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PB/94/2586

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REPORT OF A SURVEY CARRIED OUT
ON THE AUXILIARY BERMUDIAN CUTTER
'TIDEWITCH'



Date of Survey: 6th April, 1994.

Conditions: The yacht was seen laid up ashore with mast unstepped. General hull access satisfactory, some minor limitations internally in way of tanks and engine. No dismantling was undertaken apart from lifting of sole panels and bunk bottom boards. Spars and rigging seen under separate store..

N.B.: 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 survey. The Report is compiled for the confidential information of the client instructing the survey and liability to any other person is excluded.

GENERAL NOTES AND SUMMARY OF FINDINGS:

In accordance with instructions received the surveyor attended on the yacht 'TIDEWITCH' lying at Bedwells Boatyard, Walton on the Naze for the purpose of carrying out a Condition Survey.

'TIDEWITCH' is a Maurice Griffiths designed Tidewater 30.

Basic dimensions are	L.O.A.	30'-0"
	L.W.L.	26'-3"
	Beam	9'-6"
	Draft	3'-6"

She carries the Sail Number 9827Y.

Built by her previous owner over a period of some six years, she is a wood construction, Iroko carvel planked on laminated and bent Oak timbers. Decks are of ply with glass/epoxy sheathing. Centreline ballast keel is of cast iron and a quantity of lead trimming ballast is stowed internally in the bilge.



GENERAL NOTES AND SUMMARY OF FINDINGS (CONTD.):

The standard of construction and materials is exceptionally high. Workmanship is equal to that of most boatyards. There are no deficiencies in either construction or materials used attributable to her build. She was launched in 1986 and has been little used.

During the course of the survey no defects either major or minor nature were noted.

'TIDEWITCH' is considered in sound and satisfactory condition and to be suited to her designed purpose of sea sailing.

N.B.: Unless otherwise stated, structural items and members when mentioned under the headings below were examined where accessible, and appeared in satisfactory material condition so far as could be ascertained without opening-up. They were also considered of adequate scantling and material bearing in mind the type and class of vessel, her age, type of building and standard of maintenance.

ANCHORS:

30lb plough type at stemhead with a 25lb Fisherman kedge, below decks.

ANCHOR WINCH:

Simpson Lawrence "S Lectric" 519, 24v electric winch in working order.

BALLAST:

Cast iron, on centreline keel. Internal trimming ballast in the form of lead pigs is stowed in the bilge.

BATTERIES:

2 x 12v lead acid, boxed under the chart table seat, with isolating switches on the seat front.

Fused/distribution boards fitted on bulkhead.

BEAMS:

Deck and half beams of Iroko with laminated Iroko and Pine in the coachroof. All beams are in sound condition with no signs of movement or distortion.

BILGE KEELS:

Iroko, built up fitted P & S and through bolted to internal stringers and blockings.

BREASTHOOK:

Iroko, on main shelves.

BULKHEADS:

Accommodation and structural bulkheads are generally of ply. In good order. Cockpit bulkheads are T & G Iroko.

BOWSPRIT:

Plank type, laminated. Fitted with 1 x 19 stainless wire bobstay and stainless end fittings.

CABIN TRUNKINGS:

Iroko, built up, varnished both inside and out. Fitted with cornerposts.

CABLE:

5/16" diameter galvanized short link chain, some 30 fathoms in length.

CARLINES:

Iroko, with vertical member picking up cabin trunking fastenings. In sound condition.

CHAINPLATES:

Stainless steel, internal type fitted over blockings with through hull fastenings.

CLEATS:

Various, alloy, plastic and nylon, satisfactory.

COACHROOF:

Ply, with glass/epoxy sheathing.

COAMINGS:

Iroko, satisfactory.

COCKPIT:

Self draining, with 2 x drains at fore end of an adequate size.

Cockpit well, seat/lockers built up Iroko.

Sole is arranged with lift up traps giving access to engine and sterngear.

COOKER:

Calor Gas B600, with 2 burners and grill, in gimbals.

CUSHIONS:

Foam, with fabric coverings.

DAVITS:

Stern davits are fitted. laminated construction.

DEADWOODS:

Iroko, satisfactory.

DECKS:

Ply, with glass/epoxy sheathing. Hammer tested, seen in sound condition.

ELECTRICAL SYSTEM:

All wiring and fittings are of a good standard and installed in a satisfactory manner.

ENGINE:

Not covered under the terms of survey. A Yanmar 2QM20H, twin cylinder diesel engine of some 20 h.p. is fitted.

Standard of installation, engine bearers, exhaust and controls appear satisfactory.

EQUIPMENT:

Seen on board:-

Plastimo Contest bulkhead compass

Seafarer 600 echo sounder with repeater

Navstar 2000 D

Stowe Micro 210 log/speed/distance

Kelvin Hughes Husun 55 VHF radio/telephone

Biatone CB 27/81.

3 x fire extinguishers with automatic in engine box

Fire blanket

Clock and Barometer

Horseshoe lifebouy

Navigation lights.

FAIRLEADS:

Galvanized.

FASTENINGS:

Copper rooved nails used to fasten planking to frames and timbers, with silicon bronze screws to hood ends and garboards.

Samples tested and seen in satisfactory condition.

FLOORS:

Iroko, transverse structural floors, satisfactory.

FRAMES:

The yacht was built on 2" x 2" laminated frames at approx 2'-0" intervals. 2 x steamed bent timbers are fitted between.

Where accessible all seen in good condition.

GAS:

Cylinder stowage in starboard locker. Piping to cooker is seamless copper and BS 3212 hose.

HATCHES:

Iroko and ply, sliding main hatch, with access doors.

Forehatch, Houdini alloy framed, hinged.

HOG:

Iroko, satisfactory where accessible.

KEEL:

Iroko, with external cast iron ballast keel. Keel bolts are steel, none drawn but no signs either inside or out of any problems.

KNEES:

Quarter and hanging knees are fitted. Satisfactory. Steel bracket angle knees to transom on stringers.

MAST:

Sailspar manufacture. Aluminium alloy, epoxy painted, shows minor scratches.

Mast is deck stepped, mast head cutter rigged.

2 x Girdlestone G16 halyard winches are fitted.

Boom is fitted for slab reefing with Enkes winch.

Also seen, staysail boom.

Mast is supported by a stout wood post with stainless steel deck cup.

PLANKING:

Iroko, carvel laid. Planking is hard and sound and shows no signs of movement or undue distortion.

Caulking is good, no weeping inside or out.

PROPELLER:

3 blade R.H. bronze propeller on stainless steel shaft with Cutless type stern-tube bearing. In good order.

PULPIT AND STERNGUARD:

Galvanized steel construction, sternguard in two sections.

PUMP:

Whale 'Titan' diaphragm pump fitted in port locker with through bulkhead operation.

Also fitted, a Rule electric pump.

RAILS:

Iroko, with cappings. At deck edge on galvanized brackets.

RIGGING:

Standing rigging is 7 mm 1 x 19 stainless steel with Staylock end fittings. Forestay fitted with Sailspar headsail furling gear.

RIGGING SCREWS:

Merriman bronze open bodied with toggle ends.

RUDDER:

Iroko blade, transom hung on steel fittings with Tufnol washers and bushes. In good order.

SAILS:

Dolphin manufacture. Mainsail, Roller Genoa and Staysail. Minor chafe and staining.

SAMPSON POST:

Oak, through fore deck.

SEACOCKS AND SKINFITTINGS:

Bronze. Ensure all seacocks are serviced on an annual basis.

SHEET TRACKS:

Main manufacture, alloy jib tracks with Gibb sliders, mounted on rails.

Galvanized hose for staysail, satisfactory.

Mainsheet horse, galvanized fitted with stainless steel roller carriage and control lines.

SHELVES:

Iroko, main and coachroof.

STANCHIONS:

10 x galvanized stanchions in bracket feet. Fitted with twin guard wires.

STERNPOST AND KNEE:

Iroko, built up.

STRINGERS:

Iroko, P & S pick up the bilge keels, fitted with transverse stiffening/blocking.

TANK:

Stainless steel fuel tank in aft locker. Good framing and support.

Copper fuel line with tap and filter. Sight guage is fitted.

TIMBERS:

Oak, steamed bent timbers are fitted. Two between each pair of laminated frames.

TRANSOM:

Iroko, built up on a frame. External straps fitted and through fastened.

W.C.:

Groco, marine toilet is fitted.

WINCHES:

2 x Girdlestone G23, on coamings. Tested but not under load.

WINDOWS:

Rebated into trunkings with external alloy frames, satisfactory.

ZINC ANODE:

Sacrificial anode on starboard quarter, bonded internally. Some 5% wasted.

7th April, 1994.

A handwritten signature in black ink, appearing to read "Peter Brown". The signature is written in a cursive style with a long horizontal stroke at the end. Below the signature is a dotted line.

P. Brown, Surveyor.

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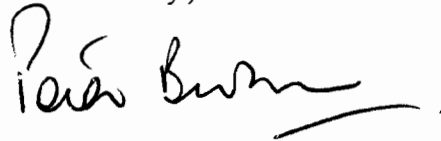
7th April, 1994.

Dear [REDACTED]

Enclosed is the report on 'TIDEWITCH'. She is an exceptional vessel and should give many years of enjoyable service.

If you have any queries please contact me.

Yours sincerely,



P. Brown.



Member Y.B.D.S.A.