

J Holman

FRP Specialist & Marine Surveyor

Survey Report

Sailing Vessel

Rockhopper of Lune

In accordance with instructions received from Gerrard Peter Cavanagh, the vessel Rockhopper of Lune was inspected in the water on 21/04/16 and out of the water on 25/04/16 at the port of Yat Marin, Marmaris for the purpose of conducting an insurance survey.

*Apt 1, No 44 Namik Kemal Caddesi, Armutalan, Marmaris, Turkey
Tel: 00 90 539 669 2902
Email: jesholman@hotmail.com*

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Disclaimer

VESSEL DETAILS

Vessel Name:	Rockhopper of Lune
Vessel Model:	Bruce Roberts 434 center cockpit ketch
Builder:	Topper Hermanson
Construction:	Steel hull and decks with marine alloy coachroof and cockpit
Build Year:	1987 *
Flag:	British
Registration Number:	710292 *
LOA:	13.38 m *
Beam:	4.12 m *
Draft:	2.10 m *
Registered tonnage:	20.32 Tons *
Engine Type:	Perkins 62 hp 4 cylinder diesel
Transmission Type:	Borg Warner shaft drive
Engine Hours:	4506.7

* Details taken from registration document

Conditions & Limitations of Survey

This report is a factual statement of the surveyor's examination of the vessel as carried out in good faith within the limitations of survey indicated below. The surveyor is responsible only to his instructing client and to no other party.

Unless stated otherwise no fittings were withdrawn for inspection. Portable traps and selected panels were removed but parts of the vessel that are inaccessible were not examined. It cannot be reported that any such part of the vessel is free from defect.

The mast and rigging has been examined in detail to head height only. Observations on other parts of the rig are based on limited sighting from deck level. Unless stated otherwise the sails were not opened for inspection.

The engine has been examined visually and operated whilst the vessel remained on the dock. The mechanical condition of the engine is beyond the scope of this survey and an independent mechanical test is always recommended. No sea trial was undertaken.

On-board systems have been inspected where visible but have not been operated unless specifically stated otherwise. The gas installation has not been checked or pressure tested.

Navigation equipment and electronics were inspected visually and were not operated apart from test switching where practical.

All tanks have been inspected in situ and where visible. They have not been pressure tested nor their contents tested for contamination.

Windows, hatches and external doors have not been tested for water-tightness.

Skin fittings and valves have not been dismantled.

Summary

The vessel inspected is a professionally-built steel yacht, manufactured in 1987 by Topper Hermanson of the USA. The design incorporates a long fin keel, full depth skeg hung rudder, ketch rig and centre cockpit.

The most important survey findings are listed below:

Some minor recommendations were suggested and all were actioned by the owner before the report was finished.

Recommendations

Defects have been classified into the following categories:

- (A) Structural or mechanical defects requiring immediate attention
- (B) Defects that do not require immediate attention, but that should be resolved as part of the regular maintenance of the vessel
- (C) Cosmetic or minor defects
- (D) Recommended modifications or improvements

Survey Findings & Recommendations

1 Exterior Hull

1.1 material condition

Visual inspection showed no signs of corrosion to the steel and the hull shape showed no indication of re-plating or of any previous repairs. Several layers of Seajet 033 antifouling have been applied over an epoxy primer showing good adhesion to the substrate.

1.2 external hull fittings

All of the sacrificial anodes were replaced before launch; four are fitted to the hull, one on the skeg, one on the rudder and one fitted to the output shaft offering plenty of protection to the steel.

The speed wheel and depth sounder transducers are well sealed to the hull, located just forward of the keel.

All through hull fittings were examined and found in good condition.

1.3 drive gear

The fixed three blade bronze propeller showed no deflection to the blades and the stainless steel shaft ran true in the cutlass bearing.

The bow thruster was seen in good condition, blades turned freely in the tube.

1.4 steering gear

The steel blade rudder which is supported by two bronze bearings moved freely with no sign of wear to the bearing surfaces.

1.5 keel

The long fin keel shows no sign of any heavy grounding or other damage.

2 Deck

2.1 material condition

The steel deck is in good clean condition. The hull deck joint is welded and forms the capping toe-rail. The deck is painted with non slip paint showing good adhesion to the steel substrate.

2.2 deck fittings

Stainless steel grab rails are welded to the coach roof and to the sides of the fixed spray dodger. The aft deck has a fixed solid hand rail around the perimeter and there are stainless steel wire safety lines running through welded stanchions from the bow back to the aft deck. The safety lines are all in good condition. Mooring cleats are welded directly to the deck and all found secure.

2.3 ventilation and hatches

The main deck hatches were all seen in good condition, and the seals and locking mechanisms appeared in good order. Port lights along the side of the coach roof are fixed.

2.4 ground tackle

At the bow there are two welded stainless steel stem heads housing three Delrin rollers. The bow anchor is a 36 kg spade attached to 125 meters of 10 mm galvanised chain. This is controlled by a Lofrans Leopard vertical windlass with rope drum. The windlass has free drop and a foot operated retrieval button on deck and remote up and down control in the cockpit. Windlass operation was not checked. In the anchor locker is also stowed a 40 kg Danforth anchor, a 37 kg Admiralty style anchor and a quantity of warp and chain. On the aft deck is a self launch 27 kg Bugle anchor and a 10 kg Danforth. All the ground tackle is in good condition and of a suitable size for the vessel.

3 Cockpit

3.1 material condition

The centre cockpit is constructed of marine alloy with non slip paint or teak to all surfaces. The cockpit sole has two 40 mm scuppers linked directly to below the water line, seen clear of obstructions.

3.2 steering & controls

The helm wheel is mounted centrally in the cockpit on an Edson pedestal. Atop the pedestal is a 140 mm Sestral compass showing clear glass and good calibration. Below the wheel are the engine start/stop controls. The steering was checked and found to have a smooth and positive action. The Morse control is fitted on the starboard side of the helm position, this also operated with a smooth and positive action.

4 Rigging

4.1 spars

The masts are one piece aluminium extrusions made by Isomat. The masts and bases both appeared in generally good condition. There is no evidence of deflection at the mast bases and no sign of corrosion to the masts themselves. The masts were observed from deck level and found to be in good order, along with the spreader roots, mast spreaders and end caps.

4.2 fittings

The goose neck fittings are in good condition with the necessary washers in place to reduce wear.

Winches were all checked and found to run smoothly as were the deck organisers and jammers. Both the main sheet and genoa travellers all appeared in good condition. The main is fitted with a telescopic vang also seen in good condition.

4.3 running rigging

All running rigging is braid on braid rope and is in good condition.

All blocks are free running and in good condition.

4.4 standing rigging

The standing rigging was inspected from deck level and found in good order.

All turnbuckles were appropriately fitted with split pins, some of the clevis pins are not backed up with washers.

Lower rigging terminals only were inspected, and found in good condition.

The chain plates were all securely welded to the deck with no signs of distortion.

All the wire rigging was reportedly replaced in 2004 by the current owner.

4.5 Sails

The sails were not checked as part of this inspection.

5 Internal Hull

5.1 structural condition

The condition of the internal hull including all visible bulkheads and frames was checked and found sound, clean and showing no signs of rust or corrosion. Several accessible areas were hammer tested and found to be solid. Several layers of anti rust paint have been applied to the inner hull.

5.2 general appearance

The general appearance below is good, showing a high level of care and maintenance to the woodwork and fittings.

5.3 internal hull fittings

All of the internal seacocks were examined and found in good condition, all piping was double clipped and of a suitable material for its use.

6 Engine Compartment

6.1 engine performance & condition

The Perkins engine started easily and was brought up to normal running temperature then ran at different speeds whilst on the dock. It ran smoothly at all speeds with no evidence of leaks or vibration.

6.2 ancillary components

All belts and hoses are in good condition as is the exhaust box and piping. The alternators and mounting brackets are both secure, as are all other ancillary parts

6.3 propulsion

The gearbox operated smoothly in forwards and reverse. No excessive vibration was noted.

The coupling, shaft, deep water seal and stern tube were all inspected and found in good order.

6.4 fuel system

All fuel piping and connections were checked and found good and dry. A fuel cut off switch and sight glass are fitted to the steel fuel tank which is located in the engine compartment.

6.5 engine compartment

The engine bearers and mounts all appeared in good condition as did the 30mm foil backed engine compartment insulation.

The engine compartment is vented with an inline blower which operates when the engine is running.

7 Electrics

7.1 batteries

The engine start battery is a 105 Ah maintenance free lead acid battery located in the engine compartment. The domestic system is served by 4 X 6 volt Trojan deep cycle batteries giving 12v – 450 located under the saloon seating on the port side. The batteries have plenty of ventilation and were found secure in their boxes.

7.2 wiring system

All wiring is in good and tidy condition and of the appropriate size for its purpose. Isolators and battery cabling are all in good working order, as is the switch board and breakers.

7.3 electrical systems

Earth bonding was examined where possible and found clean and secure.

The 12v system on board including lights and fans was checked and found in good order.

A 220v Victron Phoenix inverter/charger, powered either from shore power or the Beta Marine 5.25 kva diesel generator, operates battery charging and 220 volt sockets.

There is a 110 volt step down transformer fitted to power the refrigeration system. There are 4 x solar panels and a Rutland wind generator mounted on a gantry over the aft deck which provide supplementary charging to the domestic system.

8 Gas System

On the side deck are housed the gas bottles strapped to the pushpit. One bottle is fitted with an electric shut off solenoid activated by a switch below. The flexible gas piping at the bottle and behind the cooker show a manufacture date of 2004 and appear in good condition. Gas appliances on board include a Force 10 oven with three burners at the galley. The gimbal and lock on the cooker were checked and found to work.

8	Flexible gas piping should be less than 5 years old (D)
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9 Sanitation System

9.1 tanks

In the aft heads is a 35 gallon holding tank, the forward heads is fitted with a 25 gallon holding tank.

9.2 plumbing

Both heads are fitted with Y valves and manual pump allowing waste to be discharged overboard through an underwater skin fitting or directly to the tank or to a deck fitting allowing pump out to shore. All piping was seen in good condition and of a suitable material for its use.

10 Navigation Equipment

The following navigation equipment was found onboard and the electronic items were checked to power up with active display:

Raymarine ST60+ wind speed and direction
Raymarine ST60+ depth sounder.
Raymarine ST60+ speed
Raymarine ST6002+ autopilot with remote hand set
Raymarine RL 70C Plus radar
Raymarine RL 80C Plus chart plotter
Garmin 128 gps
Garmin 152 gps
Icom M801E ssb radio
Icom 505 vhf

Furuno NX300 Navtex

12 Safety Equipment

12.1 life raft

Mounted on deck is a Plastimo 6 man Cruiser liferaft showing a next inspection date of 04/2019. Serial number 27980 H0071

12.2 fire fighting

4 x 2 kg dry powder fire extinguishers serviced 29/04/2016

1 x 4 kg dry powder fire extinguisher serviced 29/04/2016

2 x fire blanket at galley

12.3 general safety equipment

The following items of safety equipment were found on board:

Flare pack containing	4 x red hand flare 4 x red parachute flares 1 x orange smoke all showing an expiry date of 12/2018
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Electric foghorn

Set of wooden bungs

Reflector and day shapes

Bolt croppers

4 x adult auto inflate life jackets with harnesses and tethers

2 x Horseshoe life bouy

Floating light and line

Danbouy

Emergency tiller mounted in lazerette locker

The vessel is fitted with 4 separate bilge pumps, two mounted in the engine compartment, one of which has an automatic float switch. Other pumps are mounted in the water tight forward compartment and the aft lazerette locker.

General Conclusion

Rockhopper is a professionally built cruising yacht that shows high build quality as expected from this well known manufacturer.

The vessel is well equipped for cruising and has obviously been the subject of a very good maintenance program during its current ownership and has benefited from several system upgrades in recent times.

Disclaimer

This report is issued subject to the terms and conditions stipulated in Appendix A. Whilst every effort has been made to ensure the accuracy of the information presented in this report it must be clearly understood that it does not constitute a guarantee or warranty as to the condition of the subject vessel if she is sold or transferred to a third party, and that no duty of care is owed to any such third party.

The report is issued without prejudice and in good faith as a statement of the 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 published guidelines or codes of practice where available.

This report constitutes neither a guarantee nor a warranty as to the condition of parts that for any reason whatsoever it was not possible to examine at the time of the survey. Nor it does not follow that each and every defect was found during the inspection. No responsibility will be accepted for any such faults, defects or changes subsequently arising. No guarantee against faulty design or latent defects is expressly stated or implied, nor is any guarantee given that the vessel is suitable for any particular purpose.



J. Holman
Marine Surveyor
[19/05/2016]

J Holman

FRP Specialist & Marine Surveyor

Rockhopper of Lune

Built 1987
Registration no. 710292

VESSEL VALUATION

£ 100,000 – £ 110,000
ONE HUNDRED THOUSAND TO ONE HUNDRED AND TEN THOUSAND POUNDS

The figure above is provided for re-insurance purposes only, and reflects the sale price likely to be achieved in the current market.

This is based upon comparison with similar vessels currently available in the area, of a similar condition and age.

This valuation is based upon the assumption that the owner holds free & clear title to the vessel, and that the vessel is clear of any financial liens or encumbrances. No title document to this vessel has been observed.

