidence of any weakness or stress condition was found in either. Later models incorporated a longitudinal stringer of approximately 100 centimetres in length within the hull moulding, thus enabling the web to be notched and laminated over the stringer for additional security.

Both the two Barlow 23 two speed sheet winches mounted on the cockpit coamings were found secure and working satisfactorily, but unable to test under load. The two Barton 20 halyard winches mounted on the aft section of the coach roof were also found secure and operating satisfactorily.

All the mooring cleats, consisting of a large centrally mounted on the fore deck and two similar smaller type on the aft deck, and one either side on the toe rail amidships, were seen to be secure, with no signs of weakness or crazing around bases, although the port hand cleat was slightly deformed.

The Spinlock halyard/reefing cam jammers mounted on the aft section of the coach roof were found secure and operating satisfactorily and the four coach roof mounted halyard/reefing organisers found secure and in good order.

Tufnol sheet cleats mounted on the cockpit coamings both seen to be secure, also the cleat for the headsail furling line and the two halyard cleats on the aft section of the coach roof.

Electric wiring was found in good order, having been fitted with a well-laid out switch panel with circuit breakers. Two lead acid batteries are contained beneath the double aft cabin berth, but could not be inspected, as presumably they had been removed during the lay-up. The master battery switch was seen to be in good order and operating satisfactorily.

Navigation lights fitted in accordance IMO requirements but not tested.

The gas installation, consisting of gas bottle storage in the self-contained starboard hand cockpit locker was seen to be in order. The flexible piping from the copper piping to the gimbaled cooker appeared to be in good order, but from a safety aspect should be replaced with similar new, as its age is unknown. Gas stop cock fitted beneath cooker and found operating satisfactorily.

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 and the ash veneered head linings were also all seen to be in good clean condition, but in the fore cabin the side linings have become detached at the top sections.

The Bukh DV20 twin cylinder 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. Unable to hear engine running, but compression test proved satisfactory and no water found in the oil.

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

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

Three fire extinguishers were seen, namely 2 Chubb CPI/D dry powder manufactured 1985 and serviced last in 1997 and a Nu-Swift E5000 Auto BCF type. All were seen to be in good condition.

The mainsail, genoa and storm jib were noted to have been regularly serviced and are comparatively new and were seen to be in good condition.

The survey found that " STARDUST of STROMNESS" has been reasonably well maintained throughout its last ownership and in addition it has a good cruising inventory.

The major point needing attention is the pulpit mountings and for aesthetic reasons the gel coat on the topsides and the keel bolt rusting.

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.

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### **ACCOMMODATION :-**

Consisting of a 3 cabin layout, comprising of an aft owners cabin, fitted with a double berth, with lockers beneath the berth and hatch entry to the aft section of the engine and the stern gland.

The main saloon is fitted with a "L" shaped galley to port adjacent to the companionway, forward of such is a "U" shaped dinette, convertible to a double berth.

Opposite the dinette is a single settee side berth, the aft section of which serves for seating to the chart table and navigation area. Between the settee berth and the dinette is a fixed base side-folding table. To the starboard side of the companionway is fitted a self contained WC compartment and a hanging locker.

The main bulkhead fitted with a hinged door to the fore cabin, fitted with two berths, with an infill to convert into a double berth. An opening hatch is fitted above the berths.

Beneath all the berths are lockers with laminated to the hull sub-divisions, forming partial bulkheads. Those in the saloon also fitted with wooden linings. All lockers and sub division seen to be sound and secure,

Open cave lockers are fitted around cabin sides in the saloon and fore cabin.

All furniture woodwork, locker facings, bulkheads and cabin doors throughout, are either teak-faced ply or framing. Cabin sole is teak faced holly striped plywood all screwed to box moulded transverse stringers/floors, with small inspection hatch to bilge pump strum box. Carpet fitted in aft and fore cabin.

All found in sound good clean condition.

### **ANCHOR & CABLE :-**

25 lbs CQR plough with approximately 45 metres close linked galvanised chain, with a further 45 metres of suitable nylon warp for the bower. Shackle from chain to anchor in very rusty condition and therefore needs replacing otherwise inspected and approved.

A Simpson Lawrence Anchorman Power 700 electric anchor windlass, with chain and rope gypsies mounted on fore deck, operated by foot switch and switch control on cockpit coaming. Unable to operate but appeared to be in good order.

No separate skeg anchor found on board.

### **BALLAST :-**

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

### **BATTERIES :-**

2 12v lead acid batteries located in individual battery boxes in locker beneath the aft cabin berths. Unable to examine, but understood they are fairly new and therefore expect to be in good order.

No top securing strapping seen within boxes.

Charging of the batteries is achieved by a 12 volt alternator driven from the engine.

All found in order.

### **BLOCKINGS :-**

Under deck blockings in way of all fittings are bonded in satisfactorily other than the pulpit.

### **BLOCKS :-**

There are various types of plastic/stainless and tufnol and all were found to be in order.

### **BULKHEADS :-**

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

### **CHAINPLATES :-**

Stainless steel fabricated double eye bolt with deck plate attached to under deck stainless steel 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 into position, with no signs of any weakness or previous stress condition and appeared to be adequate for the necessary support. Later models incorporated a moulded longitudinal stringer, over which the web was notched, but not aware of reason for subsequent modification. All bolt fastenings seen to be sound.

The split backstay is attached to two deck hoops fitted on the reinforced section of each quarter of the aft cockpit coaming. Forestay attached to the stem head fitting.

All found in secure condition.

### **CLEATS :-**

A large alloy cleat on fore deck with 2 alloy fairleads, with similar smaller alloy cleats on each quarter of the aft decking. Further similar sized cleats mounted either side on the toe rail amidships. Port fairlead is not original and the port amidships cleat slightly deformed.

All secure with no stress problems.

Two banks of Spinlock cam jamming cleats for halyards/reefing lines mounted on aft section of coach roof. All seen to be in order. Two Tufnol cleats for halyards also mounted on aft section of coach roof and found secure.

A tufnol sheet cleat mounted each side of cockpit coaming, together with similar cleat for the foresail furling line. All found secure.

### **COCKPIT :-**

Moderate sized deep self-draining at the aft end through transom above water line. The cockpit is formed as part of the overall deck moulding and comprises of 2 side seats. The aft of the starboard seat section having a small self contained gas locker and the forward section a large locker containing the diesel fuel tank and fenders etc.

It has high coamings on which are mounted the sheet handling gear.

At the forward end of the cockpit at the entrance to the companionway there is a small bridge deck. The alloy mainsheet track is fitted on the aft coaming.

All seen to be satisfactory.

### **COOKER :-**

Gimballed CM Gourmet gas cooker, fitted with 2 burners grill and oven. Fitted with gas stopcock adjacent to cooker. Flexible piping from copper pipe to cooker to BS3212. Visually sound, but would recommend replacement as age of piping unknown.

All found to be good order.

### **CUSHIONS :-**

Foam, covered in blue tartan patterned material. All in good sound clean condition.

### **DECK MOULDINGS :-**

A balsa sandwich polyester resin moulding, with a white pigmented gel coat, forming the deck, main and fore cabin coach roof and sides, and cockpit. Laminates are of good quality with chopped strand glass reinforcement, incorporating internal reinforcing in localised stress areas. The moulding incorporates a moulded toe rail and a moulded grey painted non-slip pattern on side decks, coach roofs and cockpit seats and sole.

All found in sound reasonably polished condition, but additional polishing could improve finish. Small star crazing noted around starboard stanchion bases and pulpit bases and port side pushpit base.

Noted small crack in gel coat side deck just forward of amidships, which could be, as the result of a small gel coat repair not properly fared.

### **ELECTRIC'S :-**

All electric wiring was found to be in sound order. All navigation lights fitted are in accordance with IMO regulations (Port and Starboard as single lamp on pulpit, stern on pushpit steaming light on mast).

Cabin lighting by normal tungsten or strip bulbs. All entirely satisfactory. Various electronic instrumentation wired through switch panel.

All found in order.

### **ENGINE :-**

A Bukh DV20 20 hp twin cylinder diesel engine, raw water cooled fitted with a reduction gearbox providing forward and reverse, attached by standard clamp coupling to a stainless steel propeller shaft fitted with a Volvo type seal.

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. Compression test found satisfactory and engine oil showed no evidence of water.

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.

The possibility of converting the engine to a fresh water cooling system to enable a calorifier to be fitted for hot water supply, should be discussed with a Bukh main Agent. It is not a major undertaking, merely the fitting of a suitable heat exchange and engine water circulating pump and using the existing sea water pump to cool the heat exchange. The hot circulating water to the calorifier can then be tapped out of the fresh water cooling side of the engine.

### **FIRE EXTINGUISHERS :-**

2 Chubb CPI/D dry powder types seen on board. Manufactured 1985, but serviced 1997. Both seen to be in good condition and powder not compacted.

A further Nu-Swift E5000 Auto BCF extinguisher seen to be in good condition.

A fire blanket seen near galley and found in good order.

### **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. All found to be in good order and secure with no signs of any weakness or stress situations.

### **GALLEY :-**

Located to port adjacent to companionway. Consisting of Formica worktop fitted with a stainless steel sink served by a cold fresh water faucet with lockers and draws beneath, a cool box and a gimbaled cooker.

All found to be in good clean sound order.

### **GAS :-**

Cylinder stowage is in a self-contained cockpit gas locker.

Flexible piping from cylinder to copper piping of unknown age, similarly the flexible piping at the cooker. Both seen to be in good condition, but would recommend replacement merely as security if it is not possible to ascertain when last replaced. Copper piping where able to inspect, found in good secured condition.

The gas stop cock fitted beneath cooker found operating satisfactorily.

### **GRABRAILS :-**

Teak mounted on the saloon cabin coach roof. All were seen to be in sound and secure condition.

Grab post between galley and dinette area also found in secure condition, together with grab sections on companionway steps.

### **HATCHES :-**

The main hatch is of sliding thick section tinted acrylic with teak runners. Washboard is of a single GRP moulding, in slotted teak runners, secured by twist key operated latch and further padlock.

Fore hatch hinged alloy framed. Hinges secure.

All seen to be sound and secure.

Cockpit locker hatches of hinged GRP mouldings secured by padlocks and hasp. Hinges and hatches sound.

### **HEATING :-**

None installed.

### **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 transverse top hat stringers

Rigidity of the hull moulding is provided by the stringers, the wooden bulkheads and the sub-divisions of the under berth lockers. All were found to be satisfactorily laminated to the internal sections of the hull and secure, with no signs of any stress or weakness.

The topsides were seen to be in a reasonably polished condition with only minor scratches in the gel coat. An area of approximately 30 x 15 centimetres on the port side

amidships has at some time been repaired resulting in slight differences in the gel coat colour and faring. The blue cove styling line was seen to be in good condition.

Some small gel coat repairs were noted at the stem and all appeared to have been undertaken satisfactorily.

On the starboard side topside near the stem a small blister in the gel coat is apparent. Cannot ascertain cause as it is well above the waterline and the internal section is the anchor locker. Should it be decided to have professional attention to polish the hull, this could be also investigated at that stage. It is not a serious problem, merely also an aesthetic one.

Beneath the waterline the hull was found sound.

Moisture readings taken with a Tramex Skipper moisture meter found the majority of the hull dry, but in some areas exceedingly wet. Investigation found water had permeated beneath a form of tar epoxy, which on removal the hull was found sound and dry, of which full details were outlined in the Summary of Findings.

Soundings found no cavities within the laminate and visual inspection, no signs of osmosis occurring.

The teak rubbing strake covering the hull/deck join, was seen to be sound, with only a few minor abrasions and a small repair noted in aft port quarter.

All entirely satisfactory.

### **INSTRUMENTATION :-**

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

- Raytheon ST30 echo sounder
- Raytheon ST30 log
- Sea Ranger SRM5600M2 VHF
- Plastimo 101 bulkhead compass
- Autohelm ST100 autopilot
- Garmin 190XL GPS
- Clock and barometer
- Radio

### **KEEL :-**

Cast iron fin keel through bolt fastened on moulded hull stub. All seen in sound order but with some surface rusting through what would appear to be a gel coating.

The hull /stub joins seen to be sound. All securing internal nuts with backing plates bedded on mastic seen to be in good order, but with some signs of surface rusting. It would appear that some ingress of water has occurred through some deck fastenings as all the bedding mastic of the keel bolts was seen to be in sound condition.

### **LININGS :-**

The internal head and side cabin linings of the fore and aft cabin and the sides of the saloon are all of foam backed patterned vinyl. All seen to be in clean sound and secure condition, although in the fore cabin adhesion of the upper side sections has failed and will need sealing back.

The headlining in the saloon cabin is ash veneered plywood, seen also to be sound clean and secure. The linings of the cave lockers adjacent to chain plate webs of woven acrylic type cloth and seen to be in good condition.

Wooden plywood linings are fitted in the under berth saloon lockers. All seen sound.

### **MAST AND BOOM :-**

Silver anodised aluminium mast, manufactured by Selden Kemp Masts, fitted with a single set of swept back aerofoil section alloy spreaders attached to alloy stub sections riveted to mast section.

The mast is deck stepped onto an alloy, through deck fastened heel. Halyards run through mast with turning blocks at base to organisers on coach roof. All found in sound condition.

Boom also of silver anodised aluminium manufactured by Selden Kemp Masts, fitted for slab reefing. Goose neck and kicking strap attachment sound.

The mast was inspected whilst on trestles adjacent to craft and no cracking or signs of any swaged ball ends or crane-fitting failure was evident. The alloy spreader sockets were both seen to be secure and the mast heel sound.

All satisfactory

### **MAST SUPPORT:-**

An alloy mast heel plate, bolted through the coach roof, was seen to be sound and secure, together with the under steel compression support post mounted on the reinforced bilge area section.

All found to be entirely satisfactory with no signs of compression failure.

### **PROPELLER & SHAFT :-**

A 2 blade bronze propeller mounted on a stainless steel shaft and securely locked, supported on a "P" bracket secured and laminated internally to the hull.

Cutlass bearing sound. Volvo internal seal was seen to be in good condition with no evidence of ingress of water.

All satisfactory

### **PULPIT AND PUSHBIT :-**

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

Pulpit needs to be removed and re-bedded on mastic and fitted with suitable under deck blocking plates or washers.

### **PUMPS :-**

There is a Henderson diaphragm mounted in the starboard cockpit locker and operated through cockpit coaming. Tested and found operating satisfactorily.

The fresh water system is fitted with small foot operated sink faucet to the galley and a hand operated in the WC sink. Found operating satisfactorily.

The 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, consisting of 2 cap shrouds, 2 lowers, a back stay split at boom height with a stainless steel yoke.

Fore stay fitted with Rotostay roller reefing with a single groove alloy luff spar. All rigging fitted with relevant toggles.

All rigging was seen to be in good sound condition, but unable to ascertain when fitted, but appeared lightly used.

Running rigging is pre-stretched braided Terylene with halyards run through mast. All seen to be in good condition.

### **RIGGING SCREWS :-**

Open section stainless steel turnbuckles with locking split pins. All fitted with toggles. All found in good order with none bent or distorted.

### **RUDDER & SKEG :-**

The balanced spade rudder is of a GRP laminate, fitted with two stainless steel strap secured pintles with locking nuts and two stainless steel gudgeons, through bolt-fastened on transom.

All found in good secure order, but moisture content high and what would appear to be 2 small unplugged drain holes on port side near base.

No skeg is utilised in design

### **SAILS:-**

The mainsail, genoa and storm jib were all inspected and seen to be in a reasonable well serviced condition.

No spinnaker or spinnaker gear seen on board

### **SEACOCKS :-**

The seacocks for the WC inlet and outlet found sound and the water inlet operating freely, but the outlet seized. (sharp blow with a soft hammer will normally suffice to free).

Engine water intake operated freely and found secure.

### **SHEET TRACKS :-**

The headsail sheet tracks are of alloy, through bolted either side on the side decks, fitted with adjustable position cars. All found secure.

Mainsheet track of alloy with adjustable position block, through fastened to aft cockpit coaming. Found in sound order.

### **STANCHIONS :-**

Stainless steel designed for double guard wires, supported in stainless steel sockets through deck fastened.

All seen to be sound and secure, with none bent or deformed.

Guard wires of stainless steel. All found secure.

### **STEMHEAD FITTING :-**

Fabricated stainless steel fitted with single plastic rollers and drop pin. Found sound and secure.

Satisfactory.

### **SWITCHGEAR :-**

Switchgear with circuit breakers fitted above chart table. Not tested but all seemed to be in good operating condition.

A double battery master switch fitted on side of aft cabin berth locker.

All found in good order.

### **TANKS :-**

Steel diesel fuel tank of approximately 18 gallons capacity, located in the starboard cockpit locker, and suitably fitted with a cut off valve. The external condition of the tank was showing signs of rust, which will need wire brushing and repainting, otherwise sound.

A stainless steel fresh water tank located under the aft cabin berth, fitted with bolt fastened inspection hatch. Seen to be sound.

### **TILLER :-**

A varnished teak tiller, fitted with a stainless steel fabricated box section hinge, through bolt fastened to rudder blade head. All found sound and satisfactory

### **WC :-**

A SL 400 sea toilet located in a separate compartment on the starboard side. Seen to be in good condition but not able to operate.

A moulded sink unit located within WC, fitted with fresh water faucet. Seen to be in good order.

**WINCHES :-**

A Barlow 23 two-speed self-tailing headsail sheet winch mounted each side on the cockpit coaming. Both found secure and operating satisfactorily but not tested under load.

Two Barton 20 halyard winches mounted on the aft section of the coach roof, Both found secure and operating satisfactorily, but not tested under load.

**WINDOWS :-**

Perspex/Acrylic mounted in alloy frames with neoprene seals. All frames were seen to be in first class condition, with no corrosion and very little crazing found of the Perspex.

**ZINC ANODE :-**

An anode seen fitted and suitably wired, but now half eroded and may need replacement.

Further clamp on anode fitted on propeller shaft and seen to be in unworn condition

**ANCILIARY EQUIPMENT:-**

A sprayhood seen fitted, together with dodgers. All seen to be in good condition.

Stainless steel boarding ladder fitted on transom and seen in secure order.

**CONCLUSION :-**

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

R B Crawley .....  
Marine Surveyor.

25<sup>th</sup> January 2001