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20.12.2005

Auxiliary Sailing Yacht *WHITE HEATHER*

This evaluation/survey report follows an inspection of the above mentioned yacht, carried out by the undersigned, on 18.12.2005, moored stern to the quay at Genoa, Italy.

During inspection, photographs - some attached to this report - were taken of the yacht and several plans and other documents (concerning construction, modification, registration, certification and refit) plus additional photographs were examined. The yacht's history was discussed with her owner's representative, who was present throughout inspection.

LIMITATIONS OF SURVEY

1. The yacht was only seen afloat.
2. No dismantling was undertaken by the undersigned and inspection was restricted to the opening of cupboards and the lifting of hatches and floors. Tanks and machinery were only inspected where possible in situ.
3. The propulsion machinery was seen in operation, as were the two generators, the steering mechanism and windlass - a sea trial was not requested, nor carried out.
4. The sails were not hoisted and masts, booms, standing and running rigging, **were only inspected from the main deck.**

GENERAL DESCRIPTION OF *WHITE HEATHER*

| | |
|---------------|---|
| Type: | Auxiliary single screw ketch rigged classic cruising yacht |
| Built: | 1952 by Camper & Nicholson's, Gosport, Hampshire, England, of single (2.0625 inch thick) Burma teak planks on steel frames and stringers with a teak laid weather deck, mahogany deck house and external lead ballast keel inserts - Yard No: 785 - Refitted 1995/6 |
| Registered: | Dutch – Netherlands Antilles, Port of Curacao - Official No: 18701ZR1996 - Previously known as: <i>ARIES</i> |
| Length: | 35.0 metres - 115 feet |
| Maximum Beam: | 6.00 metres - 20 feet |
| Draft: | 3.60 metres - 12 feet |
| Engines: | One straight 6 cylinder 300hp Cummins diesel, giving the yacht an estimated maximum speed of 8.5 knots under mechanical power - Engine Hour meter reading on 18.12.2005 – 6631(2) hours |
| Generators: | Two Onan 21.5 kw - Portside 8287(3) hrs, Starb'dside 8749(0) hrs |

NB: The above particulars were taken from documents aboard, including plans, in and from observation during inspection. Although not physically checked by the undersigned, the measurements appeared to be correct, as did the other information.

THE YACHT'S HISTORY

The yacht's history is well documented in some detail in registry and other reports, published articles and the builder's plans/drawings are archived at the British Maritime Museum – accessible by internet, so I shall only briefly make the following comment.

The yacht was constructed for ocean cruising, including the upper latitudes, as a private exploration vessel and consequentially was very stoutly built with massive teak planks and a much shorter rig. The teak planks are almost all original, as it would appear are the steel frames, elbows and knees, which says much for the yacht's quality. No wood rot and almost no steel waste was found during inspection.

The yacht had originally been fitted with a shorter Gaff rigged main mast, but during the major 1995/6 Kobalt refit the rig was changed, to Bermudian, for easier handling and to improve performance. The new rig having taller new oregon pine masts and booms, by Braske (in The Netherlands), plus new stainless steel wire standing rigging and fittings.

FINDINGS 18.12.2005

Structurally, the hull, weather deck and superstructure, including the interior bulkheads and hatches were found in good condition, although the caulking of the weather deck, some of the deck's planks and parts of the covering boards needed attention. The covering boards needed attention around some of the standing rigging chain-plates and other deck fittings.

The rubber seals of opening ports, hatches and deck prisms appeared to be in good condition and - in respect of the ports and hatches – to seal when shut. The weather deck equipment, including the windlass, stanchions, mooring bits and fairlead fittings were secure and appeared to be in good condition. The exterior of the hull was well painted and fair with no obvious seam cracks, or proud caulking. Generally the bright work was in good condition and receiving on-going attention during inspection, e.g., the aft deck table had been partly stripped for re-varnishing and the owner's representative pointed out that the upper surface of the mast spreads needed varnish protection. The upper parts of the main mast also needed attention as an inappropriate varnish had been used, which should be stripped and the upper mast re-varnished.

The owner's representative mentioned that in addition to the bright work, other maintenance was in progress, e.g., the bilge was being prepared, to continue painting the hull interior, frames, etc.

The diesel engine ran well - forward drive was engaged and operated satisfactory, as did the two Onan generators. The fore deck anchor windlass was also operated, the stockless bower anchor lowered and raised. The anchor chain needed to be re-galvanised and the timber lining/box of the chain locker removed to facilitate treating/painting of the hull. The hydraulic operated rudder was seen to turn satisfactorily, the rudder having been well repaired following earlier minor damage - whilst mooring stern to on the Cote d'Azur. Apparently, the master had mistakenly been informed that the depth of water at the quay was more than it actually was. Emergency steering equipment was stowed in the aft-peak.

The domestic pressurised plumbing appeared to be in good order, as were the WC flush and the hot-water systems. The galley was well appointed, but a new refrigerator was required. There were no gas fired appliances aboard and generally the yacht was suited for charter work with a small crew.

The safety equipped seen, was appropriate, with the exception of the fire extinguishers - which needed to be re-checked and certificated as in good condition, or renewed, and the latest recommendations made by the registry (Netherlands Antilles) inspector – see register certificate, needed to be completed. It is important to maintain the safety equipment, as certificated, or serious repercussions can result, not least of all the loss of insurance cover.

The three sails bent on the booms were of heavy Dacron and, as far as could be seen, were serviceable. Some stitching was fraying and needs attention. The running rigging was also in serviceable condition.

The GPS plotter operated, as did the radar, VHF radio-telephone and the satcom, albeit the radar should be adjusted to give a more uniform picture.

CONCLUSION & VALUATION

Although the inspection should not be considered a full condition survey, as far as could be seen the yacht was structurally sound, her machinery operated satisfactorily and she was well equipped. The interior decoration was simple, but attractive and comfortable, in keeping in a practical fashion, with the strong/solid feel of the yacht, a proper ship.

WHITE HEATHER is a true classic, certificated for commercial use, with modern navigational/safety aids and conveniences. Nevertheless, it was apparent that continuous maintenance is required, not only the regularly maintained items, but also tank-tops and other difficult to access areas.

Provided the recommendation mentioned in this report and in the registry inspector's report are carried out, and in line with current market trends, I am of the opinion that *WHITE HEATHER*, excluding VAT, represents a value of:

€2,600,000

(TWO MILLION SIX HUNDRED THOUSAND EUROS)

NB: The attached photographs form an integral part of this report which is presented and was conducted without prejudice to the rights of any party, policy of insurance, or provisions of law. The attending surveyor hereby certifies that he has no present, or contemplated interest in the yacht, or any other interest, which might prevent a fair and unbiased finding. This report is the best expression of his findings and opinions and he reserves the right to amend or extend this report upon receipt of additional information.

Bernard Sivell-Muller

20.12.2005

ENCLOSURES

Photographs taken at Port of Genoa, Italy on 18.12.2005

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