

Insurance Survey Report

“Vessel Name”

Blondecell Marine Tradewind '35



This is to Certify that the undersigned carried out an Insurance Survey on the above vessel at Port Olympic, Barcelona, on Thursday xxth May 2xxx at the request of “Client” for the purpose of reporting on the vessels condition subject to the limitations stated on page three of this report. This Insurance Survey 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 jurisdiction and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales.

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Conditions of the survey

This Survey was carried out in accordance with the following:

- a) Our Atlas Yacht & Power Boat Surveyors Standard Terms and Conditions
- b) The code of Practice for Small Craft Surveys set by The International Institute of Marine Surveying.

The reason for the survey was to carry out a structural and mechanical evaluation of the vessel for insurance purposes.

The vessel was ashore supported on chocks/slings. This allowed access to the hull bottom, apart from the chocking/sling positions.

Machinery installations, auxiliary and ancillary equipment and other service systems, electronic equipment, pumping and plumping, sanitation systems, navigational aids and other sundry items were visually inspected only. None of these items were dismantled nor were specific tests applied except in the case of electrical systems where simple switch tests were used. The steering gear installation was given a simple "hard over to hard over test" only as a visual inspection was not possible.

Diesel engine examined externally only.

All tanks were inspected where visible but not internally inspected and they have not been pressure tested; their contents have not been tested for contamination.

Window hatches and external doors have not been tested for water tightness.

Skin fittings and valves have not been dismantled but visually inspected.

Due to over coatings joinery work and installations, 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.

The vessel was not tested for transverse or longitudinal metacentric stability or buoyancy and this report must not be taken to imply that the vessel has sufficient stability or buoyancy for the intended purpose.

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.

This survey was not undertaken with any intention to ascertain that the vessel would comply with any rule or code of practice that may be required by any authority under whose jurisdiction the vessel may be operated.

Vessel details

Name	Vessel name
Type	Yacht
Builder / Designer	Blondecell Marine, Lymington
Model name	Tradewind
Year built	199X
Material	GRP / Fiber Glass
Builders / Registration marks	O.N XXXXXX
LOA	35 FT (10.78m)
Engine / engines	Yanmar 3GM 30F (27HP) Diesel
Intended Use	Recreational



External hull structure overview

Material	GRP / Fiberglass
Hull scrapings	Were taken and no faults where detected
Coatings/ Sheathing	White gel coat
Moisture readings	Taken externally of hull and top Sides and internally in the bilge areas (where accessible)
Tap test	Taken of external and internal hull
Skin fittings	Checked. See detail below

External hull structure overview (continued)

Findings

The hull construction appeared to have been built to accepted recreational marine industry production standards and practices at the time of its construction, using commonly accepted materials.

The vessel had been washed off and was in generally good clean condition. The vessel was viewed from a distance at various angles and no apparent or obvious signs of major longitudinal or transverse deformation or structural failure that might indicate earlier serious damage or poor repairs observed.

The panels were generally in good order, fair and free of obvious moulding and pigment defects but it was noted that there were some scratches and contact abrasions on the panels resulting in asetic damage to the gel coat.

The bottom and side panels of the hull were lightly hammer tested using an engineers ball hammer to see if there were any obvious voids in the lay up but none were discovered. No guarantee can be given however that such voids do not exist.

Some "spider cracking" was observed which is not a structural problem.

The vessels bottom was cleaned of weed, crustaceans and other marine growth and antifouling coating was found generally in good condition.

The undersigned surveyor has made every effort to determining the presence of blisters short of destructive testing and blisters were not found. This, however, does not mean that blisters won't develop at a later date.

Our moisture readings confirmed that the topside is in good structural condition.

The transom is in good order but could only be examined externally not internally due to visual restrictions within the engine bay.

Internal hull structure overview



Moisture readings	Our moisture readings for the hull indicate that the hull is in good condition. See Detail below.
Condition of bilges	The bilges are in good condition. They are clean and dry.
Skin Fittings	These were visually examined and appear to be in good condition.
<p>Findings</p> <p>Moisture Readings for the internal hull were taken from the mid-ship section and the starboard side aft cabin. They indicate that the hull is in good condition. The structure appeared to have been solidly built to a good standard. The hull was especially examined at the points where the bulkheads were fitted and no sign of a hard spot in these areas were noted nor were there any signs of gel coat cracking indicating that the shell was "hinging".</p> <p>Most of the bonding was hidden by lining and cabinetry and could not be inspected.</p> <p>Where visible, the bondings, bulkheads and stringers appeared to be secure and free of defects and the laminates appeared to be in good order.</p> <p>The skin fittings / valves were checked and appear to be in good condition.</p>	

Moisture readings

Locations	Port	Starboard
External hull		
Bow Bow Bow	17 19 17	19 18 17
Mid Mid Mid	19 12 15	17 15 12
Stern Stern Stern	16 17 20	17 17 19
External top deck		
Bow Bow Bow	12 10 9	12 11 10
Internal		
Mid Ship Mid Ship	12 10	10 14
Bow Bow	13 15	11 14
<p>Findings</p> <p>The Moisture Readings above were obtained using a Tramex Skipper Plus Moisture Meter. The readings on the External Hull were slightly higher above average but there were no visible signs of hull deterioration and they are not considered unduly high.</p>		

Engine No	Could not be seen
Water in header tank	Correct levels and looked to be in good order
Oil in engine	Correct levels and looked to be in good order
Replacement parts	No obvious replacement parts were used on the engine appears original
Gearbox	Flanged. They look to be in good order and operated correctly
Gearbox oil	Gear box oil level could not be checked accurately due to a pipe hindering the removal of the dip stick. Visually the shaft coupling appears in working order but corrosion was found.
Controls	During the sea trial that took place the controls to the engine and gearbox were smooth and functioned correctly.
Findings	
<p>Visually the shaft coupling appears in working order but corrosion was found.</p> <p>1x Spade Rudder was visually inspected and looked to be in good condition. It is cable operated and further investigation into the run of the cables should be carried out as the appeared to overlap each other on the tripod located in the rear cabin under the bed.</p>	



Bilge pump

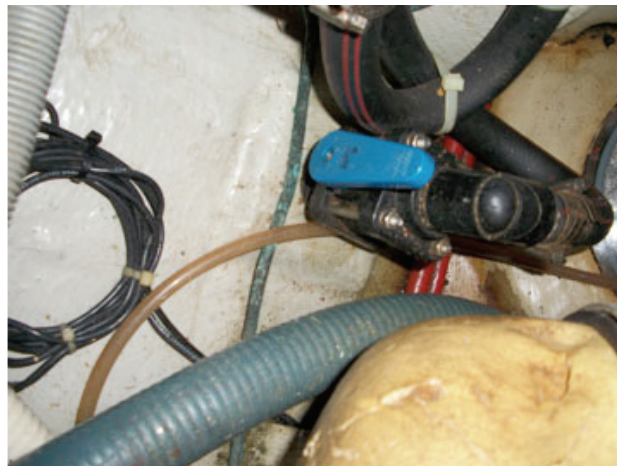
There was one bilge pump this was manually operated from the cockpit area. It was in good working order and operated correctly. The water pick up was located in the midships bilge area.

Skin fittings and valves

Location	Use	Valve type & material	Clips	Condition
Midships Bilge	Toilet system outlets	Through Hull Fitting & Valves	Jubilee	They are in condition.
Bathrooms & Kitchen area.	Wash basin	Through Hull Fittings & Valves		They are in good condition.
Bow area	Speed Gage	Through Hull Fitting		Good condition.
Engine Bay Bilge	Seacock Isolation Valves			Engine seacock isolation valve was in good order.

Findings

The Skin valves and Seacocks appear to be in good general condition on visual inspection.



Gas systems

Type / Location of Cylinders	Small gas cylinders x 2.
Vented Locker	The locker was adequately vented through the bottom of the locker.
Regulator	A regulator valve was located on the lead gas cylinder but not on the spare.
Piping	High Pressure LPG Date of gas pipe unknown.
Appliances	The gas supply is to operate a cooker in the saloon area.
Ventilation	Ventilation is good.
Comments	
Gas pipe was being replaced at time of survey. Original pipe age was unknown.	



Stern gear



Rudder	1 x Spade Rudder was visually inspected and looked to be in good condition. It operated correctly but the internal workings could not be inspected thoroughly as the steering linkage mechanism runs behind the main engine. The steering was operated without the engine running and appears to be in good order.
Rudder Carrier	This was attached to the external transom and appeared to be in good condition. Internal fixings could not be inspected.
Propeller x 1	Three Bladed Conventional Propellers. It is in good condition.
Shaft	Feels smooth when rotated by hand. Shaft bush looks to be in good order.
Stern gland	Water Lubricated stern gland is in good condition. It was not checked when the vessel was on the water but no signs of water ingress was found.
Anodes	Hull Anodes are new and in good condition.

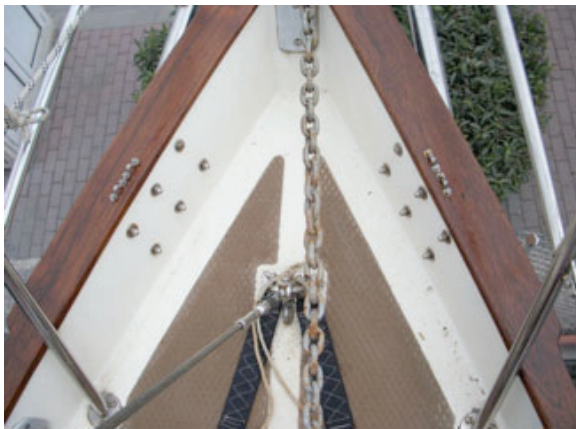
Stern gear (continued)

Findings

The steering operated correctly but the internal workings could not be inspected thoroughly as the steering linkage mechanism runs behind the main engine.

The Stern gland visually appears in good condition. It was not possible to check the full operation of the Stern gland as the vessel did not undergo a Sea Trial.

Deck & superstructure



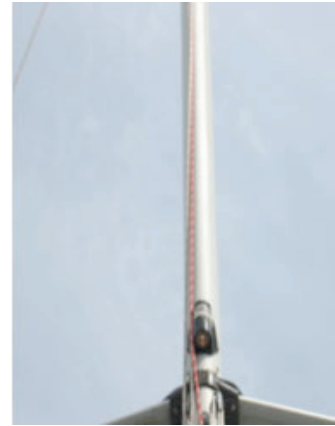
Hull deck join	This could not be checked due to visual impairment
Rubbing band	In good order
Windows	All the windows are in good condition.
Doors	Main saloon door is in good working order.
Hatches	Bow hatch window is good condition.

Deck gear



Cleats / bollards	Cleats could only be checked from the hull side they appeared to be in good order.
Bow roller	In good order.
Stanchions	In good order but the internal fixing points could not be checked.
Pulpit	This appears to be in good order. When weight was applied it felt slightly loose. The internal fixing points could not be checked due to structural panelling.
Anchor (No. / Type)	There is a 135 lb anchor. It is in good condition.
Anchor Cable	The anchor chain is 10mm thick and appears in good condition.
Anchor Winch	The Anchor winch appears in good working order and the anchor operates correctly from the controls.
Bathing platform	This appeared to be in good structural order but the internal fittings could not be accessed and have not been visually inspected. The platform is made from stainless steel.

Mast rigging and sails



Mast step	The mast step was visually inspected and appeared to be in good condition. It was inspected from the deck side only and not internally from the saloon area as the ceiling panelling restricted an internal inspection.
Mast; material / Method of construction	This was made up of Aluminium and the method of construction was folded Aluminium.
Spreaders / Jumpers	These were inspected from the deck side only. They were inspected with binoculars and appeared in adequate condition.
Boom	The boom appeared in adequate order with no visual signs of any prior damage.
Standard rigging: Shrouds	These were inspected from the deck side only. They were inspected with binoculars and appeared in good condition.
Standard rigging: Backstay	These were inspected from the deck side only. They were inspected with binoculars and appeared in adequate condition.
Standard rigging: Forestay	These were inspected from the deck side only. They were inspected with binoculars and appeared in good condition.
Forestay step	The Forestay step was inspected from the deck side only and not internally as panelling restricted an internal inspection. From the visual inspection it appeared to be in adequate working order.

Mast rigging and sails (continued)

Age of Rig: Mast, Boom, Rigging or Date last tested	<p>The mast, boom & rigging appear to be original which would make them 19 years old. Date of last test unknown. Rigging should be checked and where necessary replaced every 10 years.</p> <p>The rigging should be checked thoroughly by a qualified rigger and the mast should be dismantled and placed in a cradle for a detailed inspection.</p>
Running Rigging	This was inspected and seemed to be in good working order.
Hilliard Winches	The Hilliard winches were working correctly but were not tested under load and were visually inspected from the deck side only. The internal fixings could not be checked due to panelling.
Sheet Winches	The Sheet winches were working correctly but were not tested under load and were visually inspected from the deck side. The internal fixings could not be checked due to panelling.
Main Sheet Tracker & Traveller	The mainsheet track & traveller were working correctly but were not tested under load and were visually inspected from the deck side only. The internal fixings could not be checked due to panelling.
Head Sails	Headsail pressed eye outhaul fitting looked to be in good order. The sail was not tested in a sea trial but appeared in good condition.
Main Sail	The main sail pressed eye outhaul fitting looked to be in good order. The sail was not tested in a sea trial but appeared in good condition.
<p>Comments</p> <p>The mast, boom & rigging appear to be original which would make them 19 years old. Date of last test unknown. Rigging should be checked and where necessary replaced every 10 years.</p> <p>The rigging should be check thoroughly by a qualified rigger and the mast should be dismantled and placed in a cradle for a detailed inspection.</p>	

Machinery



Main engine type	YANMAR 3GM 30F (27HP) DIESEL.
General condition	From a visual inspection the engine appears to be in good condition.
Engine bearers	These can only be accurately checked when the engine is running. We would recommend a Sea Trial to test these.
Engine mountings	Visually these appear to be in working order but we would recommend a Sea Trial to test these properly. Some corrosion was found.
Gearbox	Visually the gearbox appears in working order but we would recommend a Sea Trial to test it properly.
Shaft coupling	Visually the shaft coupling appears in working order but we would recommend a Sea Trial to test it properly.

Machinery (continued)

Int Bearing / Bulkhead seal	Visually the bearing and bulkhead seal appear in working order but we would recommend a Sea Trial to test properly.
Stern gland	Visually the stern gland appears in working order but we would recommend a Sea Trial to test it properly.
<p>Findings</p> <p>The Engine, Gearbox and Mechanical systems are difficult to test through visual inspection but the overall condition of these systems appear to be in good working order.</p>	

Fuel system

Fuel	Diesel
Tank; location / material	The tank is located in the bilge midships area. There is one tank. The material is Stainless steel. Where it is visually possible to inspect the tank appeared to be in good condition.
Fixing	The tank was moulded into the hull. The fixings are in good condition. The tank is secure.
Vents / earthing	The venting visually appears to be sufficient and in good order.
Piping	The area of piping that could be inspected visually appears in good condition.
Valves	The valves appear operational. They will open and close.
<p>Findings</p> <p>The Fuel system was difficult to inspect due to limited access. It was not possible to visually inspect how much fuel was in the fuel tank due to the makeup of the tank material and no gages are mounted on the tank. There is a fuel gage on the dashboard in the saloon area. This appeared operational.</p>	

Electrical installation



<p>Battery stowage / Ventilation</p>	<p>Battery stowage is in good condition. They are sufficiently secured.</p> <p>There are two main battery supplies with average ventilation currently but this was being modified at the time of survey to increase ventilation.</p>
<p>Battery condition</p>	<p>The battery condition is to a high standard. They are new batteries in good order and contain correct levels of internal battery fluid.</p>
<p>Isolation switches</p>	<p>There are three isolation switches for the batteries; Services, Emergency, and Engine.</p> <p>They are in good working order.</p>

Water system

Tank Location / material	The water tank is located in the mid ships internal hull. It is constructed from stainless steel. Of the surface area visually accessible it appears in good condition.
Piping	Plastic push fit fittings and pipe work were visually inspected where accessible. These appear in good condition.
Pump	The pump is in working order.
Overboard Plumbing	This operation was working correctly.
Overboard valves	The valves from a visual inspection were in good order.

Toilet installation



Pipe work	The pipe work is plastic and what was accessible was inspected and found to be in good order.
Skin fittings	The connections to the toilet system appeared to be in good order.
General condition	This visually appears in good working order.

Safety gear



Item	Condition & location
Fire extinguishers	Extinguishers x 3 located in cockpit area with no date. We recommend these be replaced so they conform to safety standards.

Summary observations & recommendations

"Vessel Name" appears to be a standard production version of a Blondecell Marine, Lymington Built, Tradewind '35 Yacht. There were no unusually modifications or changes observed and she was found to be in good structural condition. Overall the vessel had been constructed to a high standard out of good quality materials.

The Mast, Rig and Fittings to the deck appeared to be in functioning order from what could be visually inspected from the deck level only but the last date of renewal of the rigging is unclear.

The gas pipe for the internal stove was past its expiry date but this was being replaced as the survey was being carried out so this should not be a problem.

Battery ventilation was adequate but modifications to improve the ventilation system were being carried out on the date of survey.

The vessels fuel system and electrical switches look to be in good working order and she is a well built and fitted out yacht which, with on-going maintenance, will give good service for many years to come.

The Battery venting is currently being modified to increase ventilation.

There are three fire extinguishers on board that are not dated. We would recommend that these be replaced in order to comply with safety requirements.

The readings on the External Hull were slightly higher above average but there were no visible signs of hull deterioration and they are not considered unduly high.

Survey practice statement

This survey report is for the benefit of "Client Name" and is not transferable except for the named Client's purpose and may not be used for other purposes and may not be relied upon by any other person without written consent from 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 judgement 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.

Respectfully submitted,

Alan Price,

Atlas Yacht & Power Boat Surveyors.