MERANTI MARINE LTD

Insurance Survey Report

Client name:	Jonathan Slatter
Boat name:	Bear Poles
Boat model:	Moody 336
Location:	Parkstone Yacht Club, Dorset.
Date of survey:	3rd March 2022
Surveyor:	Matt Folkes

2.0 Vessel Data Sheet

Boat name:	Bear Poles
Type:	Sloop Rigged Sailing Vessel
Builder:	Moody
Model:	336
Year of Build:	1991 (no paperwork to sighted)
HIN:	LR-BRS-060791
Hull Colour:	White with blue boot top
Topsides Colour:	White
LOA:	10.21m
Beam:	3.66m
Draught:	1.20m Min (all details from brokers data sheets)
Keel:	Fin Keel
Yard number:	L1116
SSR:	65218
MMSI:	235073183
Call Sign:	2CIWS

4.0 Introduction

This is to confirm that under the instruction of Jonathan Slatter Sailing Yacht 'Bear Poles' was surveyed at Parkstone Yacht Club , Poole, Dorset. An out of water insurance survey was conducted.

5.0 Summary

The vessel is in very good order for her age and offers minimal risk from an insurance perspective. Some basic preventative maintenance is recommended in areas.

6.0 The Procedure

The survey took place whilst the vessel was out of the water at Parkstone Yacht Club. A visual inspection of all accessible areas was conducted.

6.1 Limitations of survey

- The internal parts of the vessel were inspected through all available non-fixed panels with no dismantling undertaken.
- No glue carpets or linings were removed
- Through hull fittings were examined in situ
- No fastenings were removed to evaluate condition
- No deck bores were made to ascertain the condition or make-up of deck and hull composite
- All tanks were inspected externally without filling their tanks to maximum capacity. Therefore we cannot comment on whether the tanks will leak when 100% full
- No responsibility can be accepted for not locating hidden or latent defects
- The mast and rigging were sighted from deck height only
- A Sea trial was not part of this survey

7.0 A description of the vessel

Sloop rigged yacht constructed of GRP with an aluminium mast & boom. The interior offers forward sleeping quarters. Saloon with adjacent head and galley to port. Aft spacious double cabin. No documents relating to the vessel were sighted.

8.0 The Survey Findings

Bullet points denote recommendations
Category 1: Must be done urgently and before any use is made of the vessel.
Category 2: Should be done at the time of next docking or within twelve months
Category 3: For information and consideration

8.1 Hull

8.1.1 Hull – underwater area

The underwater area is presented with blue anti-foul. This also includes the keel. The coating was a little patchy in areas but there is full coverage. At some stage in the future prior to a new coating some preparation (sanding) would be advised.

The hull was lightly hammer sounded and provided a positive ringtone. The Log spins freely and flush to the hull.

Moisture readings were taken with a Tramex Skipper Moisture Meter at several locations on the port, starboard and transom area. The Meter offers a simply traffic lights system to inform of the moisture content within the hull laminate. The skipper 5 can read both deep and shallow readings.

Patches of anti-foul were removed to reveal the gel coat underneath. The original gel coat remains intact with no signs of major repair.

<u>Readings:</u>
Deep: Amber/Red
Shallow: Green

Deep readings were between the amber and red, which is higher than would have been liked. The surface tissue was examined for signs of blistering, wicking or voids and none were noted. A tap test provided positive ring tones. The hull condition cannot be guaranteed but the elevated readings could simply be the materials used in the lay-up. The moisture meter tests for conductivity not for moisture content and therefore certain products can be more conductive than others. Please also note there are fresh water tanks in outboard amidships bilges which the meter can identify. At this stage there is not cause for concern but be aware that should you sell the readings maybe a discussion point.

The GRP spade rudder was secure in place with minimal play in the bushes. Associated skeg assembly is sound.

The cast iron fin keel is secure in place with no signs of impact damage on the forward and aft edges. There are no signs of parting from the keel to hull join. There is the normal keel stub to keel join visible but nothing untoward.

Hull Anode is wearing and will need changing for new in the future.

8.1.2 Hull – above the waterline

The vessels hull was white Gel finish. The gel finish was in good order given the age of the vessel with no signs of major repairs or damage. There is no sign of panting in the hull adjacent to bulkheads. There is a score mark above the blue painted boot-top on the starboard side running approximately 2m in length. This is cosmetic only.

8.1.3 Hull – Interior

Floors panels and lockers were opened to reveal the internal structure. There were no signs of cracks within the structural matrix. Bilge are primarily dry.

Under the forward bunk the hull internal structure can be sighted. All bulkheads were correctly tabbed.

One Keel bolt was sighted under the saloon floor and externally well presented. A further under the hatch adjacent to the engine space. There is no movement in the bolts/nuts. There is some very light rust staining forming in places so some preventative grease would be advised. The remainder are under screwed down floor boards with a table bolted on top. Keel bolts were replaced in 2008.

Engine bearers are free of defects.

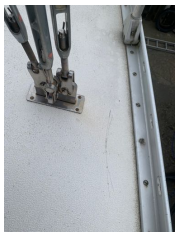
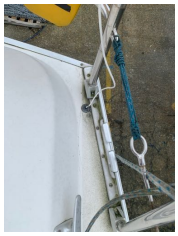
Anode bolts visible from within the aft cabin are externally well presented.

8.2 Deck, Cockpit and Superstructure

The GRP cockpit is in good order. All winches, pulleys, blocks, jammers and travellers are in a serviceable order. The deck was weight tested and feels free of any core detachment. The teak decking is showing its age but cosmetic only.

There are some hairline cracks in the deck in the following areas:

Amidships cleat starboard side – single crack splaying to three hairline cracks outboard of the cleat. Likely to be from excessive pressure from mooring lines.
Starboard chain plate – out board of the chain plate there is a hairline crack approximately 150mm.
Port aft quarter – adjacent to the toes rail. Possibly from a mooring incident. Not of major significance.

These offer no major significance at the moment but something I would monitor for deterioration.

The pedestal steering assembly is secure in place with wheel steering. The rudder was turned to port and starboard with no unusual characteristics. There is an emergency steering position with removable cap accessing the rudder stock. No emergency tiller was noted though which needs to be readily available.

The following items located within the cockpit were tested:
Compass – deviates
Autohelm speed and depth – has power
Autohelm Nav data – no power
The panel that the above are mounted to is starting to part and needs additional fixing screws.
Autohelm ST4000 autopilot – has power

Please note there does not appear to be any sound signalling device which would be strongly advised.

The vessel has a side mounted cable throttle with key start ignition and pull stop facility.

Emergency steering facility but no tiller sighted.

- Monitor cracks in deck listed above for deterioration (Cat 2)
- Locate emergency tiller (Cat 1) *This is located in the aft locker*
- Add Gas horn to vessel inventory for COLREGS requirements (Cat 2)

This is located in the starboard halyard bag

8.3 Electrical Systems

Both 12v DC and AC power support the vessel.

Rotary style battery isolator is located at the Nav station.

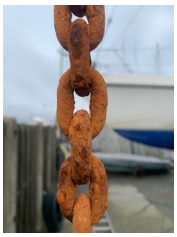
There are three batteries in purpose-built boxes under the aft bunk floor. The batteries are secure in place, cables secure and of a suitable size. Rubber terminal covers would be advised for the battery terminals.

There is a distribution board with pop out fuses for various appliances/services.

The vessel AC supply is via a shore power lead. A battery charger is located aft of the aft cabin behind the hatch. The AC side was not tested. There is an RCD in the aft cockpit locker and shore-power connection in the cockpit to port.

- Add rubber terminals to battery posts (Cat 3)

8.4 Anchoring and mooring arrangements



At the time of the survey the anchor & chain were located on a pallet below the bow of the vessel. The chain and anchor are suitably sized for the vessel but end of the chain is heavily corroded. To the point where is strength may start to diminish.

The surveyor was informed that the entire length of chain is to be replaced.

The deployment of the anchor is via a manually operated winch located in the forward anchor locker.

- Change chain for new (Cat 1) *New chain ordered*

8.5 Windows, port lights & hatches

There are two opening hatches above the saloon and forward cabin. They are in good external condition and show no signs of water ingress. Hatches can be opened from both sides, which is good practice.

Fixed side windows are in good external condition. Aluminium frames are sound and glazing in good order. There are no signs of notable leaks.

8.6 Handrails, stanchions, cleats and bollards

Stanchions are secure in place and show no signs of movement from the bases. All are secured to the metal toe rail. Push and pull pit's are in good order.

8.7 Seacocks and Skin fittings

Heads inlet metal ball valve – operates, well preserved
Heads discharge metal ball valve – operates, well preserved
Heads sink outlet metal ball valve – operates, well preserved
Shower discharge metal ball valve - operates, well preserved
Engine Raw water intake ball valve – operates, well preserved

Anchor locker drain – under forward bunk. Metal ball valve, externally well presented. Operates.

The vessel has a set of wooden bungs which is good practice.

8.8 Gas Installation

There is a gas locker in the cockpit to port, within the port locker . The locker is vented overboard. The bottles are secure in place. A gas safety inspection would be advised. The gas twin burner / oven is gimballed. The supply is flexible stainless braided steel to copper. Within the copper run under the cooker is an inline shut off which was tested as working. There is no gas alarm.

Last gas check according to invoices was 2015.

- Instruct gas safety check (Cat 1) *Gas service carried out by Apollo Gas Ltd Friday 18th March 2022*

8.9 Bilge pump system

The vessel has a manual bilge pump located in the cockpit. No handle was sighted or immediately obvious. Suggest C-clip on the inside of the locker. There are no electric bilge pumps fitted.

- Locate handle for bilge pump and locate local to pump (Cat 1)
  2 bilge pump handles are close by in the tool bag in the aft locker

8.10 Fuel Installation

The painted metal fuel tank is located under the cockpit seating to port. There are no obvious signs of leaks and the tank is secure. The tank needs to be filled 100% to confirm full integrity. There is a fuel shut off adjacent to the tank. The copper pipe work where sighted is in good order and secure and leads to flexible hose, which is appropriate for use.

The fuel tank was removed in 2015 checked and cleaned.

8.11 Lifesaving Appliances & Fire fighting Equipment

Please consult the RYA for recommended safety equipment provision.
The vessel has the following:

Lifejackets – sighted within wardrobe
Plastimo NSD July 2010 type and capacity not readable – this looks like it is beyond its serviceable life.

8.12 Fire Extinguishing Mediums

There is a handheld 1kg fire extinguisher
1kg powder under the saloon seating to port
1 x 1kg under the Nav station,
1 x 1kg Aft cabin

All pressures are in the green.

Unless service records can prove otherwise these units will need servicing.

There is no automatic fire extinguisher for the engine space and no port to direct extinguishant into the engine space. I would advise that a port is added as a minimum and a fire extinguisher added to the inventory, which is stored adjacent to the steps.

It is also good practice to fit a smoke detector.

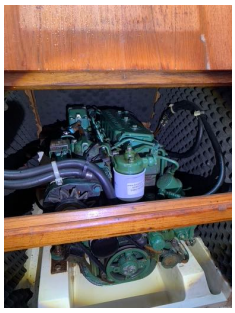
- Add fire port to engine space and dedicated extinguisher (Cat 1) *Text*
- Or; provide Automatic fire extinguisher in engine space (Cat 1)
- Service handheld fire extinguisher (Cat 2)
- Fit smoke detector (Cat 1)

8.13 Engine

1 x Volvo Penta 20003BT coupled to Volvo Penta gearbox.

From an external inspection the engine looks in excellent external condition and well preserved.

The unit is well preserved with no signs of major oil, water or fuel leaks.



The following observations were made:

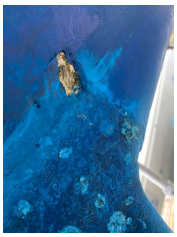
1. Engine mounts are well presented
2. Well preserved throughout
3. Insulation is free from deterioration
4. The exhaust run was inspected and free of leaks and water trap secure in place.
5. Engine sea water inlet ball valve & hose are in good order.
6. Gearbox is well presented
7. Volvo Penta stern gland is well presented – no water tracking marks noted
8. All hoses are externally well presented
9. No leaks noted from impeller area
10. Sump was inspected and no excessive areas of rust noted
11. Belts and pulleys are in good order

Internal Steering:

The steering assembly can be sighted aft of the aft cabin via a hatch. All the assembly was examined include GRP aperture, rudder stock, tiller and arm. All were in good serviceable order.

External Shaft Inspection:

The stainless-steel shaft and P-bracket assembly are secure. There is a very small amount of play in the cutlass bearing but within acceptable parameters. The twin bladed bronze prop is secure in place with no leading or trailing edge damage. The vessel has rope cutters fitted. There is a very small amount of laminate which overlays the metal P-bracket which has peeled off. This is not cause for concern but should be monitored. You may wish to make good to prevent water ingress between the laminate and P-bracket.



Please note the cutlass bearing and rope cutter were replaced in 2021

8.14 Ebersbacher

There is a diesel-powered heater located inboard of the aft cockpit locker – accessed via an opening side hatch. The unit is installed correctly and the exhaust run is is free of obstruction and lagged. Access is limited.

8.15 Heads

The vessel has a Jabsco manual flush toilet, which is well presented. Inlet and discharge hoses are looped up to deck level which is good practice. The fitting looks in good external condition. Port holes provide a good seal.

8.16 Nav station

The following items were tested:
Standard Horizon VHF (call sign listed adjacent to VHF) has power and shows Lat/long
Circuit Monitor – has power and shows 12.8v
Raytheon Pathfinder SL70 Radar – has power
Navigation lights – tested as working
Anchor light – tested as working
Deck light – tested as working
Steaming light – tested as working
Barometer fitted in Nav station.

8.16 Sails, Mast, boom & rigging

New standing rigging was fitted in 2015 according to invoices.

The mast base was inspected on the deck – There were no cracks local to the mast or impressions.

The mast was straight and the spreaders (from the deck) looked secure. The mast is deck stepped and the weight displaced by a metal support ,which in turn runs down to the keel below the saloon floor. The base of the support could not be sighted due to a screwed down floor.

The internal chain plates cannot be seen due to saloon bookshelf carpentry. However, looking at the underside of the port carpentry there is a wet patch indicating possible water ingress from above. I would suggest to seal the deck plate and re-evaluate. It may be that the carpentry needs removing to access the situation in more details if this does not stop the ingress.

Stainless steal wire rigging was inspected from deck level only. Chain plates show no signs of lifting or crazing in the surrounding GRP. Bottle screws are all sound with split pins opened sufficiently. Shrouds appear in good order from deck level. The backstay was inspected an no cracking in the surrounding laminate was noted. Gooseneck, vang and boom are all in a serviceable condition.

The running rigging generally looks in a good serviceable condition.

- Seal chain-plate deck plates to prevent water ingress below (Cat 2)

8.17 Fresh Water

There are two plastic fresh water tanks under the side saloon seating. The starboard tank aft end support bar is detached. The pump is located on the port side. There is a calorifier in the aft compartment. The unit was secure in place.

- Address fixing on port water tank (Cat 2)

8.18 Accommodation space

The forward and aft cabins are well presented along with the saloon. No significant defects were noted.

Please note the area under the forward cabin floor was not sighted due to the carpet being stuck down. The same applies to the aft cabin.

9.0 Conclusion

Sailing Yacht Bear Poles is in excellent order and for her age an excellent example of this type of vessel. If the relatively few recommendations are adhered to there is no reason why the vessel will not provide many years of good safe service.

Survey Report conducted and compiled by Mr M.G Folkes on the 3rd March 2022.
Print: MATT FOLKES

Signed:

Date: 3rd March 2022

Disclaimer

Whilst every effort has been made to ensure the accuracy of information presented in this Report it must be clearly understood that it must NOT be construed as a guarantee or warranty as to the condition of the subject vessel if she is sold or transferred to a third party and no Duty of Care to any such third party. The Report is issued without prejudice and in uberrimae fidei as a statement of facts ascertained at the time of the survey during which due diligence and reasonable skill were exercised and reasonable care was taken using common professional practice and, where available, published guidelines or codes of practice such as and including those published by the International Institute of Marine Surveyors.

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This report does not constitute either a guarantee or a warranty as to the condition of parts it was not, for any reason whatsoever, possible to see at the time nor it does not follow that each and every defect was found during the inspection. No responsibility will be accepted for any faults, defects, or changes subsequently arising. No guarantee against faulty design or latent defects is expressly stated or implied nor is any guaranteeing given that the vessel is suitable for any particular purpose.

The Recreation Craft Directive

In this report there could be a number of places where it states that the vessel appears to comply with the above EU Directive. Let it be noted that the validity of any CE Marking and the conformance or otherwise of the vessel to the RCD, the EMC directive and Machinery Directive are totally outside the scope of the subject General Condition Survey of this report. The Survey did not include an assessment of compliance with requirements of any particular national or international authority.