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- b. This survey is personal and confidential to my client and has no extended warranty if disposed of to a third party for any purpose.
- c. Copyright remains with the Surveyor.
- d. This report carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgage or other debt or charge there may be on the vessel.
- e. This report does not address stability, vessel performance or overall design and no warranty is conveyed under these heads.
- f. No machinery was run or opened up for inspection.
- g. No fastenings or fittings were removed for inspection.
- h. No dismantling work was carried out other than removal of berth tops, hatches and portable sole boards.
- i. The use of structural joinery and linings in the accommodation limited access to parts of the hull. The Surveyor did not inspect any parts of the structure which were covered, unexposed or inaccessible.

Construction.

The hull construction is of hand laid GRP (glass reinforced plastic), with the deck and interior also of hand laid GRP. The deck is attached to the hull via stainless steel bolts set through the alloy toerail. The cast iron bilge keels are attached via substantial stainless steel bolts and plate washers. The GRP modules are bonded to the hull with various webs and stringers. The factory finished interior is finished to a good standard with teak marine plywood and solid cappings to a good standard.

Topsides and Transom.

- 1.0 The white gel coated topsides and transom were lightly hammer sounded and found no obvious gel coat voids or delamination. A couple of star crazes were noted but not of any significance. A few gel coat scratches were noted but considered to be normal wear and tear. The topsides would benefit from a good cut back and polish to remove the yellow discoloration.
- 1.1 A 5 x rung stainless steel boarding ladder is well secured to the transom.
- 1.2 The name "Solway Ranger" is clearly visible on the transom.
- 1.3 The twin blue cavita lines are painted and found in good condition.
- 1.4 All through hull exits were noted in good condition.
- 1.5 A "Sovereign Quantum" moisture was applied to random areas of the topsides and produced readings of average 5.3% H₂O, W.M.E. (wood moisture equivalent) set to the shallow scale with an air temperature of 10.0o C. and a humidity reading of 71% in cloudy conditions with a gentle NW wind. This reading is considered normal for a vessel of this age. (see guide to moisture readings on page 1).

Bottom.

- 2.0 The bottom was fully coated in blue antifouling found well adhered to the hull; it was found very patchy and would benefit from being stripped as the surface is very uneven. A white and dark blue boot top line in antifouling ran around the waterline. Removal of random parcels revealed a thick coating of epoxy paint also found well adhered to the hull, none of which was removed.
- 2.1 The bottom was lightly hammer sounded and a number of blisters were noted two of which were burst and found to contain an acidic tasting liquid. With the poor condition it was impossible to see the extent of the blistering but it appeared to be confined to the area between the keels. Removal of the antifouling would highlight where the blisters are. They are not considered to be a structural problem and should be ground out and filled with an epoxy filler.
- 2.2 The same meter was applied to the parcels and produced readings of average 18.6% H₂O. W.M.E. also set to the shallow scale with the same ambient conditions. It should be noted the vessel had just been lifted from the water and if allowed to dry the readings should drop to an acceptable level for the age of the vessel. See guide to moisture readings on page 1.

Bottom Cont.

- 2.3 All bronze seacock exits were found in good condition and showed no signs of water ingress.
- 2.4 The cast iron bilge keels were fully intact in the hull flanges. The stainless steel keelbolts were where visible found in good condition. One bolt port side mid ships showed minor rusting and should be cleaned up and re painted, but did not appear to be leaking. The keelbolts on the starboard side were beneath the water tank and not accessible.
- 2.5 The semi balanced spade rudder was found well attached to the GRP skeg via a bronze bearing, the main rudder tube showed no signs of movement and the rudder swung freely with no play in the bearings. The solid teak tiller with removable extension was found in good condition well coated in varnish and firmly attached to the stainless steel tiller hood. The rudder stops were found in good order.
- 2.6 The pear shaped sacrificial anode was 50% worn, with the anode bolts showing no real signs of rusting. The shaft and propeller anodes were 25% worn and should be suitable for another season afloat.
- 2.7 The "Darglow" feathering 3 x blade propeller was found in good condition and would benefit from a service. The stainless steel propeller shaft passed through the P bracket with no signs of play in the cutlass bearing.

Deck and Superstructure.

- 3.0 The white / grey gel coated deck and superstructure were lightly hammer sounded and showed no obvious gel coat voids or delamination. The working areas of the deck have a good non skid finish moulded in. The cockpit self drains out above the waterline. All hatches and windows were close fitting and showed no signs of water ingress. A previous leak around the centre hatch should be monitored. The alloy toerail was well attached and showed no signs of water ingress or damage or distortion.

Deck Fittings.

- 4.0 A stainless steel single bow roller with forestay attachment is well fastened to the stem. A pair of 10" alloy bow cleats led to a pair of alloy fairleads, a pair of 10" stern cleats lead to a pair of alloy fairleads with 4 x alloy spring cleats set on the alloy toerail. All found well attached.
- 4.1 A stainless steel pulpit and split pushpit were found well attached and joined via 6 x 24" alloy stanchions in alloy deck sockets set onto the alloy toerail and all found secure. The twin 5mm 1 x 19 guardwires were found in good serviceable condition and correctly terminated at each end.
- 4.2 A pair of 5' alloy genoa tracks with sliding cars were set on the side decks. An IYE mainsheet traveller with associated blocks is fitted across the cockpit.
- 4.3 The main halyard and mainsail reefing lines are led aft via turning blocks on the cabin top to a "Lewmar 16" self tail winch with associated clutches found well fastened. A pair of "Lewmar40" self tail genoa winches and a pair of "Lewmar 8" single speed winches were well attached to the cockpit coaming tops.

Deck Fittings Cont.

- 4.4 The stainless steel chainplates, inner forestay fitting and backstay tang were all well fastened and showed no signs of movement or water ingress.
- 4.5 The alloy framed forehatch and central saloon hatch and 4 x alloy framed cabin windows were all found in good serviceable condition. It was noted the central hatch has been leaking at some time, this should be monitored. 5 x ventilators give adequate ventilation below.
- 4.6 4 x teak grabrails are firmly attached to the cabin top. A stainless steel grab rail is mounted alongside the main hatch entrance. A stainless steel liferaft stowage is set on deck ahead of the mast.

Mast and Rigging.

- 5.0 The mast was standing during the inspection, therefore only the bottom 6' was closely inspected, with the upper sections checked with the aid of binoculars.
- 5.1 The mast is a standard "Kemp" section with a "Profurl" boom attached and sat on the standard "Kemp" T bar mast step which showed no signs of movement or damage. A solid gas kicker supports the boom. The mast is set as a conventional mast head rig.
- 5.2 The mast supports a "Windex"/ VHF ariel, windspeed unit, radar reflector, radar scanner, 2 x "Lewmar 7" and a "Lewmar 6" halyard winches all found in good serviceable condition. The running lights were correctly functioning, with all mast wiring passing through deck glands.
- 5.3 A "Profurl" headsail roller reefing system is fitted to the forestay and found in good working condition.
- 5.4 The cap and lower shrouds are of 7mm 1x19 stainless steel wire onto "Hasselfors" rigging screws. The backstay and inner forestay are of 6mm 1x19 stainless steel wire onto "Hasselfors" rigging screws. The terminals and swages were closely inspected and showed no signs of wear or damage and were all correctly made off and locked in place.
- 5.5 A stainless steel spinnaker pole stowage is set on the starboard foredeck.
- 5.6 All running rigging and halyards found in good serviceable condition.

Ground Tackle.

- 6.0 The ground tackle is stowed in the foredeck well and consisted of a "Delta" type 25lb. Anchor with suitable length of 3/8" galvanised chain and warp. A folding 15lb kedge anchor with chain and warp attached is stowed in the cockpit locker. Numerous warps and fenders were noted onboard.

Bilge Pump.

- 7.0 A hand operated "Henderson chimp" bilge pump with handle stowed close by is set in the cockpit side and appeared in working condition, but not tested.

Sails and Canvass work.

- 8.0 The following sails were noted onboard;

Fully battened mainsail.
Furling genoa,
Cruising chute,
Spinnaker.
All found in good serviceable condition.

The following canvass work was noted onboard;

Mainsail cover,
Sprayhood'
Cockpit cover,
Cockpit tent,
Set of cockpit cushions.

All found in good serviceable condition.

Cockpit Area.

- 9.0 The main cockpit locker held the 20 gall. Steel fuel tank with on/off valve and sight gauge, well secured in place. The calorifier is well fastened at the back of the locker.
- 9.1 All webs and stringers where visible were found intact
- 9.2 A fully self venting gas locker contained 2 x 4.5Kg. butane bottles with one connected to a regulator and flexi hose to the main copper supply. The system appeared in good serviceable condition. If in any doubt as to its reliability the services of a "Gas Safe" engineer should be employed to give a separate report. An out of date fire extinguisher is also stowed in the locker, this should be either discarded or replaced
- 9.3 A pair of substantial wooden washboard with a sliding GRP hatch and a stout locking system gives adequate security to the vessel. A winter washboard is stowed in the cockpit locker.
- 9.4 A 240v. Shore power system is housed in the main cockpit locker.
- 9.5 A wooden cockpit table is stowed below in the toilet compartment.

Interior.

- 10.0 The vessel is a standard factory finished version with separate forecabin and toilet compartment. The interior was found in good condition for the age of the vessel with good upholstery and soft furnishings. Inspection where accessible showed all lockers and bonding to be fully intact.

Engine.

- 11.0 A "Beta BD1005" 3 x cylinder diesel auxiliary is mounted on wooden engine beds via flexible mounts. The engine was found in as new condition with no evidence of water or fuel leakage's. The exhaust passes through a stainless steel water trap to the swan neck at the ster. The stern gland is a PSS non maintenance which showed no signs of water ingress. The main engine switch panel with audible alarms fitted is set by the helm station. A single lever throttle control is also at the helm station. The engine was not run or tested as part of the report, if in any doubt as to its reliability the services of a Marine Engineer should be employed to give a separate report.

Electric's.

- 12.0 2 x 105amp. Batteries are securely stowed in a locker in the aft cabin and fed via a master isolator switch to the 10 gang switch panel. All wiring where visible was neatly clipped in place.

- 12.1 The following instrumentation was noted onboard;

Clipper windspeed and direction, (not seen to work).
Autohelm Tri data speed and depth.
Silva cockpit repeater.
Navico LS200 cockpit repeater.
Clipper Navtex.
Garmin GPS128 GPS.
Furuno 1622 Radar.
Voltwatch battery monitor.
Sterling battery charger.
Autohelm C70 chart plotter.
Standard Horizon DSC, VHF with CPM 25 cockpit extension lead.
Lausane stereo radio / CD player.
Autohelm 2000 tiller pilot.
Plastimo steering compass.

Galley.

- 13.0 A Flavel Vanessa stove with 2 x burners, grill and oven with flame failure device is well supported in gimbals and connected to the ships copper supply via an armoured flexible tube. A gas alarm is fitted, not tested.
- 13.1 A stainless steel sink with foot operated faucet and pressurised hot and cold feed drains to a 1" ball valve in good serviceable condition.

Toilet.

- 14.0 A Jabsco sea flush toilet is well set on its plinth with all pipework neatly leading to a 1 1/2" Blakes valve outlet and a 1" ball valve inlet, both found in good serviceable condition. A GRP vanity sink with pressurised hot and cold faucet drains to a 1" ball valve found in good serviceable condition.

Safety Equipment.

15.0 The following safety equipment was noted onboard;

Oscar man overboard system.
2 x 1Kg. Dry powder fire extinguishers, both green on dials.
Fire blanket, mounted alongside stove.
Boathook.
Hand bearing compass.
Coastal flare pack, expiry date 12/ 2014.
Bosuns chair.
Bolt croppers.
Lifebuoy and frame.
Dan buoy.
Liferaft, (not seen onboard).
Please read and note the attached recommended safety list.

Conclusion.

"Solway Ranger" is on the whole a well found vessel as far as was inspected. The bottom will require a fair amount of work but will give the vessel better performance and peace of mind regarding the small areas of blistering. The vessel appears to have been well looked after and upgraded as required over the years. The boat comes from the board of a well known designer and reputable builders. With a good valet and the bottom taken care of it should give many years of enjoyment.

Valuation.

This valuation relates solely to the date and place referred to and I emphasise that it is a statement of my opinion only and not a representation of the particulars or information available to me upon which my opinion is based. The valuation I have indicated assumes a willing buyer and seller and a generally conducive market. A reasonable valuation for insurance purposes is considered to be in the region of **£27,000.00** in its present condition.



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