

## Seahorse Maritime Consultants

*Hull, Rig, and Machinery & Insurance Surveys  
Damage/Repair & Osmosis Surveys  
Ultrasonic, Purchase & Valuation Surveys  
**Specializing in the EMEA & TURKEY**  
24 Severn Street, Bridgnorth,  
Shropshire, WV15 6BB, UK  
&  
Yachtmarin, Marmaris, Turkey*

**Case:- #0143TR**

**July 18<sup>th</sup> 2017**

### **CONDITION SURVEY**

#### **For Insurance Purposes**

<b>Name of Vessel:-</b>	<b>S.V. Bewildered</b>
<b>Registration Number:-</b>	<b>SSR 62623</b>
<b>Port of Registry:-</b>	<b>N/A under SSR</b>
<b>Type of Vessel:-</b>	<b>Aux/Sail, Cutter</b>
<b>Builder/Yard:-</b>	<b>Cape Yachts, Hong Kong</b>
<b>Construction:-</b>	<b>GRP</b>
<b>Place &amp; Year Built:-</b>	<b>Hong Kong, 1975</b>
<b>Length:- 13.25m    Beam:- 3.87m    Draft:- 2m</b>	
<b>Displacement:- 11.5 tons    Ballast:- 5.6 tons</b>	

**Owner:-** **Richard O J Naylor**  
**Address:-** 29 Belfont Walk, London, N7 0SN, England, UK  
**Email:-** [richard@bewildered.ws](mailto:richard@bewildered.ws)  
**Tel:-** +44 740 723 9097 - +44 745 237 7633

**Surveyed Ashore & Afloat:-** *Ashore during refit November 2016 thru March 2017  
Afloat April 8, 2017, Marmaris Yacht Marina, Turkey.  
Final updates July 15, 2017*

#### **Restrictions of Survey:-**

*The report is the result of a visual inspection of the vessel and its equipment. We have not inspected woodwork or other parts of the structure, which are covered, unexposed or inaccessible and we are unable to report that any such part of the structure is free from defect. Examples of such areas are behind moulded liners, panelling, under engines or ballast, or any permanently built-in items. Machinery, electrical, gas, ancillary equipment and safety gear will be inspected as seen in position without dismantling or test. Spars and rigging are visually inspected from deck level only. Sails are cabin inspected only. While due care is taken in the compilation of this report, it is not possible for a surveyor to guarantee that the vessel is free of defects.*

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## **Limitations & Purpose of Survey**

### *Limitations:-*

- *Weather :- Various during re-fit – Sunny & Clear when surveyed afloat.*
- *Viewed ashore/afloat*
- *Owner Present/not present*
- *Sails stowed and partially viewed in Bags.*
- *The survey does not address the vessel stability, performance or overall design.*
- *The topsides, decks and underwater areas were visually inspected, several areas, randomly located of anti-fouling were/were not removed to allow visual inspection of the hull epoxy coating beneath and moisture meter readings to be taken thru the anti-fouling coatings. Areas of the hull not examined beneath the anti-fouling or hull coating cannot be commented upon.*
- *The use of hammer sounding for the detection of de-lamination and voids is generally only reliable in the detection of larger areas of de-lamination. Small voids will, in all probability, go undetected.*
- *The rudder was inspected in situ and not unshipped, areas hidden from view cannot be commented upon.*
- *The vessel was chocked up resting on the keel and this may limit signs of movement at the hull/keel join.*
- *The mast was stepped, this and the rigging were visually inspected from deck level only, the upper sections cannot be commented upon.*
- *Windows, portholes and hatches have not been hose tested for water tightness.*
- *Full inspection of the sails was not possible, inspection / assessment should be made by a sailmaker.*
- *The water tanks, plumbing, heads, skin fittings, sea cocks, etc. were visually examined in situ and not removed from the vessel. Similarly, the fuel tanks and fuel system were visually examined in situ. General equipment commented upon in the report was visually examined in situ and not removed for further inspection. No fastenings were removed for examination (unless specified) and no dismantling was undertaken to gain access other than normally removable panels. Woodwork or other parts of the structure which were covered, unexposed or inaccessible have not been inspected, we are therefore unable to report that any such part of the structure is free from defect. Therefore, only areas of the vessel and items of equipment readily accessible have been inspected and commented upon.*
- *The engine, stern gear and electrical system remained in situ. The mechanical condition of the engine and electrical and mechanical condition of the electrical system are specifically excluded from this report. Wear and / or corrosion on shaft and bearings hidden from view may not be detected.*
- *The inspection of the gas system is limited to a visual external inspection without dismantling or testing. No "work" as defined by the Gas Safety Regulations as may be applicable to the vessel's flag was carried out.*
- *This survey is not a compliance survey for the SCV Codes of Practice, nor was the vessel examined to ascertain whether it complied with MCA, RCD or CE marking requirements or requirements for any other "Code" or specific requirements. The "Declaration of Conformity" was not available for inspection.*

*Purpose of this pre-purchase condition survey is to provide:-*

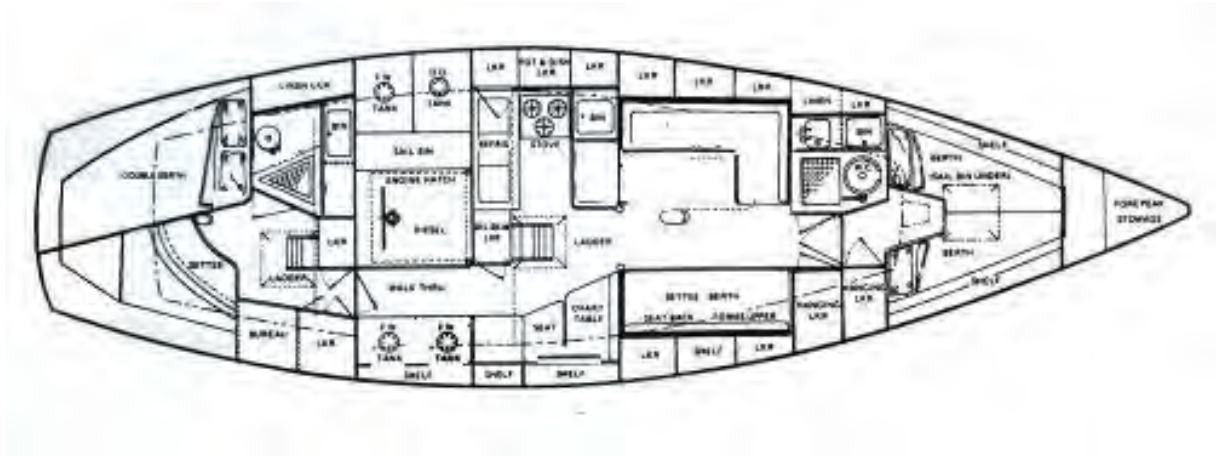
- 1. Information of the design, build background.*
- 2. Written and photographic evidence of the appearance, concerns and defects as may be applicable.*
- 3. Information on the structural strength and integrity of the vessel /or concerns including possible damage, osmosis, and/or modifications.*
- 4. Information on deck structure and related components including deck joint.*
- 5. Information on Rig, Sails and related equipment*
- 6. Information on Machinery, Tankage and Electrical installations.*
- 7. Information on steering systems and related components.*
- 8. Information on operation and safety concerns.*
- 9. Information on Fire Protection.*
- 10. Information on repairs and maintenance concerns.*



### **Description of Yacht**

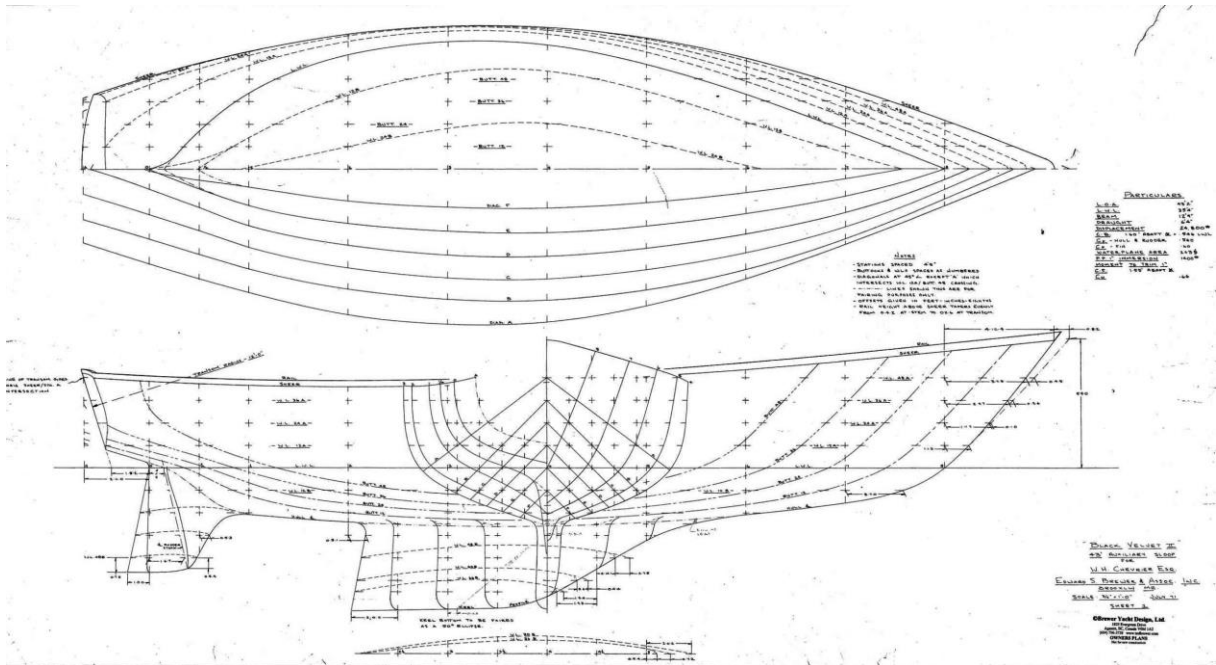
Bewildered is a Cape North 43 center cockpit cutter rig sloop, built by Cape Yachts of Hong Kong, an adaptation of noted American naval architect [Ted Brewer's](#) successful [Black Velvet](#) design. She has a 3/4 keel with the 'Brewer Bite' cutout, one of Brewer's signature design features. It was a clever way of adding some of the windward sailing advantage of a fin keel boat to a cruising boat's full keel. At the same time, the "Brewer Bite" offers protection for the prop — an important feature for a cruising boat — just as you would see in a full keel design. (see more hull detail in History). With this design, Brewer created a very comfortable and dry sailing hull.

The yacht is of a scantling rarely found in popular production yachts today considered Mono Construction with a full glassed hull to deck joint.



The layout above is taken from the original sales brochure and is mostly accurate but there are small modifications to the arrangement of storage lockers, re-arranged afthead, and the removal of the aftcabin companion stairs replaced by Teak swimladder stowage.

*Bewildered appears to be a well-balanced blend of a traditional design and modern technology to optimize the cruising experience. In a cruising world heavily populated today with Beneteaus and Bavarias, Bewildered's graceful lines and classic styling make her a standout and the regular recipient of well received compliments now she is back afloat.*





## **History**

*Three(3) Owners.*

*1)Built for British Malaysian Rubber Plantation Owner and named Sri Mutiara.*

*Used in the Far East and won races as well as cruised.*

*2)Australian Bank Manager/Director*

*The second owner was the head of The National Australia bank in Hong Kong. In his years of ownership, the yacht sailed on her own bottom to Europe and finally Turkey*

*3)Purchased 1993 by present owner and his wife and a major re-fit was overtaken over the next 20 years. It was decided to change the yacht's name to "Bewildered". The yacht was little used in this time-period and the refit became extended by the wife's ill health and the heavy work load of the owner who was and is a Marine Surveyor & Engineer.*

*After six(6) years of lying laid-up afloat work began to update the yacht as required in the summer of 2016 and proceed to five(5) months on serious work during the winter of 2016/17 ashore in Marmaris Yacht Marina.*

*From Ted Brewer Archives:*

*The Cape North 43 yacht design is based on Ted Brewer's Black Velvet II which was built in in a small yard just north of the Vermont/Quebec border in Canada.*

*The design for a fast, centre cockpit cutter took shape quickly and, by autumn of '71, the yacht was under construction. Black Velvet II was solidly built of strip planking on bulkhead framing, and fiberglass covered. Her characteristics are as follows: LOA: 43'2", LWL: 35'4", Beam: 12'9", Draft: 6'4", Displacement: 24,800 lbs., Ballast: 10,100 lbs. lead, Sail Area: 895 sq. ft. This gave her a moderate Displacement/Length ratio of 251, Ballast/Displacement ratio of 40.7%, and a good Sail area/Displacement ratio of 16.8, all of which contributes to good performance in a cruising yacht. Indeed, the sail area would have been about 915 sq. ft., except that the boom was raised to the maximum allowed height above deck in order to reduce the rating under a popular handicap rule.*

*During the 1971 Annapolis Show the design attracted the attention of Kurt Hansen of Whitby Boat Works and, after some negotiation and discussion, resulted in the commission to design the new Whitby 42. The new design to be built in GRP was modified to have a shallower draft with full length keel and a ketch rig, but the resulting boat certainly seemed to appeal to the cruising sailor. Eventually some 500 boats were built by Whitby and Fort Myers, with a number of variations, including a fin keel/centreboard version and length up to 44' LOA. The one improvement over the BV II design was made in the Whitby 42 was to work out a below decks passageway, along the starboard side of the engine room, from the saloon to the aft cabin, to save going up and through the cockpit in heavy weather. The Whitby 42 was one the first boat to have that feature and it has proved popular on Brewer's future designs, and many other designs in later years.*

*Then, in '72, Cape Yachts in Hong Kong expressed interested in the BV II design requesting the design be converted to GRP construction. The design was produced as the Cape North 43, in both ketch and cutter rig, and with a passageway to the after cabin. One of these CN 43's did very well in a China Sea Race, (Sri Mutiara reported by 2<sup>nd</sup> owner) from Hong Kong to Manila, beating the famous Windward Passage on corrected time, while other CN 43's have proven their worth in local events in Asia, North America and Britain.*

*Indeed, one of the boats finished 1st overall in an 80-boat fleet in the Swiftsure Race out of Victoria, BC, Canada.*

*The success of the Whitby 42 and Cape North 43 brought Ted Brewer even more business for production centre cockpit yacht designs and, eventually, the Olympic 47, Olympic 42, Olympic 38, Constellation 44 and Dolphin 43 were cruising the world's waters.*

### **Layout**

Throughout the boat but particularly below decks, the craftsmanship is more indicative of a custom-built yacht and very expensive to recreate, today. The interior is finished in varnished teak and pastel colours that is expertly fitted. The full headroom main cabin is spacious and well-appointed offering comfortable seating for six. The cabinets have teak framed with opening Teak panels and Seashores cut-outs. With windows, companion ways and eleven(11) opening ports plus three(3) overhead hatches (Two(2) added by current owner) the open cabin design allows ample light and ventilation throughout.

The yacht has been refitted over the current ownership which included sealing interior hull structure with epoxy, external osmosis protection system. Interior changes in the main salon, galley, passageway and after head compartment.

Aft of the main cabin is an efficient galley centred on a three burner Force 10 stove. The galley is fully outfitted to accommodate every day demands and almost any entertainment need. There is an 12v Frigo-boat top loading cold box.

**Forecabin:** 2 single Vberths which convert to double, access to chain locker, stowage outboard to port and starboard, stowage under berths, hanging locker aft to starboard  
Light and ventilation by large opening deck hatch.

Doorway leads to short passageway with **Forward Head** to port with timber vanity with round stainless-steel sink in Corian by Dupont or similar counter top with pressure hot and cold water, manual fresh water, storage outboard and under. Jabsco marine head unit discharged overboard.

Light and ventilation provided by opening portlight

Hanging locker opposite

**Maincabin:** Starboard- a straight settee with storage under Storage outboard and Dickinson Newport diesel cabin heater.

Port- Lshaped settee, storage and air-conditioning under, with fixed custom Teak Table with cupboards under plus custom-built storage outboard and behind settee. Large custom mirror on forward bulkhead

**Galley:** Aft to port is the Ushaped galley with gimbaled three(3) burner Force 10 cooker gas cooker outboard with grill and oven, large counter area forward with storage and drawers under and custom-made cupboard and dish stowage above. Custom spice rack noted. Microwave and storage located outboard.

Aft in the galley is a composite double sink with pressure hot and cold water plus manual fresh and seawater supply set in counter top of Corian by Dupont or similar. Stowage under. Outboard of the sink is a top-loading cold box.

**Navigation Area:** Opposite the galley aft to port is the navigation area with Magellan DX5000GPS, Standard VHF, Kenwood shortwave radio, access from a chart table with seat. Stowage and chart stowage under. Stowage under the seat. Navigation books found forward of chart table and outboard. Outboard is found the electrical controls, distribution and breakers for 12V, 110V & 220V systems.

Light and ventilation provided by five(5) opening portlights, opening deck hatch, two(2) fixed windows(new lenses 2017), two(2) deck vents and companionway.

**Aft Passageway:** The aft passageway leads to the aftcabin with counter outboard with water and diesel tanks under. Stowage above and outboard. Inboard is found the main access to the engineroom.

**Aftcabin:** The aft cabin is fitted with a double berth aft to Port with storage and steering locker under. To starboard is a counter top area with storage under and access to steering components and auto-pilot computer. Forward to starboard are drawers and large hanging locker. The companionway stairs have been removed to allow more comfortable use of the floor(cabinsole area) and the bulkhead under the companionway utilised to store Teak swimladder which allows the companionway to be used as an emergency exit. Light and ventilation provided by companionway, opening deck hatch and three(3) opening portlights.

**Afthead:** Locate forward to port in the aftcabin. During the refit the afthead was re-designed to a degree with new counter tops, sink utilizing Corian by Dupont or similar with hot and cold pressure water with shower facility and manual fresh water supply now located outboard and marine head moved inboard aft. The Jabsco manual marine head is discharged overboard or to holding tank. Light and ventilation provided by a single opening portlight and deck vent.

## **Hull and Topsides**

Construction of the yacht was observed to be reported of hand laid GRP with balsa core. The yacht was observed to be of mono-construction where the balsa core is terminated approximately 12cm from the hull to deck joint, the hull to deck joint is fully laminated creating a mono construction.

The cored hull structure creates an inner and outer hull with the fully dimensions noted at certain thru-hulls: 15mm inner hull, 15mm balsa core, 15mm outer hull.

Where thru-hull work was undertaken by the owner recently, as replacement or re bedding of thru-hulls and fitting of electronic senders the balsa core was cut out to be filled and sealed with epoxy.

Cut-outs were made available which indicated a cabin top structure of 8mm GRP, 20mm Balsa core and 5mm GRP, Deck structure of 10mm GRP, 10mm Balsa and 5mm GRP.

Cabin sides indicated to be 12mm solid GRP by measurement.

***Underwater areas:***

The yacht was constructed as a cutter rigged sloop with modified integral keel cutaway aft with a skeg supported rudder. Lead ballast reported.

The hull structure was sounded for signs of de-lamination. No evidence of collision or other damage. The forward head outlet, and aft head sink outlet thru hulls was replaced with bronze thru-hulls. New speed sensor was fitted forward to port and new depthsounder bronze shin fitting and transducer fitted forward to starboard.

Stern gear was noted to consist of a three(3) bladed bronze propeller with some signs of previous electrolysis, mounted on a 35mm / 1.378inch stainless steel shaft in good condition, supported by a new cutlass bearing in a bronze Pbracket bolted to the hull structure. New anode noted on shaft.

The rudder was supported by a skeg with a 44.5mm / 1.75inch Stainless steel rudder shaft supported on a bronze lower bearing and bronze packing gland. Rudder bearing wear found within acceptable limits.

The following thru-hulls and fittings were noted:-

**Starboard:**

Underwater:- three(3) thru-hulls, three(3) depthsounder transducers, two(2) ground plates

Waterline:- one(1) thru-hull

**Port:**

Underwater: seven(7) thru-hulls and speed sensor

Waterline: two(2) thru-hulls

***Topsides:***

The topsides were observed to be freshly painted during the winter of 1016/17 utilizing Stoppani Paint system and found in good condition.

The transom was fitted with a re-built Aries Windvane steering unit and provisions for swimladder/boarding steps note to Port & Starboard.

**Steering Gear**

The yacht was observed to be fitted with an Edson Wheel/Cable Steering system consisting of a wheel mounted on an aluminium pedestal, chain drive over sprocket to 4mm stainless steel cable leading via bronze sheave assemblies to a bronze quadrant mounted on a stainless steel rudder shaft.



The pedestal was rebuilt during the winter of 2016/17 with new bearings etc. and the steering system was fully serviced.

The yacht was fitted with two(2) auxiliary steering systems in full operational condition:-

- Autohelm 6000 Linear Drive Auto-Pilot
- Aries windvane steering

On board was noted:- 1) Spare 5mm S.S. Steering Cables – 2) Emergency tiller system

### **Deck and Deck Gear**

The yacht was designed and built with a large centre cockpit with forward and aft trunk cabins and was found in good condition.

In the summer of 2016 new laid teak decking was fitted to the cockpit seating, during the winter of 2016/17 the cockpit well was repainted and the upper areas polished including the aft trunk cabin area in addition a new Spray hood and winter cockpit cover was manufactured and supplied. In the spring of 2017 the forward section of the deck from the cockpit was repainted with a Stoppani paint system and main deck non-skid was renewed utilising KiwiGrip.

The toerail(Bulwark) is solid teak along with other exterior timber requirements, all re-finished utilizing Deks Ojie D1.

During the re-fit the Pulpit was extended aft to the forward stanchion position, the stanchions removed were re-installed aft to allow the facility of gates to port and starboard. The pushpit was highly modified with a 316 stainless steel arch to support antennas, solar panels and wind generator which also extended the pushpit forward.

New aluminium deck cleats were fitted with new stainless steel fasteners and GRP backing plates. The Genoa track and all fairleads were refastened with new 316 custom made bolts.

Bomar Hatches were utilized to renew the forward opening deck hatch and to add opening deck hatches for the main and aft cabins.

The following deck equipment and fittings were observed:

- ❖ Three(3) Bomar 100 Series cast aluminium deck hatches
- ❖ One(1) Bomar large opening Portlight (Galley to Cockpit)
- ❖ Ten(10) aluminium opening Portlights
- ❖ Three(3) fixed windows (including cockpit)
- ❖ Two(2) companionway hatches
- ❖ Six(6) Teak grabrails
- ❖ Stainless Steel and Teak boom gallows
- ❖ Stainless rails for and aft with aft gate.
- ❖ Ten(10) stainless steel stanchions with double PVC coated 5mm lifelines
- ❖ Two(2) forward bronze fairleads
- ❖ Two(2) forward aluminium deck cleats
- ❖ Two(2) midship aluminium deck cleats(removable)
- ❖ Two(2) aft aluminum deck cleats

- ❖ Two(2) aft aluminium fairleads
- ❖ Three(3) stainless steel cowl vents on integral GRP Dorade boxes
- ❖ Spray Dodger with removal cockpit awning

## **Rigging & Sails**

The yacht was observed to be a cutter rigged sloop fitted with a keel stepped painted aluminium single spreader mast with black anodised boom by Kemp supported by components supplied by Norseman Gibb found in good condition as follows:-

<b>Masthead Stay:-</b>	8mm, 1 X 19 Stainless Steel wire with swaged terminals Fitted with roller furling by <b>Pro-furl</b>
<b>Inner Forestay:-</b>	8mm, 1 X19 Stainless Steel wire with swaged upper Terminal and Norseman swageless lower terminal to a Release lever.
<b>Two(2) Upper:-</b>	Norselay galvanized 8mm herringbone lay-up wire impregnated with ultraviolet resistance plastic with swaged upper terminals and Norseman swageless lower terminals to Gibb Bronze bodied turnbuckles with toggles to stainless steel chain plates. Upper and lower terminals were noted to be heat sealed.
<b>Four(4) Lowers:-</b>	Norselay galvanized 8mm with swaged terminals to Gibb Bronze bodied turnbuckles with toggles to stainless steel chain plates. Upper and lower terminals were noted to be heat sealed.
<b>Backstay:-</b>	Norselay galvanized 8mm; with Norseman Gibb rigging insulators; utilizing swaged upper terminals and Norseman swageless lower terminals to Gibb Bronze bodied turnbuckles with toggles to stainless steel chain plates. All terminals were noted heat sealed.

The current owner reported that during the re-fit period the mast was removed and stripped back to bare aluminium, modified as required and re-finishes using an International Paint's epoxy and two(2) part paint system in black to match the black anodised Kemp Boom. Re-installed with new standing rigging as above.

Running rigging was found in good condition including new jib sheets.

*Note:- The undersigned surveyor only inspected the rigging from deck level therefore the use of a professional rigger/rigging company is recommended for a rigging check.*

## **Sails**

*The following sails were noted on board:-*

- *Q Sails 120% Genoa – 1992, 6oz American Furling, good condition.*
- *A Lam Mainsail, 8oz American triple stitched, triple reefs, 1994, excellent condition*

- *A Lam Yankee, 8oz American new unused, triple stitched, furling, 1994*
- *A Lam Staysail, 8oz American, new unused, triple stitched, 1994*
- *A Lam Storm Jib, 8oz American, new unused, 1994*
- *A Lam Cruising Shute, 1100 sq. ft., new unused, 1994*

### **Winches & Related Gear**

The following winches and related equipment was observed aboard:-

Mast:	Three(3) Lewmar #30 Chrome Bronze, 2 speed One(1) Bariant #21-33 Chrome Bronze, ST, 2 speed
Cockpit:	Two(2) Lewmar #52, Aluminium, ST, 2 speed Two(2) Lewmar #43, Chrome Bronze, 2 speed One(1) Lewmar #40, Chrome Bronze, 2 speed

Sail Control provided by Gibb, South Coast, Fico and Barton

### **Machinery**

The yacht was observed to be fitted with a Perkins 4-108, freshwater cooled(indirect cooling), S/N ED-2271-R3333 N-1 installed in 1985, mounted on flexible engine mounts to GRP engine bearers driving a 3 bladed bronze propeller via a 35mm stainless steel shaft supported by a cutlass bearing an a bronze Pbracket, Orbitrade lipseal type rubber stern gland, R & D coupling and Borg-Warner reverse gear, model: AS7-71C ratio: 1.91:1, S/N 8347

Wet Exhaust system was observed with dry riser via a GRP water trap muffler and flexible exhaust hose(reported all new during re-fit) with the exception of the Stainless steel water injection assembly which was reported rebuilt in the spring of 2017.

During the winter of 2016/17 the auxiliary engine was removed, stripped, checked, oil pump, heat exchangers, raw water pump, injector pump etc. serviced, new drive plate fitted, painted and re-installed on new engine mounts with new coupling , stern gland and cutlass bearing.

In addition Morse single lever control was rebuilt and all control cables new plus fittings installed to provide engine waste heat to the hot water tank for the provision of hot water.

Engine instruments included: Key Switch, Tachometer, Oil & Temperature gauges and alarm

The engineroom was noted to be fully sound provided utilizing a fire resistance finish. Automatic gas type fire extinguisher serviced 05.17.

### **Fuel System**

#### **Engine:**

Diesel supplied from three(3) Stainless Steel Tanks reported new during the re-fit. Two(2) piggy backed to Port of the engineroom and one(1) outboard of the aft Passageway to starboard with a capacity in the region of 450 Litres.

All fuel is taken from the bottom of the tanks via shut-off valves to Racor FG 500 primary fuel filter via copper tubing with a short length of approved type flexible fuel line to the engine lift pump then to a CAV engine mounted fuel filter.

**Cabin Diesel Heater:**

Separate supply with shut-off valve from port tanks via CAV filter and copper and approved flexible supply lines.

**Tankage**

- Diesel:** Three(3) stainless steel tanks, new during refit, total estimated capacity 450Litres,
- Water:** Two(2) integral GRP water tanks, one in keel forward of engineroom, one outboard to starboard, total reported capacity 800Litres
- Holding:** Port outboard integral water tank converted to holding tank with a capacity of 225 Litres
- Grey:** GRP integral tank located in keel with an approximate capacity of 100 Litres

**Electrics**

The owner of the yacht reported that a nearly full rewiring of the yacht was undertaken during the refitted utilizing double insulated tinned copper wiring by Ancor for 12v and 110V systems and similar grade wiring supplied by Turkish manufacturer for 220V wiring.

All new electrical breaker/distribution panels from Marinetics Corporation and Blue Sea for 12V, 110V and 220V systems.

Outlets for all systems in the aftcabin, afthead, navigation area, galley and maincabin.

**Ship' Power** supplied by three(3) 135AH lead acid batteries by Antaku of Turkey age 1.8 years.

**Engine Start** supplied by one(1) 135AH lead acid battery by Antaku, age 3 years.

Battery usage controlled by Four(4) position selector switch and system supplied by dedicated breaker/distribution panels.

Batteries banks charged by:-

1. Engine mounted 125Amp Balmar Alternator(New) with Balmar regulator
2. 110V/220V Professional Marine 12V 50Amp battery charger
3. 110V Freedom 1000w inverter and 50amp charger
4. Four(4) Solar Panels with a total capacity of 250Watts utilizing EPSolar 2210RN regulator with spare Sun Yoba MMPT 30 regulator
5. WindBaron 60amp Wind Generator

**Shorepower** supplied by:-

1. Shore based power supply in either 110V or 220V via a 2500watt transformer providing both 110V & 220V requirements

2. Freedom 10 110V – 1000Watt Inverter
3. ProWatt 800i 220V – 800Watt Inverter

## **Plumbing**

The plumbing system and components were found to be updated and installed in a professional manner consisting of the following:-

1. Semi-flexible plastic supply lines for hot and cold water with brass end fittings
2. Flojet Water 35PSI pressure pump, S/N 4406-143
3. Two(2) Whale Gusher foot pumps, Mk1-2 – AK0502
4. Two(2) Hot & Cold Facets assemblies with shower facilities
5. Two(2) Fynspray WS63 hand pumps
6. Jabsco Model 36950-0200 Grey Tank Pump-out
7. TMC Toilet Waste Pump, Model:TMC-0620921
8. Two(2) Jabsco manual marine heads
9. Marine 6Gal Copper Clarifier Cl06-V

## **Seacocks**

The yacht was observed to be fitted with Bronze tapered valve flanged seacocks by Groco with the exception of the watermaker intake which is a Groco type BV Series Full-Flow Flanged Ball-Type Seacock Tri-flange base.

Seacocks checked at random and found in a serviced condition with double stainless steel clamps where possible

## **Bilge Pumps**

The yacht was observed to be fitted with the following bilge pumps in an operating condition.

**Electric:** Rule 500 Gallon per hour with manual and automatic operation.

**Manual:** Whale Gusher 25 double acting manual bilge pump located at the Nav station.

## **Gas System**

S.V. Bewildered as observed to be fitted with a gas fuelled cooking system consisting of a Force 10, three burner gas cooker with grill and oven supplied from one(1) of 3 6Kg. aluminium gas cylinders via bottle top shut-off valve, approved type flexible gas line to a remote controlled solenoid shut-off valve(Marinetics control panel), copper tubing to galley and approved type flexible gas line to the cooker.

The gas cylinders are stowed in a purpose built gas locker to starboard aft vented overboard.



## **Equipment**

*The following Equipment was observed aboard:-*

- *Avon Redcrest Dinghy – S/N AVB 13704M83H-A*
- *Avon R280 Rover – S/N AVB 17036 F 191 - 1999*
- *Suzuki 4HP outboard – S/N 0201 232 696 – 1999*
- *Frigoboat 12V water-cooled refrigeration*
- *Navitech – CDT-4600 – DVD/Radio Player*
- *Force 10 3 burner gas cooker with grill and oven*
- *Professional Mariner 50Amp Battery charger*
- *Two(2) 75watt Turkish built Solar Panels*
- *Two(2) 50watt Solar Panels by AstroPower, USA*
- *Schatz 6 inch clock and barometer.*
- *Oil hanging lamp*
- *Two(2) custom sun awning to cover the complete yacht*
- *One(1) Winter cockpit cover.*
- *One(1) Spray Dodger with aft awning and side curtains(screens)*
- *Dickinson Newport Diesel cabin heater*
- *9000BTU marine air-conditioner*
- *Goldstar Microwave*
- *Custom passerelle/swimladder*
- *Teak swim/boarding ladder*
- *Two(2) Hella Fans*
- *Goldmaster vacuum, new 2017*
- *SEG 22 inch LED TV, new 2016*
- *HP Pavilion DV6 Navigation Computer*
- *Epson L-130 inkjet colour printer*
- *Kenwood TS-430S HF Transceiver*
- *Icom AT-120 Antenna tuner*
- *Electrical woodworking tools, skill saw, router etc,*
- *Electrical maintenance and engineering tools, drills, socket sets, hand tools etc*
- *Force 10 Gas Barbecue.*

## **Navigation Instruments**

*The following Navigation Equipment was observed aboard:-*

- *Sestrel Major with copper body binnacle compass*
- *Sestrel handbearing compass*
- *Plastimo Iris 50 hand bearing compass*
- *Cook Brass Sextant*
- *Freiberger full mirror marine Sextant*
- *Walker Mk III Trailing Log*
- *Stowe Navigator Speed Log*
- *Walker Electronic Wind Instruments*
- *B & G Hecta 6 Depthsounder with remote meter*
- *B & G Hecta 12, 200m digital depthsounder*
- *Standard VHF with telephone handset*

- Magellan DX5000GPS
- Paper charts from Turkey to San Francisco
- World electronic/digital charts
- Navigation books, tables and guides including Pub. 229

### **Navigation Lights**

The yacht was found to be fitted with the following navigation lights to meet international requirements to 20 meters.

1. Deck level running lights
2. Steamer Light
3. Tri-colour masthead light
4. Automatic LED anchor deck level forward power thru deck socket

### **Anchors and Related Equipment**

The following ground tackle was noted on board in good and operational condition:

Bower:	60lb CQR with galvanised swivel on 70m/229ft 10mm Galvanized chain. Galvanized spring 2017
Anchor Windlass:	Lighthouse Stainless Steel 1501 Electric
Kedge:	35lb Danforth type on 50ft. 10mm galvanized chain and 150ft of ½ inch nylon(Gold Samson Braid)
Emergency:	25 Kg Folding Admiralty Anchor – Storm use located in main bilge
Warps:	4 X 45ft X18mm Nylon 1 X 50ft X 12.5mm Samson Gold Braid 2 X 100ft X 20mm line.

### **Fire Extinguishers**

The following Fire Fighting equipment was observed aboard in good condition:-

Forecabin:	Guardian 1Kg. Dry Powder
Maincabin:	Companionway/Galley - Guardian 1Kg. Dry Powder Fire Blanket
Aftcabin:	Guardian 1Kg. Dry Powder
Engineroom:	Guardian 1Kg. Gas Type Automatic Serviced May, 2017

### **Safety Equipment**

The following Safety Equipment was observed aboard:-

- Three(3) Skipper Adult 60 to 80 Kilos with harness
- Four(4) XM Yachting Oral Inflatable Suspensors with harness
- One(1) Lifeguard Oral inflatable Child or Adult over 5 years of age.
- Two(2) harnesses
- One(1) Horseshoe Buoy

- One(1) Lifesling
- Four(4) Red Parachute - Ikaros
- Four(4) Hand Held Red – Ikaros
- Two(2) Orange Smoke - Ikaros
- One(1) Space Blanket

The emergency flares are due for renewal and it is considered prudent to add two(2) white anti-collision flares.

### **Recommendations**

1. *Service all winches as required.*
2. **A professional rigger/rigging company is recommended for a rigging check.**
3. *Service all seacocks and related components as required on a regulator basis with attention to using double clamps where practical.*
4. *Service Whale Gusher 25 manual bilge pump as required.*
5. *Service and update fire extinguishers as required.*
6. *Service and update safety equipment as required.*

**Note:-**      **Red - Immediate**      **Blue - Annual Maintenance Requirements**  
**Black within 12 months or next haul-out which ever comes first**  
**Green – Optional considerations**

### **Summary**

*The undersigned surveyor visited the yacht during the work undertaken during the winter of 2016/17 and therefore has an acceptable understanding of the standard of the upgrades carried out by the owner and/or companies employed.*

*In the opinion of the undersigned surveyor the yacht has been suitable equipped, maintained and upgraded for coastal and offshore sailing.*

*Detailed information has been supplied by the owner who purchased this yacht in 1993.*

### **Conclusions**

*Inconsequence of this inspection made on the above vessel we are of the opinion that she is in suitable condition for her intended trade namely **PRIVATE/PLEASURE** subject to compliance with the above recommendations.*

*This report is issued for Insurance Purposes only and is based on our inspection of accessible portions of the vessel at the time of survey.*

## **Valuation**

*This yacht's present value, in this surveyor's opinion, on the European Market is in the region of:-*        **£75,000 to £85,000 Pounds Sterling – VAT Paid.**

## **Additional Information**

*Further understanding maybe provided by viewing all photographs provided under separate cover.*

### ***Safety Notes & Guidelines:-***

*a)Minimum number of fire extinguishers is relevant to the size of the vessel and should be located near to the main areas of fire risk. Powered vessels or vessels with cooking, heating and refrigeration or lighting appliances must be equipped the minimum number of portable fire extinguishers according to the table below.*

<i>Vessel Length</i>	<i>Min. Number of Fire Extinguishers</i>	<i>Min. Fire rating of each extinguisher</i>	<i>Min. Combined fire rating extinguisher</i>
<i>Up to 7m</i>	<i>2</i>	<i>5A/34B</i>	<i>10A/68B</i>
<i>7m to 11m</i>	<i>2</i>	<i>5A/34B</i>	<i>13A/89B</i>
<i>11m to 15m</i>	<i>3</i>	<i>5A/34B</i>	<i>21A/144B</i>
<i>15.25m to 20m</i>	<i>6</i>	<i>5A/34B</i>	<i>46A/300B</i>
<i>20m to 30m</i>	<i>8</i>	<i>5A/34B</i>	<i>60A/400B</i>

*All fire extinguishers, regardless of their age and type must be independently verified to high standard of manufacture quality and performance. The Fire extinguishers should be serviced on an annual basis.*

*A Fire Blanket should be located near cooking facilities and the fitting of an automatic fire protection system in machinery spaces is prudent and in certain case required.*

*All Fire Extinguishers must be marked with one or more of the following certifying marks.*

- *The BSI Kitemark*
- *The British Approvals of Fire Equipment(BAFE) symbol*
- *The Societe Generale de Surveillance(SGS) symbol*
- *The AFNOR “NF” shield*
- *The Loss Prevention Certificate Board(LPCB)*
- *UL Listed & USCG Approved to meet D.O.T. requirements*
- *Underwriters Laboratory of Canada symbol (ULC Listed)*
- *Or other accredited certifying body’s marked to EN3*

*b)It is the responsibility of the Captain/Owner/Operator to equip crew and vessel with the appropriate safety & survival equipment including emergency flares it is there recommended that a vessel’s safety equipment is reviewed in conjunction with the RYA C8/98 publication for Yacht Safety sail or power. This is a general guide line applicable to British flagged vessels.*

*c)All LPG installations must meet the testing requirements of such as BS 5482 Part 3, in so far as they cover gas soundness, flue spillage and burner flame pattern requirements. Meeting these requirements will minimize the risks of gas leaks into the boat/yacht and the build-up of combustion products which may be toxic to the crew and/or passengers. If in doubt installation and/or tests must be carried out by a certified technician.*

*Guidelines available from [www.boatsafetyscheme.com](http://www.boatsafetyscheme.com), [www.rya.org.uk](http://www.rya.org.uk).*

*Regulations and requirements vary from country to country and may be updated without notice. It is prudent to check regulations and requirements which are applicable to the vessel's **Flag** on a regular basis.*

### **Conditions of Survey**

*This inspection was carried out to the best of our knowledge and ability and the report is issued without prejudice to the interests of any party. It is hereby understood and agreed that this surveyor's report is a factual statement of the examination carried out within stated limitations. All opinions are based on the knowledge and experience of the surveyor concerned and are given in good faith and without guarantee. In particular, it implies no guarantee against faulty design, latent defects, subsequent defects not discovered at the time of survey or suitability of the vessel for a particular purpose. Neither Sea Power Maritime Consultants or Steve Davies shall be held liable for any error of judgement or omissions of facts.*

*This report does not warrant (expressly or implicitly) or guarantee the condition of the above mentioned vessel.*

*The below described conditions form an integral part of the survey report and apply in all respects except where expressly stated otherwise.*

*1) This report is prepared for the sole use of the client from whom the instructions were received and includes use by the authority specifically referred to as "Reason for Survey" on the first page of the report and on the heading of each proceeding page.*

*2) The vessels principle dimensions, age, and build shown on this report are unless otherwise stated, derived from documentation or information provided by the owners or builders of the vessel and although believed to be accurate have not been verified by physical measurement or enquiry.*

*3) This report reflects the surveyor's personal opinion only and should not be interpreted as being irrefutable fact.*

*4) With the exception of specific comments within the report, it should be understood that no examination was effected in way of any areas of the vessel of the vessel that were not seen due to the presence of linings, mouldings, machinery or other obstructions in the way. No dismantling has been effected in way of the hull, interior, machinery, electrical/electronic system, tank spaces or equipment and opinions given in respect of the condition of such items are derived from either testing and/or visible appearance as declared in the report.*

*5) The vessel and its equipment is to be used for the purpose for which it's build was intended and within safe seagoing weather parameters.*

*6) All seagoing vessels should carry sufficient fire fighting and safety equipment in accordance with the rules and regulations stipulated by the individual registration authorities and should comply with the relevant insurance conditions.*



*7) It is the responsibility of the owner and/or his agents to ensure that the vessel is seaworthy at all times and is properly crewed by experienced and qualified mariners. Any recommendations made by the surveyor should be effected forthwith where applicable, or within the recommended time span. The surveyor accepts no responsibility for the failure by the owner and/or his agents to carryout the work recommended.*

*The use of this report implies an acceptance of the above-mentioned conditions.*

*Submitted without prejudice*

A handwritten signature in blue ink, consisting of a large, stylized 'S' followed by a series of loops and a long, sweeping horizontal stroke.

*Steve Davies  
Marine Surveyor & Consultant*