

Report of the Survey of Motor Sailor

Sole Bay 35 – “Slip”.

Survey carried out for:
Mr Shaun Rice.



Place of Survey: **Dell Quay.**
Blocked Ashore.

Purpose of Survey: **Insurance Condition
Survey**

Date of Survey: **June 2016.**

This survey of the above detailed vessel is carried out on behalf of the above named client only and to no other third party. Any liability is to the above client only and not to any subsequent holder of this report.

Description & Identification of Vessel.

“Slip” is a single screw, round bilge carvel full keel displacement hull, Bermudan ketch rigged motor sailor yacht built by Porter & Haylett, Wroxham, UK and launched in 1971 (per owner) to a Jack Francis-Jones Design.

Finished in white painted topsides, with red antifouling. Name to transom.

Official part one registered number. 340520 per tonnage plate.

Principal Data.

Provided from Archives - Not independently verified.

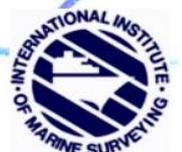
Length overall.	35ft 0”.
LWL	32ft.
Beam.	10ft 1”.
Draft	4ft 11”.
Displacement	Estimated +11 Tons.
Ballast.	External Iron Keel estimated 4 Tons.
Engines.	Perkins 4236M - 67hp. Shaft Drive to three blade bronze propeller.

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Essential and safety recommendations are highlighted as bold text.

Terms, Scope and Limitations of Survey.

This survey is a factual report on the visual inspection carried out within the limitations stated below, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of inspection.

It carries with it no guarantee against faulty design or latent defects or suitability of the vessel for any particular purpose, nor any guarantee of compliance with any particular national or international rule, requirement, regulation, law standard or code.

Parts of the structure, which were covered, unexposed, or inaccessible, were not inspected. Unless otherwise specifically mentioned in the report, no dismantling was carried out except for the removal of normally portable traps and panels.

It is important to note that areas of the internal surfaces of the hull and deck remain unavailable for detailed examination due to the normal presence of bonded liners, fixed deck head and side linings, locker linings, upholstery trims, fastened down sole boards and other fixed elements of the fit out and construction being in situ, including, engines, machinery, batteries, tanks, rudders, stern gear, wiring, pipe work and all normally installed equipment, which restricts access to the internal surfaces of the hull and deck thereby preventing detailed examination in these areas.

We are therefore unable to report that any such unseen part of the vessel/structure is free from defect.

Areas were available for visual examination through inspection hatches, service traps, under berths, inside lockers, under the floorboard hatches, and the external surfaces as noted.

It is upon the surveyor’s findings at such sample accessible areas that the survey report is based.

The survey makes no representation and does not purport to describe any previous event or condition, or condition which may change since the time of the survey.

The durability and performance of paints, topcoats and coatings cannot be estimated or guaranteed.

No guarantee is made against the future development of timber decay or rot or infestation.

The recommendations listed herein are limited to those that in the opinion of the surveyor are reasonably necessary and appropriate based upon the age and value of the vessel and the conditions, circumstances, and declared information as existed at the time of the inspection.

The survey is a visual non-destructive inspection only. Items are not tested unless specifically detailed in the report. The scope of this survey is limited by instruction. A full condition survey has not been carried out.

A specialist galvanic survey has not been carried out.

The vessel was seen as blocked ashore. Therefore, the buoyancy and trim of the vessel and the sealing/integrity of underwater fittings cannot be assessed or guaranteed. Areas under the cradles blocks/supports supporting the vessel could not be inspected.

The stability of the vessel has not been assessed.

The vessel was presented as under refit.

No planks, timbers, fixings, fittings, fastenings, shafts, or propellers, bearings, rudders or rudder bearings were drawn or removed for inspection.

Timbers and planking were hammer sounded and pry bar and spike tested at random. Fixings were sample hammer and pry bar tested at random.

Wood species, fixing and metal types quoted are as advised/generic and are not specifically or individually verified or tested for origin.

No ballast blocks, items of fit out, trim or structure were dismantled in the course of the survey.

The installation of major items of equipment and machinery excluded from the scope of this survey.

Access to the systems installation, engine and engine room fit out, significantly to the outboard, and under sections, is limited which restricts detailed inspection. Therefore areas timbers and components remain unseen/unverified.

The bilge area under the engine could not be fully accessed.

No leakage tests were carried out on planking, timbers, decking, coverings, fittings, windows or hatch fittings.

Skin fittings and valves have not been dismantled; therefore the condition, integrity and durability of internal components cannot be verified or guaranteed.

The inventory has not been advised or verified.

Title or VAT or CE status has not been verified.

Normal wear and tear and minor cosmetic items, paint coat damage and marks in keeping with the age and use of the vessel are excluded for clarity.

Essential and safety recommendations are highlighted as bold text.

Understanding this report.

The survey inspection, process, findings, conclusions and subsequent recommended actions are detailed in the body of this report, however where an observation or a comment is noted whereby remedy is self-evident and of a minor, cosmetic or inconsequential nature, for clarity, a specific recommendation may not be made.

Whilst every effort is used to maintain a clear reporting style this remains a technical report and specialist/nautical terminology may be used. Remember that should you have any questions or require any clarification on any matters concerning your survey report please do not hesitate to contact us as we are always happy to explain or clarify any details or technical wording to ensure a full understanding.

Survey recommendations are classified as follows.**Critical.**

Any exceptional item with significant and immediate risk to the crew or vessel.

The vessel or item of equipment is unsafe for normal use and professional specialist repairs should be made without delay.

As safety remains a priority in the case of critical items we reserve the right to and will inform the owner or broker/agent/yard of the nature of the defect and required remedial actions

Essential.

Defects or items that may affect the normal safe and reliable operation of the vessel and its equipment requiring urgent rectification prior to normal use, however careful or limited use remains possible.

Important.

Items or conditions not necessarily requiring urgent rectification but that may present significant impact or consequence upon the value or long term condition of the vessel.

Recommended.

Defects or items not effecting the immediate normal safe operation of the vessel and its equipment at this time but requiring rectification as soon as practicable unless otherwise specified.

Advised - Notes.

Minor repairs and maintenance requirements- for information only - Observations or reminders for routine servicing, general maintenance items as accepted best practice.

Where remedy is basic, or of a minor or routine maintenance nature and/or self-evident a specific recommendation may not be detailed.

Essential and safety recommendations are highlighted as bold text.

1. Hull & Structure.

1.1 Construction.

Of traditional round bilge full keel carvel construction a swept sheer and straight raked stem and counter stern and of (advised) Iroko planking screw and clench fixed on 6" centred 2½" sawn Oak frames and copper clenched bent Oak timbers and sawn Oak floors with though bolted galvanised steel strap floors, hooks, knees and facings.

Believed Pine Beam shelf and Carlings.

Keel and backbone timbers of sided (advised) sawn Oak.

Engine beds and chocked bilge stringers of (advised) Oak and Pine.

Principal fixings are of (advised/believed) hot dipped galvanised steel and bronze screws with copper nails.

Decks are sheathed plywood on Oak (possibly Pine) deck beams centred 10" and coach roof and wheel house superstructure is of Oak frames, Oak boards and Oak and plywood facings and cappings

Deck trim and interior fit out of Oak /Iroko cabin fit out.

1.2 Structure.

As could be accessed and as tested the principal structure, back bone timbers, and main bulkheads, were found to be sound, and well fixed, with no signs of movement or significant damage or rot. Timbers and planking were sample hammer sounded, scraped back, pry bar and spike tested at random.

No detectable evidence of worm or infestation was identified.

The mainmast step frame, deck beams and the mast step pad and partner timbers were found as sound with no evidence of distortion. The oak posts land directly to the a steel frame spanning two keel floor timbers. The posts, frame and supporting floors and fixings were found as sound.

The mizzen mast step frame, deck beams and the mast step partner timbers were found as sound with no evidence of distortion.

1.3 Fixings.

Accessible keel and backbone bolt heads and nuts and fixing heads/caps were sample hammer and pry tested and found sound with no evidence of fixing sickness, general decay, or advanced deterioration from corrosion.

The external keel bolt fixings are recessed into to sockets and unseen, no evidence of softening or seepage was noted.

The engine bed and frame external fixing heads are covered with a tingle and unseen.

The frame/floor fixings are advised as replaced in 2015.

1.3.1 No keel or backbone fixings were drawn for survey.

The planking is screw fixed to the backbone and framing, the screw heads are plug capped and unseen and offset copper clenched/capped nails to the timbers which are buried in the planks and unseen. As sample checked and where hammer tested at sample exposed fixings the screw heads and clench caps and were sound and tight. No plank fixings were drawn for survey.

Essential and safety recommendations are highlighted as bold text.

1.4 Backbone, Principal Timbers and Framing.

The sheer, keel and bilge were sighted as true. The lines as could be seen were true with no evidence of significant hogging, sagging, twisting or wracking.

The vessel was observed as blocked ashore and noted as hard and tight.

Externally the stem piece, gripe and forefoot section of the false keel timber were found be hard and sound with no evidence of recent damage or decay.

Internally the stem timbers, apron, deadwood and hooks and galvanised hooks and frames were found as hard, sound and tight.

The keel and sectioned keelson were of substantial section and were found be hard and sound and tight with no evidence of advanced decay or deterioration.

The bilge stringers, engine beds and keel frames were found as sound with no evidence of advanced decay or deterioration.

The stern post, aft false keel, deadwoods and horn timber were hard and sound with no evidence of advanced decay or deterioration.

The transom wishbone and transom boards and plank landings were hard and sound with no evidence of advanced decay or deterioration.

There is a shake in the rudder deadwood cap at the rudder tube, the timber was found as hard and sound. The shake is aged and no remedial action is required however the timber should be monitored and in the event that the shake continues to open up in use repair by fitting sister or crown chocks should be considered.

The visible principal framing (sawn frames, sawn floors, sawn/laminated gusset scabs and futtock sections) hooks and chocks, bent timbers, beam shelf and sheer clamp sections were seen as substantial and sound and well-fixed with no evidence of advanced decay, cracking, splitting or failure. Fayed lines were well made and the frames and clamps secure and well placed. Sample clamp and frame fixings were hammer tested as sound.

1.5 Bulkheads.

The principal transverse plywood and panel section bulkheads were found as sound with no detectable advanced rot or decay

1.6 False Keel.

The false keel and rudder heel were found as sound and true with no visible evidence of hogging, sagging, significant damage or decay.

1.7 Ballast Keel.

The believed cast iron ballast keel was in a sound general condition with no evidence of significant degradation from corrosion and was tight to the wood keel and garboard sections with no evidence of movement in the butt jointing to the false keel sections.

Keel fixings – refer 1.3

Essential and safety recommendations are highlighted as bold text.

1.8 Planking.

Internally the hull planking was in good condition with no notable evidence of significant seepage or leakage. The boards were in good sound condition and seen as hard fixed and fayed to the inner frames with no visible evidence of cupping or twisting from the frames or tufting (over caulking) or areas of significant weepage.

Externally the screw fixing heads are fully doweled or filled and seen to be sound with no evidence of swelling, popping or detectable fixing sickness or decay.

The hood ends were sample hammer and spike tested as sound and secure with no evidence of separation or opening up.

Plank joints are butt strapped and the butts seen as well spaced and the straps and fixings noted as sound and secure.

Externally the planking lines were true and fair. The planks were hammer sounded at random and found to be generally sound and secure with no evidence of notable twisting, cupping, splitting, or significant service damage.

The garboard and broads were hammer and spike tested at random and no significant decay or opening up was detected. The devil seam was found as tight and true with no evidence of seepage or spread.

The seams were in good condition with only slight shrinkage to eh stopping. The nature of the caulking was not verified, however the seams are noted as tight and satisfactory.

No significant decay due to electrolytic alkaline reaction was found at the hull and skin fittings/fixings.

1.9 Paint Coatings.

The topsides are fully prepared faired and over painted to a satisfactory standard. The paint coatings are well attached and in a satisfactory general and cosmetic condition when viewed from 6ft distance. The topside paint coatings were not scraped back or breached.

The antifouling coatings are well attached and seasonally serviceable. The underwater paint coatings were not scraped back or breached.

Topside paint coatings and waist boards were satisfactory and well kept.

The coachroof and wheelhouse and deck bright work are noted as undergoing repainting/refinishing.

Essential and safety recommendations are highlighted as bold text.

1.10 Bilges and Internal Hull Spaces.

The bilges were found as painted out to a good standard and generally clean and dry. No softening or decay to the hog/keelson and garboard and lower frame sections was detected.

The bilge limbering is considered as minimal – however this is the nature of the design and build technique.

Access limited/restricted to the engine compartment bilges – the fitment/type of a drip/catch tray could not be verified.

1.11 Deck and Superstructure.

The decks and coach roofs are of sheathed and painted plywood over transverse beams to beam shelf and carlins. The wheelhouse and aft coach roof superstructure is of Oak framing with Oak and plywood boards and teak cappings. The wheel house roof is of sheathed ply and was sample hammer tested as sound.

The waist boards, coamings, deck beams and carlin sections were found as sound and in a satisfactory condition.

The decks were walk tested and hammer sounded and spike tested at random and no areas of significant flexing, movement or softening/deterioration were detected.

The deck sheathing was satisfactory and secure with no significant degradation, lifting or water ingress.

The deck paint finish was in the process of being reapplied.

1. Recommendations.

1.3.1 (Advised) *Sample keel/backbone bolts should be drawn for inspection – 1x aft, 1 x mid, 1 x forward.*

Note: Maintaining the internal paint coatings is as important as maintaining the external coatings to prevent water ingress and rot.

Note: All practicable measures should be taken to maintain and provide good ventilation and air circulation to the internal bilges and stem and stern sections to reduce the likelihood of damp, rot and fungicidal infection.

Essential and safety recommendations are highlighted as bold text.

2. Stern Gear.

2.1 Propeller.

There are patches of dezincification corrosion to the propeller blades, however this was scraped back and found to be limited to the surface and to the remaining sections of the blade and hub where scraped back were found of bright sound metal in good condition.

The 3 blade bronze type propeller was secure to the tail shaft and in a serviceable condition with no evidence of degradation due to corrosion or contact damage. The propeller and nuts were hammer tested and rang as sound.

The propeller nut is noted a fully wound home and secured.

2.2 Shafting.

The believed stainless steel shaft was where sighted and spot checked found as in a serviceable condition with no visible evidence of significant damage or pitting or deterioration from corrosion. The shaft was free to rotate. The shaft was hammer tested and rang as sound.

The shaft coupling was, as seen in situ, satisfactory being secure with no evidence of shaft slip or cracking, however the coupling and fixings are corroded.

2.3 Stern Log Timbers.

Refer 1.4

2.4 Stern Tube and Bearings.

The believed bronze type stern tube, inboard cap and outboard log bearing housings were found to be tight to the stern timbers and secure with no evidence of movement or significant degradation from galvanic corrosion. Coatings were sample scraped back to reveal bright metal in sound condition and the flanges and fixings were hammer tested as sound.

The outboard stern bearing housing is secure and the water way unobstructed. The water lubricated believed nitrile cutlass bearing found as tight to the shaft when heaved.

The inboard bearings could not be checked for wear in situ.

2.5 Stern Gland.

2.5.1 The stern gland flexible gaiter is secured with double clips and in a satisfactory external condition – age unknown.

2.5.2 The bronze type packing type stern gland was found as sound and serviceable.

2. Recommendations.

2.5.1 (Recommended) *The stern gland gaiter should be removed and the condition of the internal section of the gaiter and stern tube cap and stern gland location dogs verified. The gaiter should be routinely replaced by the tenth anniversary.*

2.5.2 (Recommended) *The stern gland should be adjusted upon recommissioning and regularly checked in use. A means of lubricating the gland and tube bearing should be verified.*

Essential and safety recommendations are highlighted as bold text.

3. Rudder, Fittings and Rudder Tube.

3.1 Rudder.

The steel plate/fabricated rudder was secure and in serviceable condition with no evidence of significant damage or deterioration or deep pitting from corrosion. The rudder coatings were intact and serviceable.

The stock flange, neck and heel stock were hammer tested as sound.

The rudder was hammer tested and heaved as secure and sound and the movement /sweep observed as satisfactory.

3.2 Rudder Tube and Bearings.

The skeg heel fitting and lower bearing socket were intact secure to the hull and in a serviceable condition.

Refer 1.4.1.

The provision of a tube section inside the stern wood section was not verified.

3.2.1 The visible section of the rudder gland, upper rudder tube, mounting flange and fixings were found as satisfactory and were hammer tested as sound.

The rudder bearing movement was heaved as satisfactory.

3.3 Steering.

3.3.1 The Wheel/chain drive - cable steering is operational. Feel, play and movement found as satisfactory. The helm is operational and the mechanisms as seen in satisfactory condition.

The cables run to the port side through conduits/sheaves. The steering cables as sample checked are in serviceable condition however the age of the cables is not known. Pulleys and turning blocks found as secure and well-greased. The tiller arm is secure and serviceable and the cable ends are secure and adjusters noted as secured. The stop/limiter chain was secure and serviceable.

An emergency tiller/manual steering option was not identified.

3. Recommendations

3.2.1 (Recommended) *The rudder gland should be adjusted upon recommissioning and regularly checked in use. A means of lubricating the gland and tube bearing should be verified.*

3.3.1 (Advised) *Steering systems should be inspected, serviced and lubricated annually and regularly checked in use. Consideration should be given to providing an emergency tiller.*

Essential and safety recommendations are highlighted as bold text.

4. Cathodic Protection.

4.1 Anodes and Bonding.

The rudder anodes were secure and serviceable (new).

4.1.1 A hull anode and cathodic circuit was not seen.

4. Recommendations.

4.1.1 (Recommended) A hull anode (max 2kg) and cathodic bonding to the stern gear, stern tube and rudder tube/heel should be provided. Hull fittings should be sleeved or painted to provide insulation to the surrounding timber. The anode should be positioned as close as practicable to the propeller and of a type suitable to the home mooring water type/conditions. Refer info sheet below.

Water Type	Anode Type	Water Type	Anode Type	Water Type	Anode Type
Sea Water	=	Brackish	=	Fresh	=
Zinc/Aluminium		Aluminium		Magnesium	

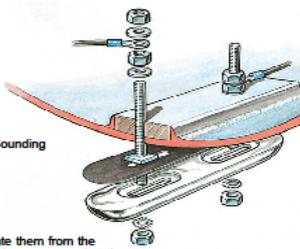
Fitting and Bonding Sacrificial Anodes

WHEN FITTING ANODES TO WOODEN OR GRP HULLED VESSELS
REMEMBER:

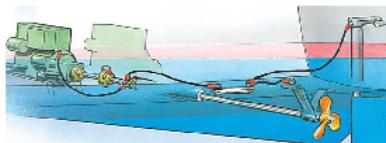
- The anode must be position on the outside of the hull below the waterline.
- The anodes should “see” the parts to be protected.
- The fixing studs should be located above the bilges.
- The anode location ensures the minimum run of bonding cable to the parts to be protected.
- There must be reasonable internal access to the studs.
- The anode should not be positioned forward of or in line with Echo Sounding Transducers or log Impellers.

Hull Anode Installation

- Stiffen the inside of the hull where the anode is to be fitted if necessary.
- Drill holes to take the fixing studs at the appropriate centres.
- On wooden hulled vessels studs should be sleeved or painted to insulate them from the surrounding timber. When sleeving the stud either use a heat shrink tube or ensure that the inside of the sleeve is packed with marine grade sealant.
- Before inserting and securing each stud assembly, apply a generous amount of sealant to the shank and collar where the stud touches the hull to ensure a good seal.
- Whenever an anode is fitted to a GRP or wooden hull an anode backing sheet must be used to control the wastage of the anode and protect the hull. The anode backing sheet should be replaced each time the anode is replaced.
- Always ensure that the anodes are fitted with MGDUFF Fan Disc Washers under the securing nuts which will help to assure the contact between anode and cathodic protection system. The fan disc washers and nuts should be replaced each time the anode is replaced.
- Protect the anode fixing studs on assembly with paint or grease inside and outside the vessel.



DO NOT PAINT THE WORKING SURFACE OF THE ANODE



Bonding The Cathodic Protection System

- The correct bonding of the cathodic protection system is imperative.
- Use 4mm² PVC Insulated Multi-Stranded Single Core Copper Cable or larger.
- Ensure that all connectors are clean and tight.

- The best way to bond the anode to the shaft is by using a MGDUFF Electro Eliminator as well as bonding the anode to the gear box or Engine casing.
- Insulated Flexible Couplings should be bridged by using a short length of bonding cable or a copper strap to carry through the contact between anode shaft and propeller.
- Bronze and Stainless Steel Rudders, Rudder Hangings and Shaft Brackets should also be bonded to the main anodes.



- Trim Tabs should be protected with separate anodes.
- Do not bond the same anode to ferrous and non-ferrous metals or stainless steel. Steel Rudders must be protected with separate anodes.
- Timber hulled vessels may be prone to electro-chemical decay and owners are recommended to contact MGDuff for specialist advice or visit our website

MGDUFF

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Essential and safety recommendations are highlighted as bold text.

5. Skin Fittings and Sea Valves.

5.1 Skin Fittings,

5.1.1 Bronze/yellow metal underwater skin fittings were as seen found to be in serviceable condition, secure and well fixed. External coatings were scraped back to reveal bright metal in good condition. The external fittings, fixings heads and adjacent landings and plank sections were hammer tested as sound.

Above water line skin fittings/discharges, were as seen, secure and in a serviceable condition.

5.2 Sea Valves.

Sea Valves were found as follows.....

No	Function	Location	Type	Comment.
1	Toilet Intake	Under aft cabin sole	Brass Gate Valve	Free to operate. Handle secure. External body and flange in satisfactory condition. Landing ok. Free to operate. No hose installed.
2	Toilet Discharge	Behind Toilet.	Yellow metal bronze type lever cone valve/skin fitting assembly	Free to operate. Handle secure. External body and flange in satisfactory condition. Landing ok. Fixings sound. Serviceable. Hose Ok x 2 clips. Waste Grade.
6.	Engine Intake	Engine Bay	Yellow metal bronze type lever ball valve/skin fitting assembly	Free to operate. Handle secure. External body and flange in satisfactory condition. Landing ok. Fixings sound. Hose ok x1 clips.

5.3 Underwater Hull Fittings.

Externally the log transducer and chock were found as satisfactory – the internal fittings were not accessed.

The ground plate was hammer tested as secure – the internal fittings were not accessed.

5.3.1 The transom exhaust outlet fitting and gate valve were secure, in servable condition and the hose noted as servable and secures with double clips. A swan neck of backwash flap was not seen.

5. Recommendations.

5.1.1 (Advised) *Yellow metal underwater skin fittings (and sea valves) should be inspected annually. An alternate sample hull fixing/bolt should be drawn annually for verification of the unseen though hull sections - from each skin fitting on an ongoing basis.*

5.2.1 (Essential) *Prior to relaunch - The toilet intake hose should be fitted and secured with double clips or the fitting capped/plugged to prevent accidental flooding*

5.2.0 (Recommended) *Ongoing - Annually – All sea valves and hull fittings (including log fitting) should be serviced and inspected annually. The closure of gate type valves should be regularly verified. Underwater hose fittings should be secured with double clips.*

5.3.1 (Advised) *Consideration should be given to providing a swan neck to the transom to prevent backwash/flow. The exhaust run/water trap capacity/arrangement should be verified by a marine engineer.*

Note: *Sea valves should be readily accessible and labelled and routinely operated to prevent seizure and kept closed off when not in use.*

Note: *Various sized soft wood plugs, rags/wadding and a mallet should be provided on board as means of emergency closure of a skin fitting/sea valve.*

Essential and safety recommendations are highlighted as bold text.

6. On Deck.

6.1 Windows and Ports.

The fixed forward hull ports, alloy framed wheel house screens and side/aft windows and coachroof opening ports and windows to the accommodation were found as sound and secure to the coaming boards with no indication of significant recent leakage. The timbers around the ports were sound. The glazing was satisfactory. The opening windows were serviceable.

6.2 Hatches and Doors.

The alloy framed forward and aft coach roof deck hatches were securely mounted and in a satisfactory condition with evidence of separation or significant recent leakage. The glazing panels, hinges, seals and catches were serviceable.

The lazarette hatch and channel drainage is noted as being overhauled/refitted.

The wheelhouse sliding doors are serviceable and securely mounted.

6.3 Mast Steps.

The main and mizzen mast step galvanised frames, hardwood deck pad blocks, deck beams and partners and supporting mast posts/structure were found as secure, in a satisfactory and serviceable condition with no evidence of movement or deformation. (Refer 1.4.).

6.5 Chain Plates.

The forestay lands to the galvanised stem cap/bow roller fitting which was in the process of being overhauled/refitted on new landings and fixings to the stem post at the time of survey.

The main mast shrouds land to iron strap chain plates which pass through the deck and are linked the main ring frame and bulkhead structure. The chain plate tangs were hammer tested as sound.

The aft coach roof mizzen mast forward lower chain plate straps are secure and serviceable.

The aft deck backstay and mizzen mast shroud/lower chain plates/eye bolts were hammer tested as sound.

6.6 Handrails and Stanchions.

The galvanized steel rails and stanchions/gate rails are secure to the deck with a normal degree of movement when heaved and are serviceable. The opening gate sections are serviceable. The wheel house roof rails and coachroof grab rails are secure and serviceable.

6.7 Deck Fittings.

The deck gear was in the process of being overhauled /refitted at the time of survey and mostly unseen. As fitted the deck fittings, vents, lights and navigation equipment were found as securely installed.

The bulwark side panels are secure and serviceable. The scupper provision is satisfactory.

6.8 Ground Tackle, Anchoring and Mooring Arrangements.

The estimated 16kg plough type bow anchor and 10mm galvanised short link chain were seen as stowed loose on deck and in serviceable condition and of suitable size/type for the vessel.

The windlass and chain pipe have been removed for overhaul and are unseen.

As fitted (being refitted at time of survey following overhaul) the mooring bollards, cleats and fairleads were soundly fixed and serviceable and appropriate to the vessel.

Essential and safety recommendations are highlighted as bold text.

7. Masts, Spars and Rigging.

7.1 Spars.

7.1.1 There is an aluminium masthead rigged single straight spreader deck stepped main and mizzen mast by Selden(Kemp) – age unknown. The masts were seen as unstepped and in storage on a mast rack and were not rigged/dressed spread for survey.

7.2 Standing Rigging.

7.2.1 The standing rigging is of 1x 19 stainless steel pre-formed wire with roller swaged mast eye and tang terminals and swaged stud terminations to rigging screws. The rigging could not be accessed for inspection.

The age of the standing rigging is advised as 2010 – safe working life 15 years max.

7. Recommendations.

7.1 (Essential) The masts and all standing and running rigging – fixings and fittings should be fully inspected and serviced and stepped/set by a professional rigger.

8. Engine Installation, Fuel Tankage and Machinery Compartment.

The installation of major items of equipment and machinery were inspected externally and tested as noted where practicable but were not dismantled for inspection of internal or concealed parts and therefore their condition and ongoing performance cannot be guaranteed free from defect. An engineering survey has not been carried out.

For a full engine survey the services of a specialist engineer with the appropriate diagnostic tools and equipment should be sought.

8.1 Installation.

The engine compartment was in the process of refit and as seen noted as fitted out generally to a serviceable standard.

The engine was in place and visually in a fair external condition, the provision of drip sump pans was not verified – no sump drip pans sighted.

The engine bed frame timbers and fabricated steel bed plates were of substantial section and well installed.

The resilient engine mounts were externally serviceable and well secure with no evidence of collapse, separation or walking on the beds.

The sea water cooling intake hose was serviceable.

The visible sections of the exhaust hose were serviceable – refer 5.3.1.

The copper and flexible fuel pipes were as sample checked serviceable and of fuel grade hose. A fuel isolation valve is provided.

The ventilation and circulation to the machinery space was not verified.

The engine instrumentation and cornels were being overhauled/refitted at the time of survey.

8.2 Fuel Tankage.

The galvanised mild steel fuel tank is securely located outboard to starboard of the engine. Access for inspection is restricted, however as found the visible tank sections were satisfactory

Essential and safety recommendations are highlighted as bold text.

9. Domestics.

9.1 Fresh Water System.

The galvanised fresh water tank is secure to port outboard in the engine space. Access for inspection is restricted, however as found the visible tank sections were satisfactory. The fresh water system was being refitted/overhauled at the time of survey.

9.2 Toilet Installation.

A manual sea water flush toilet is installed to the compartment. The toilet is secure and in a satisfactory condition. The toilet intake pipe work was not installed at the time of survey – refer 5.2.1.

The toilet outlet is run to sea – the discharge pipe work is looped to deck level to prevent back siphoning – however it is recommended as best practice that the sea valves are kept closed when the toilet is not in use.

9.3 Ventilation.

Fixed ventilation to the accommodation via deck vents is adequate but of minimal volume. Whilst aboard care should be taken to maintain an adequate and safe airflow. (Open windows and hatches especially whilst cooking/sleeping).

Ventilation to the accommodation and locker spaces, in particular to the bilge, stem and stern ends are of vital importance to this type of vessel in reducing condensation and damp and therefore deterioration/rot of the vessels timbers.

9.4 Gas. LPG System. Cooking Facilities.

9.4.1 A LPG cooker and supply has been temporarily installed. The installation unsafe for use and presents an explosive risk.

9. Recommendations.

9.4.1 CRITICAL – Immediate - The gas bottle should be disconnected and removed from the vessel.

9.4.0 (Essential) prior to use - Gas bottle stowage should be provided – bottles should be secured upright and separate and isolated from the interior of the vessel vented and drained direct to atmosphere/overboard and arranged that any LPG leakage will be directed safely overboard. (ideally on deck/outside of the vessel).

LPG supply pipework and isolation should be installed to PD5482-3:2005(BS5482-3:1999) /BS EN ISO 10239:2000).

The cooker should be securely installed/fixed/secured to a gimble.

The LPG system should be fully evaluated tested/ certified by a qualified (Gas Safe Registered Engineer to PD5482-3:2005(BS5482-3:1999) /BS EN ISO 10239:2000).

9.4.1 (Advised) Best Practise – A gas alarm- ideally with auto shut down and auto bilge vent should be provided.

Essential and safety recommendations are highlighted as bold text.

10. Bilge Pumps.

The vessel is arranged as a single compartment and the bilges drain to the aft engine bay bilge sump.

The limbering/bilge drainage to the compartments are considered as minimal but in keeping with the vessel's build. The bilges and limber ways were clear of restriction/debris.

10.1 A manual bilge pump is provided (Whale Gusher 25 (2USGPH max)) – (accessed under wheelhouse seat). Pick up is to the aft engine bay bilge with direct overboard discharge. Handle provided on board. Service history unknown.

The bilge pumping provision is to a satisfactory minimum standard and appropriate to the vessel.

10.0 Recommendations.

10.1 (Essential) *The manual bilge pump should be serviced – fit service kit and the strum pick up should be secured in the bilge.*

10.0 (Advised) *as best practise. An additional 12v bilge pump (min 40 LPM) should be provided with manual and auto (permanent live) switching and auto activation warning light/alarm.*

Consideration should be given to installing a high bilge warning alarm and to providing an emergency or flood pump (min 180 LPM) on board.

Essential and safety recommendations are highlighted as bold text.

11. Fire Fighting Equipment.

11.0 Recommendations.

11.0 (Essential) prior to use – A BS rated fire blanket should be provided to the galley.

11.0 (Essential) prior to use – A smoke and CO alarm should be fitted to the forward and aft accommodation.

11.0.0 (Essential – prior to use) Two Min BS rated 13A/70BC (2kg) multipurpose portable fire extinguishers should be provided on board.

11.0 (Advised) as best practise.

An appropriately rated single canister auto fire extinguisher should be provided to the machine/engine bay – i.e Fire blitz FBA-P2.

An additional BS rated 21A/113BC (4kg) multipurpose portable fire extinguisher should be provided on board.

A fire /heat alarm should be fitted to the engine bay.

2x large fire buckets with lanyards should be carried on board.

12. 12v/24v /220v Systems and Navigation.

12.1 12v/24v LV Power Supply and Batteries.

15.1.1 A temporary 12v battery with master isolation switch is provided on board.

12.2 Navigation and Systems.

The navigational and systems installation and equipment was being refitted/updated at the time of survey.

14. Below Decks. Cosmetics. Observations.

The hull deck and structure have been refitted to a high standard. The systems and interior of the vessel was seen as in the process of being refitted.

Essential and safety recommendations are highlighted as bold text.

Comment.

"Slip" was found to be a structurally sound, example of this traditionally constructed heavy duty cruising yacht. Overall her hull condition is surprisingly original and it is clear that she has benefited from significant maintenance and upkeep and recent refit to a professional standard. On deck and down below her gear, equipment and fit out are in the process of being refitted and overhauled to a professional standard and remain a work in progress.

Survey Recommendations as per 9.4.1 should be implemented immediately.

Survey Recommendations as per below should be attended to before/upon relaunch.

2.5.1	5.2.1	10.1
2.5.2	5.2.0	11.0
3.2.1	9.4.1	

With the recommendations of this report properly carried out, and with the works in progress completed to a satisfactory standard she will be fit for service.

Should you wish to discuss the above or require any further comment or advice please do not hesitate to contact me.

Valuation Opinion.

As is, where is, as witnessed I value this vessel at £12,000 pounds sterling as a UK vat paid second hand vessel.

However, it is pointed out that upon completion of the refit works, to the standard demonstrated, her value is estimated in the region of £30,000 and that as a classic vessel upon completion of the works/refit a revised agreed valuation is sought.

Valuation opinions are estimated, at the date of this report, and are based on current trends and circumstances and are subject to market trends and variations. The definitive price of a used vessel on the open market cannot be predicted or guaranteed and is ultimately defined by the price a buyer is willing to pay.



For Boatcare Limited.

Simon C MAY.

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Attending Surveyor. Boatcare Yacht Surveys.

11th June 2016.