

GENERAL CONDITION INSURANCE SURVEY AND ATTACHED LETTER OF OPINION OF VALUE

For Brooms Motor Yacht

Recommendations, Summary and Valuation page 14.

This is to Certify that I the undersigned carried out a Condition Survey on the above vessel at Norfolk, England on the 2007 at the request of for the purpose of reporting on the vessels condition subject to the limitations below. This Insurance Condition Survey and Valuation is carried out on the understanding that I am legally liable to the above client only and not to any subsequent holder of the said report. Such liability must be constructed as a contract under British law and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales.

CONDITIONS/FACTORS LIMITING SURVEY

- ÿ The survey was requested in order to establish the vessel's general condition for pre-purchase.
- ÿ The vessel was ashore and supported on chocks. This allowing access to the hull bottom.
- ÿ Due to over coatings joiner work, installations alike, access to certain parts of the vessel were difficult or impossible and therefore no responsibility can be accepted for failure to discover or report on defects which may exist in these areas.
- ÿ 2 x diesel engines examined externally only.
- ÿ Electrical installations examined visually, with test switching where practical.
- ÿ All tanks were inspected where visible but not internally and they have not been pressure tested; their contents have not been tested for contamination.
- ÿ Windows hatches and external doors have not been tested for water tightness.
- ÿ Skin fittings and valves have not been dismantled.
- ÿ The gas system has not been pressure tested.
- ÿ I have not inspected woodwork or other parts of the structure which are covered, unexposed and inaccessible and am, therefore, unable to report that any such part of the structure is free from defect.
- ÿ No liability whatsoever is accepted for any injury, death or damages arising from those parts of the vessel to which access could not be gained at the time of the survey and on the strength of which I am unable to comment.

VESSEL PARTICULARS

Name of vessel:
Hail Port: Gt Yarmouth, Norfolk, England.
Owner: PRIVATE.
Hull ID Number: None observed.
Documentation Number: Reg No: Broads Index: N.....
Intended use: Recreational / private.
Navigation Limits: Category D. Inland waterways.
Type: Broads Motor Yacht / Cruiser Model Year: Broom 45.
Builder: Brooms of Brundall, Norfolk, England.
Year of Built: 1966 Circ.
LOA: 45'0" Beam: 12'3" Draft: 3' 0"
Engine: 2 x Sutton Power, 4 cylinder diesel engines /60HP (approx.)
Colours: White hull. Varnished sidings.
Displacement: 10 tons approximated.

The above information, with particular reference to engine details is gathered from various sources, and neither confirmed nor guaranteed.

GENERAL DESCRIPTION/DETAILS:

An unusual marc, with apparently only four constructed from this well known recognised builder., a timber constructed Motor Cruiser providing eight berths in three cabins, constructed to a design relevant to the late 1960's.



She is of hard chine bilge timber construction with a shallow tapering keel, flat transom, and curved stem. She is a product of the era of the tall sided majestic looking wooden Broadland Motor Cruisers designed specifically for inland water ways use, although quite cable of light inshore / coastal work.

There was evidence that the aft cabin had been materially and substantially modified to make the aft sections of the vessel beamier and therefore different from her production sister ships.

Findings: items of defect and other relevant comments.

a) HULL (Below waterline).

The vessels bottom was cleaned of weed, crustaceans and other marine growth and the antifouling coating was found generally in a fair condition, with the remaining adhering well to the timbers suggesting compatible paints had been used.

The hull construction below the waterline was carvel planked horizontally in what appeared to be Iroko hardwood over a mixture of sawn frames and steamed oak timbers and fastened with a mixture of screws and copper nails. The hull surface remained fair when viewed from a distance with no significant hogging or sagging identified. The hull surface was lightly impact tested with a small hammer at close intervals below the waterline and occasionally spike tested. Generally the majority of the underbody planking was showing no evidence of any significant planking damage or timber deterioration and the majority of the caulked and payed plank seams remained tight.



However, there were a number of areas of timber deterioration found and listed as follows.

Recommendation

1. Number 6 plank (P) (numbered from keel) was showing signs of significant timber deterioration 4 meters from the transom. Remove degraded timber by cutting back to sound wood, or renew plank to existing butt joints.
2. Number 3 plank (P) (numbered from keel) has commenced to soften 2500mm from stem. Cut back to sound wood and fit a Lloyds preferred glued and screwed fastened graving piece or if necessary remove plank to existing butt joints.
3. Number 5 plank (S) (numbered from keel) has commenced to soften 5 meters from the stem. If found necessary, renew plank to existing butt joint.
4. Number 10 plank (S) (numbered from keel) has commenced to soften 5 meters from the stem. If found necessary, renew plank to existing butt joint or treat locally with a glued graving piece.
5. Renew plank seams where necessary, dry out carefully, re-caulk and re-stop seams. (re-caulk open seam at waterline level port side aft transom position).

It must be stressed that further defects may be found during the course of opening up for restoration. The opinions expressed therein are given in good faith.

b) HULL (Topsides).

The topsides above the waterline were carvel planked parallel to the keelson in hardwood over sawn oak frames and copper fastened with hook nails and

occasional screws.

The topsides remained fair when viewed from a distance. The hull surface was lightly impact tested with a small hammer at close intervals above the waterline and occasionally spike tested. No evidence of any significant areas of planking decay or planking damage was found.

The topside paintworks were under restoration and generally the caulked seams and payed areas remained tight.

The hull structure was inspected inboard where accessible and without removing all the internal linings. The frames and timbers were typical of this type of construction and were securely fastened with copper boat nails and there was no evidence of significant movement between the internal framework and the hull planking.

The beam shelf, knees, and stringers, were inspected where accessible and no significant timber deterioration was found.

Note: I have not inspected woodwork or other parts of the structure which were covered, unexposed and inaccessible and am, therefore, unable to report that any such part of the structure is free from defect.



All frames were visibly inspected and tested by sounding and/or pricking of doubtful parts. The following frames were found defective. (see image above).

Recommendation

1. Steering gear. Number 65 frame (S) soft at heel.
2. Stern gland. Number 48 frame (P) soft centre and heel. Remove defective frames and fit new.

STEM / HOODENDS/ TRANSOM

A straight stem with internal apron support and deadwood section below was considered fair and sound. However the stem at waterline level has previously been repaired with an epoxide type filler which has detached and the adjoining areas of timber were showing signs of significant timber deterioration, and this should not be overlooked.



Recommendation

1. Remove filler, cut back to sound wood, fit glued / scarfed graving piece using compatible timber. (see image over).

The mahogany planked and screwed transom was visually inspected and was considered sound with no significant timber deterioration observed or detected.

KEEL

The centreline structure was constructed from oak and remains sound and in a fair cosmetic condition. The caulked and payed steeler plank seam through out the full length of the keel was in a good condition, with no significant movement of the keel to hull timbers noted. The keelson and floors where accessible on the interior appeared to be in a good condition. I always suggest the removal of at least two sample structural keel bolts for examination of the fastenings and adjacent timber material. This task should be approached when convenient. Whilst no evidence of any significant deterioration of the structural keel bolts or surrounding timber was found, decay of the timber or deterioration of metal components is common where this mixture of material occurs in a damp environment. When convenient, remove at least two different sample structural floor fastenings for examination of the fastenings and adjacent timber material. Lightly coat the fastening with varnish before re-installing to provide a degree of insulation between the materials.

SUPERSTRUCTURE/DECK AND WELL

The deck was constructed from softwoods over substantial hardwood deck beams and beam shelves and sheathed covered and or teak planked. Visibly inspected the coverings were found to be in a good condition and free from any significant defects or deterioration. The deck was hammer tested with soundings sharp and no signs of degrading of the teak decking was found.



The coach roofs and sidings were of Mahogany construction, stained and varnished. These were closely inspected and no signs of significant timber deterioration was observed.

The oak wood beams that support the coach roofs on the interior were secure and in a good condition with no deterioration to the timbers visible.

Non identified toughened glass coach roof windows and timber surrounds remain secure and sound.

BILGE PUMP INSTALLATION

Pumps: 2 x 12 Volt- Electric pumps and associated float switch.

The engine bay hatches and traps located on the floor of the fore and aft berths allow access to the bilge. Various other traps were accessible through out. The bilges were considered clean and dry. Note: There was no ready access below areas of flooring, and I have not inspected woodwork or other parts of the structure which were covered, unexposed and inaccessible and am, therefore, unable to report that any such part of that structure is free from defect.



Two electrically operated bilge pumps with an estimated pumping capacity of 2,000 gallons an hour were secured in the lower bilge areas. The pumps had been competently installed and although not tested appeared effective. Although it was not possible to survey all the associated pipework in detail such as I was able to inspect generally appeared satisfactory with the connections and worm drives clamps in a serviceable condition.

BULKHEADS AND BONDINGS

The bulkheads and locker dividers were constructed from what appeared to be hardwood. They were secured to the principal structure by oak wood timber framing and screw fastened. Where accessible the bulkheads were visibly inspected and found to be structurally sound and showing no signs of any significant timber deterioration.

DECK FITTINGS

The mooring cleats were firmly fitted to the deck areas and each item was hammer tested and found in good condition, secure and without undue rope wear. The steel handrails and stanchions were properly secured to the coach roof and deck sections. As far as possible to establish with out dismantling the remaining fittings were securely fastened and suitable for the cruiser.

Recommendation

1. When convenient replace the corroded steel fastenings securing the mooring cleats at the fore deck position.

ELECTRICAL INSTALLATION

Ship's system voltage: 12Volt / 240Volt.

Batteries: Four 120Amp lead -acid batteries.

Generator: Engine alternators.

There were four heavy duty lead acid type batteries which were adequately secured against any unnecessary movement and their terminals were covered. The areas of installation were considered adequately ventilated and the batteries appeared to be in reasonably good condition.

The fuses, wiring and associated equipment where accessible were found in good order and generally operational, with none of the wiring found to run in the bilge area and clear of any source of direct heat or fuel or gas piping. The wiring was PVC insulated, and in the limited places for inspection, the wiring was adequately clipped up. The cable sizes appeared to be adequate for the circuits examined and the DC cables were all of the multi-strand type. The DC system was fitted with two master isolator switches. They were considered to be installed as close to the batteries as practicable and were checked to see if they functioned correctly and found in good order.

ENGINE INSTALLATION

Main engines: make: Sutton Power model: Ex- agriculture. No. cyls: 4
hp: 60HP approximated.

Type: Diesel. **Serial numbers:** Not observed.

Engine cooling: Closed fresh water.

Reduction gear: Velvet drive type.

Engine hours: Not verified.

Engine bed: Oak wood timbers.

Note: Inspection of the engines was restricted to installation only and the above details are not guaranteed.

A visual inspection of the engines, filters and related connections showed no signs of abuse and a good maintenance regime became apparent. The stringers that support the engine mounts were timber and in turn they were secured to the hull and appeared to be free of stress. The flexible engine mountings were secure and in a good condition. The crankcase oils were checked and appeared to be clean and at the correct levels.



It was not possible to run nor check the compression of the engines nor was it practicable to remove injectors and check the actual cylinder pressures, however the machinery was superficially clean, free of significant rust and excessive oil leaks and appeared to be in a good/serviceable condition.

The exhausts were of the wet type, and the manifold, silencer and hoses appeared sound without breaks or fractures and there was no sign of carbon deposits. Clear of the manifolds the exhaust system was fully supported.

Engine throttle and gear controls were adequately secured and were tried and found in a good, smooth operational condition.

FUEL SYSTEM

Fuel type: Diesel

Tanks: 50 gallons each approximated.

Material: 2 x steel.

Manufacturer's label: None observed.



The vessel was fitted with two free standing fuel oil tanks of welded steel construction which were examined as far as practical and appeared externally in a good condition. It was not possible to open up the tanks and inspect their interiors. The material of construction was considered suitable for the fuel contained therein and appeared to comply with the 30 minute fire resistant requirement of BS 476/20. The tanks appeared to be properly secured and no sign of movement was observed.

The tanks filling pipe appeared to be suitable for the fuel used, and was in a good condition and firmly clamped. The filling pipes were taken to deck level and were so arranged that it was not possible for fuel to overflow into the vessels hull or bilge.

The flexible fuel piping ran clear of the bilges and was properly secured and supported. The piping was showing no signs of deterioration. The fuel was drawn from the top of the tanks, with the correct stop cocks installed. The fuel shut off cocks position was clearly marked for the emergency services.

The fixed copper fuel piping was visibly inspected where accessible and found in a good condition and properly secured.

The fuel filters were of the marine type and appeared to be the non corrodible type and in a good condition. The fuel tanks vent pipes where accessible were in a good condition and firmly clamped and the openings were furnished with effective wire gauze diaphragm type flame arrestors.

SEA VALVES & SKIN FITTINGS

Material: Bronze / gunmetal.
Valves: Gate / ball.
Hoses: PVC. Keel cooling pipes.
Emergency wood plugs: None observed.
Transducers: None observed.



The valves and skin fittings were not drawn or opened for inspection but was examined in situ externally by hammer and scrape testing. The fitting was in a serviceable condition, and satisfactory operational with no obvious signs of water ingress in way of seals or glands, and although it was not possible to survey all the associated pipework in detail such as I was able to inspect appeared satisfactory with the connections and worm drives clamps in a serviceable condition. The topsides and transom were fitted with a number of ferrous and plastic skin fittings, all of which appeared to be sound where examined externally and were considered to be a reasonable height above the water line.

Recommendation

1. Strip, clean and service all sea cocks below the waterline annually.

STEERING GEAR

Rudders: Balanced/spade on hydraulics.
Material: Metallic.
Rudder stock: Bronze stuffing box.

The spade type rudders were mounted through a stuffing box and connected to the helm via hydraulics. The steering system was visibly inspected and considered competently installed. The rudders were showing no signs of significant surface corrosion. The hangings were found good without undue wear, and the steering was free and tried hard over from both helm positions and found in a good, smooth, operational condition.

FIREFIGHTING / SAFETY EQUIPMENT

Personal Floatation Devices: None observed.
Life ring/horse shoe: One traditional type.
Life sling: None observed.
Flares: Non observed.
Fire extinguishers: Various Dry powder / in service.

The vessel carried adequate dry powder fire fighting equipment and the extinguishers were carrying approved certifying marks and they were kept in

readily accessible positions adjacent to fire risk points. They appeared to have been well maintained and were in a good condition ready for immediate use. A fire blanket, was installed away from the cooker.

I recommend that the owner obtains further information from Royal Yachting Association booklet C8/02 "Boat Safety Handbook" and use their recommendations as a checklist when outfitting the vessel with Personal Safety Equipment suitable for the type of cruising and size of crew intended.

FRESHWATER INSTALLATION

Tanks: Steel tank.

Capacity: 100 gallons estimated.

Pumps: Pressure pump.

Dockside connection: No **Pressure regulator:** Large accumulator.

Water heater: Calorifier tank.

The vessel was fitted with a freshwater tank of steel construction which was examined as far as practical and found externally in a good condition. The tank was not filled up and it was not possible to check fully its watertight integrity and this is not guaranteed although no signs of leakage from the joints or fittings were noted. It was not possible to open up the tank and inspect its interior. The quality of the water inside was not tested. The plumbing was of the plastic flexible piping and fitted with a pressure pump and was examined as far as practicable and found generally in good order with the worm drive clamps in a good condition. The hot water calorifer tank was found properly secured with the associated hot water hoses found in a good condition and linked to the exhaust side of the engine.

GAS INSTALLATION

Stove: Full size cooker.

Cylinders: 2 x 14.5 Kg Butane.

Fuel: Butane LPG.

Refrigeration: Electric.

Microwave: No.

Locker: Galvanised steel with lid.

Location: Aft well.

Drain overboard: Yes.

Pressure gauge: Test point.



A four burner grill and oven was properly secured in the galley. All LPG appliance burners were lit and operated at their maximum setting at the same time and a satisfactory flame picture was present at each LPG appliance burner.

The gas was supplied from two 14.5 Kg Butane cylinders situated in vented

gas locker located in the aft well. The gas locker was fitted with a drain to the lowest point and was visibly inspected where accessible and found to be in a good condition and dedicated for its use.

The flexible gas pipes at the cylinder ends were of minimum practical length, and conformed to BS EN 3212. They were found in a good condition with no blow holes or cracks noted.

The copper supply tubing was visually inspected where accessible and was in a good condition with no signs of significant corrosion or mechanical damage.

There was ready access to the main shut off valves and the timber and soft furnishings nearby the sources of heat were specially examined and no sign of heat damage, charring or scorching was noted.

Recommendation

1. The bottled gas installation was inspected visually only and pressure tests were not undertaken within the scope of this survey. All gas systems should be regularly tested as part of a normal preventive maintenance routine, and the installation of a bubble leakage tester, which permits simple non-invasive regular checks on the integrity of the system, is strongly recommended.

GROUND TACKLE

Anchor: 30Kg Mud weight. (estimated only).

Anchor windlass: S/Electric winch.

The anchor was found in its dedicated position over the stem head fitting, with approximately 5 Fathoms of 32 x 25 x 8 mm galvanised plain link chain cable, the length of which was not measured. A statistically significant number of links were measured for wear. It should be noted that the Classification Societies will allow up to 11% wear down in the links ends before requiring renewal of the chain. The inboard end of the chain was securely attached to the vessel.

The size of the anchor was sufficient for upper water ways use/ inland still waters and would comply with the recommendations of the RYA Yacht Safety Document number C8/02. The vessel should carry at least a 24Kg main anchor and a 10Kg backup kedge anchor, if voyaging into tidal flowing water ways.

The vessel was fitted with an electric windlass. The arrangements were such that it could be considered to be a strong point in accordance with the EU Recreational Craft Directive. It was considered to be capable of adequately accepting mooring, anchoring or towing loads.

HATCHES

The fore and aft hatches (windows) dimensions comply with the EU Essential Safety Requirements as a visible means of escape from the accommodation areas.

The vessel was fitted with doors of timber construction. These were examined and found to be in a serviceable condition, secure and lockable. The hatches and access doors appeared to be strong enough to withstand the point of load of a normal beings weight and the load to be expected from the water in the river areas for which the vessel was apparently designed.

The hatches and similar openings were of such a size and placed in such a position that it was considered that they would not be likely to allow serious down flooding of the vessel, although this cannot be guaranteed.



INTERIOR

Interior joinery in the vessel was constructed in a 60,s style from mahogany hardwoods and laminates. The joinery remains in a good condition overall. Soft furnishings remain in a good condition. It is not known whether foam used in the soft furnishings was fire retardant. The majority of the drawers and locker doors appeared functional.

VENTILATION

Permanent and measurable gaps around doors and windows were taken into account as part of the total fixed ventilation provision and was considered sufficient.

Advisory Comment

1. Some spurs were noted on woodwork around the steering gear area. Ventilation has a two-fold importance in wooden boats: removal of air saturated with moisture vapour, and introduction of unsaturated (dry) air to permit drying of moist woodwork. It is not easy to ensure that dry air circulates over all the woodwork in a boat. Whilst air may be circulated into a particular compartment it may not circulate through out the whole area unless points of entry and departure are correctly sited. Small areas are often partially or completely enclosed so that air circulation is impeded. These are the so called "dead-air" spaces in which pockets of stagnant moist air are trapped. Often by drilling a few well sited auger holes sufficient ventilation can be provided in what might otherwise be a small dead -air space.

STERN GEAR / PLUMMER BLOCKS

Propellers: Fixed, bronze, 3-blade. (2 x 22" x 16").

Propeller shaft: Steel.

Stern tube: Cast bronze/ Y bracket.

Bearing: Cutlass.

Thru hulls: Bolted gland.

Ground plate lightning protection: n/a



The stern gear was examined externally-without opening up-and was found in a good condition overall. The propellers were examined and hammer tested and found to ring true, and there was no sign of significant corrosion or dezincification in the metals. The propeller blades were individually sighted for obvious signs of significant deformation and none were found. It was not possible to check the condition of the keys and keyways, although the retaining nuts were satisfactory locked.

The stern tube and Y brackets were examined and were hammer tested and found to ring true and also scrape tested and there was no sign of significant corrosion or dezincification in the metals.

The propeller shafts were not drawn for inspection nor the tail ends examined. However no signs of surface flaking, fatigue or fretting corrosion to the shafts could be seen.

The stuffing boxes and plummer block bearings were found in a good condition and firmly fitted. It is not known when the stern glands were last repacked.

The flanged gearbox drive to shaft couplings were examined and the bolts hammer tested and these appeared sound and well tight. It was not practicable to 'break' the coupling and test the alignment.

HEADS/SHOWER INSTALLATION

Head: 2 x dry bowl sea toilets.

Holding tank: Steel tank and pump out system.

Sump: Drain pump.

The heads were fitted with two toilets. All parts of the system, which were accessible without removal of bulkheads, panels, etc; were carefully examined. The toilet flushed directly to the holding tank, and the tank was found to be in a good condition and properly secured. Although it was not possible to survey all the associated pipework in detail such as I was able to inspect generally appeared satisfactory with the connections and worm

drives clamps in a serviceable condition.

The shower water drained into a sump and was pumped overboard by a drain pump. The pump was visibly inspected and found in good order.

Original Blake's discharge valves now permanently isolated and obsolete, appeared sound.

SUMMARY / OBSERVATIONS

..... is a fine example of a classic Gentleman's Motor Cruiser, she has been well designed and extremely well constructed. Her interior layout has been well thought out and has many innovative ideas, which helps make use of all the available space.



Brooms & Sons, are well known for their boat building and fitting out work, and they undoubtedly had some good craftsmen in the 1960's. She has been well maintained by her previous owner, and has very few defects for a vessel of her age and type. She was found to be in a good structural condition overall.

The vessel did hold a current *Boat Safety Certificate (number 372743 valid until June 2008)* of the type laid down in accordance with the Association of Inland Navigation Authorities (AINA). My survey has not revealed any areas where the boat would not comply in my opinion with the BSS standards and the present certificate remains valid until expiry. With the recommendations in this report properly implemented, the vessel should be suited for her intended purpose of upper waterways cruising. Recommendations concerning maintenance should be considered normal maintenance or improvements to be done by a prudent owner and are not intended to detract from the vessel's overall condition or value. The ultimate responsibility for the maintenance and safe operation of this vessel lies with the owner and master.

Valuation

The Fair Market Value given herein is defined as the highest price that can be obtained by a willing seller from a willing buyer, with neither being compelled to sell or buy, and the subject vessel having been offered on the open market for a reasonable time. The guidelines used for the valuation are as provided by industry pricing guides. Estimates based on currently listed asking prices, along with market conditions were also considered.

Fair Market Value: (in Pounds Sterling) £ PRIVATE AND CONFIDENTIAL

Please be aware that this valuation must be considered as an opinion only, with no guarantee implied that the vessel would necessarily obtain the figure mentioned. It must also be said that prices obtained on the open market are very dependent on the economic climate at the time of offering, together with the demand and popularity of the particular craft at the time of the sale.

Within this report principal repair recommendations are graded for your information according to priority as follows:

1. ***Urgent Recommendation*** must be done urgently, preferably before re-floating and certainly before any use is made of the vessel.
2. ***Recommendation*** should be done at the earlier of next docking or within six months or such other time scale as may be specified.
3. ***Suggestion / advisory comment*** for information and consideration, or may be necessary to comply with waterways standards or regulations on inland waterways, but not of particular significance to safety or insurability at this stage.

Urgent recommendations.

1. Number 6 plank (P) (numbered from keel) was showing signs of significant timber deterioration, 4 meters from the transom. Remove degraded timber by cutting back to sound wood, and renew plank to existing butt joints.
2. Number 3 plank (P) (numbered from keel) has commenced to soften 2.5 meters from the stem. Cut back to sound wood and fit a Lloyds preferred glue and screw fastened graving piece or if necessary remove plank to existing butt joints.
3. Number 5 plank (S) (numbered from keel) has commenced to soften 5 meters from the stem. If found necessary, renew plank to existing butt joints.
4. Number 10 plank (S) (numbered from keel) has commenced to soften 5 meters from the stem. If found necessary monitor, or renew plank to existing butt joint, or treat locally with a glued graving piece.
5. Renew plank seams where necessary, dry out carefully, re-caulk and re-stop seams. (re-caulk open seam at waterline level port side aft transom position/ noticeable water ingress on the interior).
6. Remove epoxy filler from around the stem at waterline level, cut back to sound wood, fit glued / scarfed graving piece using compatible timber.

Recommendations

1. I recommend that the owner obtains further information from Royal Yachting Association booklet C8/02 "Boat Safety Handbook" and use their recommendations as a checklist when outfitting the vessel with Personal Safety Equipment suitable for the type of cruising and size of crew intended.
2. Strip, clean and service all sea cocks below the waterline annually.
3. Remove defective frames and fit new. Number 65 frame (S) soft at heel.

Steering gear position. Number 48 frame (P) soft centre and heel. Stern gland position.

4. When convenient replace the corroded steel fastenings securing the mooring cleats at the fore deck positions.
5. The bottled gas installation was inspected visually only and pressure tests were not undertaken within the scope of this survey. All gas systems should be regularly tested as part of a normal preventive maintenance routine, and the installation of a bubble leakage tester, which permits simple non- invasive regular checks on the integrity of the system, is strongly recommended.

Advisory comment

1. Always carry a manual bilge pump for when electrical power may not be available.
2. Ventilation has a two-fold importance in wooden boats: removal of air saturated with moisture vapour, and introduction of unsaturated (dry) air to permit drying of moist woodwork. Some spurs were noted on woodwork below the aft cabin furniture around the aft quarter sections. It is not easy to ensure that dry air circulates over all the woodwork in a boat. Whilst air may be circulated into a particular compartment it may not circulate through out the whole area unless points of entry and departure are correctly sited. Small areas are often partially or completely enclosed so that air circulation is impeded. These are the so called "dead-air" spaces in which pockets of stagnant moist air are trapped. Often by drilling a few well sited auger holes sufficient ventilation can be provided in what might otherwise be a small dead -air space.

SURVEY PRACTICE STATEMENT.

This is a factual statement on the examination of the structure as far as seen at the time of Survey. It must be stresses that further defects may be found during the course of opening up for restoration. The opinions expressed therein are given in good faith. It implies no guarantee against faulty design or latent defects not discovered at this Survey.

This survey report is for the benefit of and is not transferable except for the named Owner's purpose and may not be used for other purposes and may not relied upon by any other person without written consent by the surveyor. The surveyor warrants that this report is a true and unbiased opinion of the vessel, based upon a visual inspection on the date of the survey. The findings, opinions and conclusions are based upon the best professional judgment of the undersigned surveyor. If this survey does not discuss a specific item, equipment or machinery, it is not covered by this survey. While every effort has been made to conduct a thorough survey, there can be no guarantee or warranty, express or implied, as to the condition or suitability of the vessel and her equipment or machinery. This survey makes no representation and does not purport to describe any

condition which may have changed since the date of the survey and the recommendations herein are limited to those that, in the opinion of this surveyor, are reasonably necessary and appropriate, based upon the conditions and circumstances as they existed at the time of the survey.

Definition of terms & ratings.

1. The use of the word *appears/appeared* indicates that a very close inspection of that component/system/area was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels).
2. The use of the word *serviceable/adequate* indicates that particular system, component or item is sufficient for a specific requirement.
3. The use of the word *good condition* indicates that the component /system is nearly new with only minor cosmetic or structural discrepancies noted.
4. The use of the word *fair* indicates that the component/system is functional as is with minor repairs and should be monitored often to see if its condition deteriorates.
5. The use of the word *poor* indicates that the component/system is unsuitable as is and will need to be replaced or repaired for it to be considered functional.
6. *Readily accessible* means cable of being reached for operation, inspection or maintenance without removal of any craft structure or use of any tools or removal of any item.

SignedSM TRUSS AssocIIMS INSIGHT

Members of the International Institute of Marine Surveyors