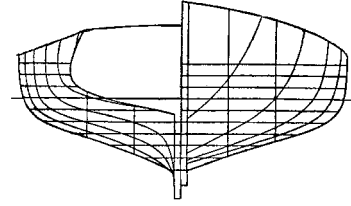


Simon Hipkin

BSc, DipMarSur (YS), GradIIMS



Yacht and Small Craft Surveyor



Report of Condition Survey Carried out on the yacht

“ZENITH”

East Coast Yacht Surveys, 2 Malting Cottages, The Street, Kirby-le-Soken Essex, CO13 0EE
Tel: 01255 670895 Or 07968 346220 E-mail enquiries@ecys.co.uk

PRE-PURCHASE CONDITION SURVEY REPORT ON YACHT

“ZENITH”

The following survey was conducted on 25th and 26th of April on behalf of :

XXXXXXX

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

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GENERAL NOTES

Vessel Type: Deben 4-Tonner auxiliary gaff cutter
Year: 1936
LOA: 25' 9" inc. bowsprit
LOD: 22'
Beam: 7' 3"
Draught: 3' 9"
Construction: Carvel-planked pitch pine on oak framing
Designer: William Maxwell Blake
Builder: Whisstocks of Woodbridge (not verified)
Registration: None
Rig: Gaff Cutter
Engine: Yanmar 1 GM-10

Location

The vessel was attended dried out by the tide at Brightlingsea Town Hard, and subsequently afloat at John Hickman's Yard, Brightlingsea Creek.

Conditions of Survey

For the initial inspection ashore, external access was good with minor limitations in way of the scrubbing post on the port side. Internally access was satisfactory, with considerable though normal limitations in way of fixed furniture, linings, tanks, engine and ancillaries.

The mast was unstepped and available for inspection ashore.

Scope of Survey

This survey is a factual report of the inspection carried out, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of the survey. It implies no guarantee or safeguard against latent defects, subsequent defects, or defects not discovered at the time of the survey in woodwork or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of non-removable linings, panels, tanks or other internal structures.

This report is produced exclusively for the instructing client and has no extended warranty or liability if disposed of to a third party for any purpose. Copyright is retained by the surveyor.

Limitations

Unless specifically stated, no fixed panels, linings or internal structure were removed for the purposes of this survey, therefore it cannot be reported that any area rendered inaccessible is free from defect.

Mechanical condition of the engine does not form part of the survey, although the engine was started, and installation and general condition are commented on.

Safety equipment, navigational equipment, electrical installation and domestic appliances were assessed only visually, and unless otherwise stated are not guaranteed free from defect.

Recommendations

Recommendations have been made at the end of each relevant section so that they may be read in context, and also collated at the end of the report for ease of reference. Other minor recommendations may be made in passing.

SURVEY REPORT

1. Keel and Ballast

1.1 Keel

The shallow cast iron ballast keel approximately 18' in length was seen to be lying tight, fair, and well-bedded, showing no signs of weeping or rust staining at the faying surface between the ballast casting and wooden keel above. The casting itself is in excellent condition with remarkably little surface corrosion.

The ballast keel is secured to the centreline structure by ferrous keelbolts. It is claimed that the keelbolts were checked and replaced where necessary in 2000. No documents were sighted to substantiate this claim, and no keelbolts were removed as part of this survey. Internally, access to the top of the keelbolts was somewhat limited by the engine and internal ballast, although where accessible there were no sign of persistent leaking around the bolts or rust staining (The rust staining in the bilge is thought to emanate from the internal ballast). The nuts showed acceptable levels of surface corrosion, although would benefit from some preventative rust treatment to slow down the rate of decay.

Recommendation: If evidence cannot be found of which keelbolts, if any, have been replaced, it is recommended that a structured programme of keelbolt withdrawal be implemented as part of routine winter maintenance with the objective of checking all bolts over the next 10 years.

1.2 Internal Ballast

A large quantity of low-grade iron ballast is located under the cabin sole, being a mixture of cast pigs and odd scrap. This is currently not secured and well-rusted, causing unsightly staining throughout the bilge. Although acceptable, this arrangement is not considered ideal and would be greatly improved by replacing the small pieces of scrap with larger cast pigs of similar weight. If the vessel is ever to be subjected to severe open sea conditions, some means of securing the ballast should be devised. All ballast would benefit from being removed and painted with bitumastic paint or similar to limit the amount of rust staining currently found.

Internal ballast must always be supported by the transverse framing and NEVER allowed to bear directly onto the planking alone.

Recommendation: Internal ballast should be removed and painted with bitumastic paint or similar to prevent further corrosion. Some thought may be given to replacing a number of the odd pieces of scrap with larger cast pigs. Some means of securing the ballast should be devised if the vessel is to be subjected to severe open sea conditions.

2. Hull, Deck and Main Structure

2.1 Planking Below Waterline

Hull planking is of 5/8" (approx) pitch pine. All planks were seen to be lying tight and fair with no significant distortions of line or form noted. All seams were seen to be tight and well-stopped with no signs of movement noted. Internally, it was noted that several of the seams have been splined, particularly port and starboard mid length at the turn of the bilge. This was probably done to tackle past persistent leaks, and appears to have been successful. The garboards (planks adjacent to the keel) were found tight and fair, with the seams well-stopped.

The planking was hammer sounded and spike tested and no significant areas of softening or rot were noted (although a complete assessment is only possible by removing all paint coatings). Pitch pine is one of the most durable timbers used for hull planking, and given the age of the vessel is in remarkable condition.



A very small area of softening was noted on the transom below the waterline (ringed in adjacent photograph). The paint coating in this area was poorly-adhered and the timber behind saturated and beginning to soften. This softening appears localised, and when next ashore it is recommended that the coatings in this area be removed to allow further investigation/ drying. It is felt that if allowed to dry thoroughly, a satisfactory repair can be made using epoxy resin without the need for letting in a graving piece.

Recommendation: Remove coatings to allow softened area of transom to thoroughly dry, and repair localised softening with epoxy resin.

A galvanised stem band is fitted, running from the stem head down to the forward end of the ballast keel. This provides protection against impact and also marine borers, and was found to be securely fastened and well-bedded.

2.2 Topsides planking, Rubbing Strake and Sheer Strake

All topsides planking found to be lying tight and fair with all stopping intact. Cream enamel finish generally well-adhered and in reasonable cosmetic condition. No distortion of the sheerline was noted in way of the chainplates and no hogging/sagging evident.

The sheer strake and upper planks around each chainplate were spike-tested and no softening was evident in these areas.

A hardwood rubbing strake, believed mahogany, is fitted around the sheer. This showed signs of localised abrasion and in some areas the paint coating is poorly adhered. Where

the paint coating has failed, the timber beneath is becoming saturated, although not yet starting to decay. This is particularly noticeable around the port runner chainplate. Mahogany is not known for its durability, therefore any wet areas should be thoroughly dried and paint coatings reinstated as necessary to prevent future deterioration.

Recommendation: Allow saturated areas of the rubbing strake to dry, then spot prime and repaint as necessary.

2.3 Centreline Structure and Floors

All centreline structure and floors are of oak. Limitations to access were experienced forward in way of the chain locker, and aft beneath the engine and transmission. Internal ballast was moved where practicable, but caused some limitations to access to the centreline structure in the main saloon.

The copper-fastened stem and apron were found hard and sound, and no areas of significant rot or decay were noted. The oak keel was found to be in good condition externally, however internally for the large part the keel and hog assembly are covered by pitch that has been run into the bilge. Where visible (forward of the mast step, and aft of the engine) it was however found free from visible material defect.

The loads from the keel are transferred throughout the hull by transverse sawn oak floors. These floors are through-bolted to the centreline structure by the keelbolts. The floors were seen to be in satisfactory condition. The forward floor has been reinforced with through-bolted steel plates. This appears to be a long-standing repair. The reasons for adding this extra strength are not known, however no signs of further deterioration or movement are evident. The plates are securely fastened and showing acceptable surface corrosion. Where accessible the timber is in satisfactory condition, however the condition of the timber beneath the plates cannot be guaranteed.

Above the aft deadwood there is a timber forming a knee between deadwood and sternpost. Its lower end holds the inboard end of the stern tube and the stern gland/greaser. The last 3" of this timber is completely decayed. A spike can be easily pushed in up to the handle and wet rot is in its most advanced stage. This decay may be caused by an initial defect in the timber such as the inclusion of sapwood, or by electrochemical degradation caused by the stern gear being electrically bonded to the sacrificial anode at this point. The deadwood beneath and adjacent frames all appear to be sound where accessible. The extent of the decay further in to the structure along the stern tube cannot be gauged without destructive testing. There is currently no sign of water ingress around the stern tube where it passes through the deadwood.

Due to the limited extent of the decay in terms of the overall size of the scantling, it is not considered of great structural concern, although if left unchecked may diminish the vessel's watertight integrity as the rot travels along the length of the stern tube. It is recommended that the rotten timber be cut away back sound material, and a new section scarphed in. This will necessitate removing the stern tube from the hull, therefore a quote should be obtained for the work from a good shipwright.

Recommendation: cut out rotten timber at lower end of sternpost knee back to sound material and scarph in new section as necessary. This will entail removing the stern tube, therefore a quote for these works should be obtained from a good shipwright.

2.4 Bilge

The bilge is heavily rust stained by the internal iron ballast. The paint coating is also starting to fail and flake off in some areas. It is therefore recommended that the bilge be cleaned and painted as part of routine maintenance.

The bilge has been filled with pitch to aid draining. This pitch appears sound and well-adhered, and there are sufficient limber holes in the transverse floors to allow drainage.

2.5 Frames

Steamed oak timbers are located at 6" centres. Significant limitations to access were experienced forward in way of the chain locker, other fixed furniture and beneath the engine and ancillaries. All frames that could be examined were found free from fractures and other material defects, which is unusual in a craft of this age, and none have been doubled. Numbering from aft, No. 7 on the starboard side is splintered at the heel, but this is considered of little structural significance. No.s 4 and 5 to starboard and No. 5 to port have had new lower sections scarphed in. This work appears to be recent and has been well done.

No significant softening of frame heels, where accessible, was noted where they emerge from the pitch in the bilge. The condition of the structure beneath the pitch cannot be commented upon.

2.6 Fastenings

The vessel was seen to be copper fastened throughout. The planks are secured with copper nails, riveted internally over copper roves. No fastenings were withdrawn during the course of this survey.

No evidence was seen in the planking or seams that would suggest that the fastenings are failing: All planks are lying extremely tight and fair. A number of fastenings were aggressively hammer-tested and found to be of good material strength, and no deterioration of the timber around the fastenings was noted.

2.7 Stringers

A substantial oak bilge stringer is riveted to the transverse framing to add to the vessel's longitudinal strength. All fastenings were seen to be holding securely, as far as can be ascertained without removal. It was noted that the bilge stringer has been at some time fractured on the port side at mid length. A doubler has been fitted. This doubler has been screwed to the stringer with brass wood screws, and when tested, the head sheared off one of these screws with very little effort. These fastenings therefore need replacing, preferably with bronze or stainless steel screws of a larger gauge.

Recommendation: replace defective fastenings in port bilge stringer doubling piece.

2.8 Deck and Coachroof

The deck, coachroof, and all cabin coamings were replaced in 2000, and as such are in excellent condition. The deck and cabin top are plywood, sheathed in fibreglass cloth, and painted in proprietary non-slip paint. All coatings and coverings were seen to be sound and well-adhered. All work appears to have been completed to a high standard.

The varnish work in general is in need of some attention, and in particular the toerail and handrails are in poor cosmetic order.

Internally the deck is supported by full and half beams supported by substantial beamshelves and carlins. All timbers were found to be in sound condition where accessible. The sailing beams in way of the mast are stiffened by substantial oak lodging knees and a clamp timber. This would seem a very strong arrangement and no signs of movement or weakness were noted.

The mast is deck-stepped in a tabernacle, and supported below deck by a galvanised compression post. The post is supported on a substantial mast step supported by the keel and transverse floors. No signs of stress or weakness were noted.

2.9 Cockpit

The deep cockpit is not self draining. All coamings and furniture have been recently replaced to a high standard. Furniture consists of aft thwart and port and starboard seats with battery lockers below at the forward end.

The cockpit sole is of substantial iroko or similar and of excellent quality. Access to the engine is found under a small removable bridge deck at the forward end of the cockpit.

3. Steering Gear

3.1 Rudder

The rudder was unshipped at the time of survey and viewed ashore. The laminated blade is reinforced by substantial through-bolted straps and three pintles. All was found to be in satisfactory condition. The pintles were found to exhibit significant corrosion, particularly on the pins themselves. It is considered that at this time sufficient strength remains, although it is suggested that the pintles are coming towards the end of their life and replacement should be considered. The rudder could not be assessed for play in the hangings as it was unshipped, however it is thought likely that given the amount of corrosion on the pins, some play is to be expected.

The three ferrous gudgeons on the transom and sternpost were found to be securely fastened, the lower gudgeon incorporating a sacrificial anode. This anode was found part-wasted and appears to be protecting the fitting. It is not in need of immediate replacement.

A varnished oak tiller was seen ashore, and found to be in good condition with no evident splits or shakes.

4. Skin Fittings and Through-hull Apertures

4.1 Below waterline

The engine coolant intake is to be found on the starboard quarter, accessible internally via a removable section of cockpit sole. The fitting was seen to be secure and well-bedded externally and consists of a ball valve with integral strainer. All found to be working satisfactorily. The single hose clip was found to be secure (It is good practice to double up hose clips on all through-hull fittings where the length of tail allows).

Depth transducer found on the port side at mid length, found securely fastened and well-bedded and showing no sign of persistent leaks.

4.2 Above waterline

Exhaust exits the transom on the port side, and bilge pump discharge and gas locker drain exit the port quarter. All fittings found secure.

5. Deck Gear and Fittings

5.1 Main Companionway and Hatches

The mahogany main companionway consists of a sliding hatch and three-piece washboard. All found to operate correctly and, having been recently renewed, are in good condition.

The fore hatch is also recently replaced and in good condition. It was however noted that there is currently no means of securing the hatch from below. This could prove dangerous at sea and should be addressed.

Recommendation: Devise means of securing fore hatch from below when at sea.

5.2 Ports, windows etc

Opening bronze-framed glass ports are located in the coachroof sides. All found to be operational, secure and well-bedded, showing no signs of persistent leaks. Fixed ports are to be found in the cabin front and are also secure and well-bedded.

5.3 Pulpit, stanchions, guard wires, pushpit, and jackstays

A galvanised pulpit is fitted and found to be strong and secure.

There are no stanchions, guard wires or jackstays fitted, however stainless steel u-bolts were noted in the cockpit, presumably to act as strong points for lifelines. Caution should always be exercised when working on deck or venturing forwards, and particularly when there are no guard wires.

5.4 Rigging attachment points

There are three galvanised shroud chainplates plus one runner chainplate per side. All are bolted through the planking and transverse frame with doubler. All were seen to be secure with no signs of movement noted.

The forestay attaches to the stemhead fitting/gammon iron, securely mounted.

The bobstay attaches to an eyebolt, bolted through the stem and apron, and bowsprit shrouds to eyeplates in the sheer strake. All found to be secure and well-bedded.

The outer forestay attaches to a crane iron on the end of the bowsprit.

5.5 Ground tackle and Mooring Arrangements

15 lb CQR bower anchor stowed on foredeck with suitable length of galvanised chain. It should be ensured that the dead end of the chain is secured to a strongpoint on the hull to prevent the chain running out. Anchor and chain showing moderate but acceptable corrosion. A Simpson-Lawrence 'Hyspeed' windlass is securely mounted on the foredeck. This was found to be in working order (although not tested under load) but somewhat stiff and in need of lubrication.

A 10 lb Danforth kedge anchor and suitable length of chain was found stowed in the forepeak.

Mooring arrangements consist of a bronze horn cleat forward, securely mounted on the foredeck, and two mooring posts forming the corners of the cockpit coaming aft.

5.6 Deck gear and general fittings

Ansell Jones bronze sheet winches are mounted on the cockpit coaming. These were found in working order, although not tested under load.

A selection of wooden horn cleats and plastic 'Clam-cleats' are found on the cabin top and coamings. All found to be securely fastened.

6. Rig and Sails

6.1 Spars

All spars were available for inspection ashore. Solid spruce mast, boom, gaff and bowsprit, all found to be in well-varnished condition and free from any significant splits or shakes. The upper section of the mast is painted white. All fittings found to be well secured and free from visible defect.

The boom is fitted with Turner-pattern roller furling gear. This appeared intact although could not be tested.

6.2 Standing Rigging

Standing rigging is of galvanised flexible wire with Taulrit splices. All splices were found to be well-parcelled, and the wire well-served, with no sign of corrosion or broken or fraying strands. Tension is achieved by galvanised rigging screws. All appear to be in serviceable condition although show superficial rust in places, therefore should be oiled or greased to prevent further corrosion. It was not possible to test the rigging for fit.

6.3 Running Rigging

All running rigging was seen to be in satisfactory condition, being a mixture of three-strand and braided polyester rope. As all was de-rigged, it was not possible to establish whether or not the running rigging was complete.

6.4 Sails and covers

All sails could only be inspected for major defects and none were noted, however all sails are in a very well-worn condition and may contain numerous minor faults that only become evident when set. It is therefore recommended that the sails be inspected by a qualified sail maker so that any necessary repairs can be carried out. The sails were not tested for fit to the spars.

A dark blue sail cover was sighted, and seen to be in good condition.

7. Engine and Sterngear

7.1 Engine and Installation

Yanmar 1 GM-10 single cylinder diesel with direct seawater cooling. The general quality of the installation appears satisfactory, being mounted on a custom-built galvanised engine bed on flexible mounts. No signs of oil or water leaks were evident. Access to the engine is

good, with removable panel and cockpit sole above, and removable companionway steps to gain access from the front.

The engine started easily and ran smoothly, although mechanical condition cannot be commented upon. It was noted that a negligible amount of cooling water was coming out of the exhaust. The seacock and filter were checked and found to be clear, suggesting a problem with the water pump. This type of engine uses a pump with small rubber impeller, which is prone to perish. It is therefore recommended that the pump impeller be checked and replaced if necessary (a very straightforward job).

Recommendation: Investigate lack of coolant water coming out of exhaust. Suggest that water pump impeller should be checked and replaced as necessary.

The exhaust is fitted with a Vetus water lock and has a suitable gooseneck before exiting the transom to prevent siphoning or following seas driving up the pipe.

7.2 Fuel System

A cylindrical copper tank is well-secured in the aft lazarette, filled via a deck filler in the aft deck above. Copper pipe work leads to the engine, and there is a shut-off cock close to the tank and a pre-filter/separator between the tank and lift pump. All seen to be satisfactory.

7.3 Stem Gear

Manganese Bronze three-bladed propeller on stainless steel shaft. The propeller was seen to be part-dezincified and showing significant damage to the tips and leading edges. Although currently serviceable, it would be considered prudent to replace the propeller at the earliest opportunity. Manganese Bronze is confusingly not a true bronze but a form of brass therefore an alloy of copper and zinc. Dezincification is the process by which saltwater gradually dissolves the zinc content of brass leaving a spongy mass of copper, and although retaining its original shape, strength is greatly reduced.

Recommendation: Although the propeller is at present considered serviceable, replacement is recommended.

No play in the shaft was evident and the propeller was seen to turn straight and true by hand. The propeller is locked onto the shaft with a castellated nut and split pin.

7.4 Cathodic Protection.

A sacrificial anode is located on the port quarter and found to be in good electrical contact with the stern gear via internal bonding. It is also bonded across the flexible coupling to the engine. The anode was seen to be part wasted (estimated 25% of original mass lost) but not in need of immediate replacement. Its condition should be monitored throughout the season and replaced when necessary.

An additional anode is bolted to the lower rudder gudgeon. This is wasted to a similar degree and should be monitored accordingly.

8. Accommodation

8.1 Accommodation General

Port and starboard settee berths are located in the main saloon. Blue fabric-covered cushions in good condition. Galley furniture and cabinetry opposite are noticeably crude compared to the otherwise excellent standard of new work seen throughout.

It was noted that the cabin sole boards around the mast step are in very small sections and not entirely secure, whilst beneath the companionway, the sole board is fragile and starting to disintegrate. (Whilst by no means essential, replacing the sole boards is a relatively easy and inexpensive job).

9. Electrical and Domestic Systems

9.1 Gas Installation

Flavel 'Vanessa' double burner and grill. Rigid copper piping leads to a single cylinder gas locker in the after lazarette. The gas locker is accessed via a hatch in the aft deck and incorporates an overboard drain: This is an excellent installation.

The gas cooker was not tested, and it is recommended that all gas appliances be tested for safety by a qualified CORGI registered engineer.

9.2 Fresh Water System.

Two rigid plastic containers are located in the galley area, with a single pump above. There is no draining sink, but a plastic bowl is provided which can be emptied overboard.

9.3 Heads

'Thetford' chemical toilet located in the forepeak. Not tested for operation.

9.4 Electrical Installation

Twin 12v batteries are located in the port and starboard forward cockpit lockers, beneath a removable sole. Master switches are found under the gas cooker, inside the locker. These batteries charge on a split relay from the engine alternator.

All circuits are on a fused switch board, located to the starboard side of the companionway. The general standard of the installation appears satisfactory. Cabin lights were tested working.

9.5 **Electronic / Navigation Equipment**

NASA depth sounder. Seen working but accuracy cannot be verified.

10. Safety and General Equipment

10.1 **Navigation Lights**

A masthead tricolour and all-round white light was sighted ashore with the rigging. This could not be tested for operation. These lights are compliant with COLREGs for vessels under 7m / 23 ft. The tricolour is to be used when sailing and the all round white light under power.

10.2 **Bilge Pumping Arrangements**

A single diaphragm manual pump is located beneath the cockpit sole. This discharges overboard and is fitted with a strum box (strainer) on the inboard end. The pump could not be tested. This type of pump is considered adequate for a vessel of the size, although it is recommended that at least two buckets are carried aboard at all times for emergency bailing.

10.3 **Fire Fighting Equipment**

A 1.3 kg dry powder fire extinguisher was seen aboard. This was not dated and had no pressure gauge. It is recommended that a tested and dated extinguisher be fitted.

A fire blanket should also be carried within easy reach of the galley.

Recommendation: Up to date fire extinguisher and fire blanket should be carried aboard.

10.4 **Lifesaving and Emergency Equipment**

None seen aboard

Note: Whenever the vessel is in commission, it is important that safety equipment appropriate to the number of crew aboard and intended area of operation is carried on board. Although there are no statutory requirements for a vessel of this type, it is sensible to follow generally accepted good practice. The Royal Yachting Association produces the "Boat Safety Handbook" (booklet C8) which is available from various nautical outlets or directly from the RYA (www.rya.org.uk).

The RNLI Sea Safety scheme offers a free inspection (SEA Check) and advice concerning levels of safety equipment and can be contacted at www.rnliseasafety.org.uk or on 0800 3280600

RECOMMENDATIONS

Section 1.1 Keel

1. If evidence cannot be found of which keelbolts, if any, have been replaced, it is recommended that a structured programme of keelbolt withdrawal be implemented as part of routine winter maintenance with the objective of checking all bolts over the next 10 years.

Section 1.2 Internal Ballast

2. Internal ballast should be removed and painted with bitumastic paint or similar to prevent further corrosion. Some thought may be given to replacing a number of the odd pieces of scrap with larger cast pigs. Some means of securing the ballast should be devised if the vessel is to be subjected to severe open sea conditions.

Section 2.1 Planking Below Waterline

3. Remove coatings to allow softened area of transom to thoroughly dry, and repair localised softening with epoxy resin.

Section 2.2 Topsides planking, Rubbing Strake and Sheer Strake

4. Allow saturated areas of the rubbing strake to dry, then spot prime and repaint as necessary.

Section 2.3 Centreline Structure and Floors

5. Cut out rotten timber at lower end of sternpost knee back to sound material and scarp in new section as necessary. This will entail removing the stern tube, therefore a quote for these works should be obtained from a good shipwright.

Section 2.7 Stringers

6. Replace defective fastenings in port bilge stringer doubling piece.

Section 5.1 Main Companionway and Hatches

7. Devise means of securing fore hatch from below when at sea.

Section 7.1 Engine and Installation

8. Investigate lack of coolant water coming out of exhaust. Suggest that water pump impeller should be checked and replaced as necessary.

Section 7.3 Stern Gear

9. Although the propeller is at present considered serviceable, replacement is recommended.

Section 10.3 Fire Fighting Equipment

10. Up-to-date fire extinguisher and fire blanket should be carried aboard.

SUMMARY

“Zenith” was found to be an exceptionally pretty example of a well-known local class. Considerable work has been undertaken in recent years including replacing the decks and superstructure, and has been completed to a very high standard.

Given the vessels age, she is in remarkably good structural condition, and notwithstanding the problem with the bottom of the sternpost knee, is in first class order.

All the other recommendations made in this report are of a relatively minor nature, and when addressed should make “Zenith” one of the best examples of her type afloat.

“Zenith” is at present thought to represent a normal insurance risk, and if properly maintained, should give many more years of pleasurable service.

Date: 28th April 2006

Simon Hipkin

Yacht and Small Craft Surveyor