

Limitations:

- It was not possible to examine areas inside the vessel where access is restricted by fixed panels or linings, and I cannot say those areas are free from defects.
- This Report has been prepared for the use of the Commissioning Client and no liability is extended to others who may see it.
- In some cases it is not possible to detect latent and hidden defects without destructive testing, and not possible without the Owner's consent.

Scope of Survey:

- This is an Insurance and Valuation Survey and is not as detailed as a Pre Purchase Survey. Its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- A general inspection of the engine and installation will be made, but this is a visual inspection only without running the engine. It should be appreciated that some components may appear serviceable but be found defective when engine is run.

Recommendations:

These will not be made concerning cosmetic or other minor defects, although relevant suggestions may be made in the text. Recommendations will be restricted to those defects which should be rectified before vessel is used, (or within a given time span if specified), and items which may affect Insurability.

Recommendations will be printed in red for quick reference. The Recommendations are contained in the body of report in order that they may be read in context, and are also listed as part of the Conclusions at the end of this Report.

Conditions of Survey:

The sailing vessel 'Serenity' was found ashore and in a cradle on the premises of the Humber Yawl Club, Brough Haven, East Yorkshire on the 31st of May 2013. Access to the vessel was good. Weather conditions were ideal, being dry and warm.

Information is reported in the Sections below, followed by Conclusions and a Valuation.

Hull, Deck and Structure.

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- 34. Heads.
- 35. Electrical Installation.
- 36. Electronic and Navigation Equipment.
- 37. Heating and Refrigeration.

1. Details of 'Serenity'

Serenity is a Tomahawk 25 sailing yacht of GRP construction, believed to have been built around 1976, though no documentary evidence was available on the day of the survey. Manufactured by Marcon, a yacht building company set up by Eric White in the late 1960s. Eric White and Alan Hill, the Tomahawk 25 designer, were early pioneers of GRP sailing boat design and manufacture.

Length Overall:	25'4"	7.7m
Length Waterline:	20'0"	6.1m
Beam:	8'6"	2.6m

Max. Draft:	4'8"	1.4m
Displacement:	5066lb	2300kg
Ballast:	2200lb	1000kg
Registration:	Small Ships Register No. 14561	

This vessel pre dates the RCD (Recreational Craft Directive), and does not have a CE plate.

2. Keel:

The keel is of cast iron and found in good condition with only small patches of surface rust present. The keel is bolted to the hull moulding with mild steel studs and nuts tightened down onto backing plates inside the moulding.

There was no discernible external joint between hull and keel, this area having been faired in during manufacture to give a smooth finish. No splits or cracks were noted, or any indication of leaks between hull moulding and keel.

Inside the hull the keel root is accessible via removable panels in the saloon sole. The keel securing nuts are fully encapsulated in GRP in order to protect them from corrosion, and unfortunately this means that the condition or tightness of the nuts cannot be checked.

However, if corrosion of the nuts is taking place due to leakage between hull and keel the GRP encapsulation becomes stained and brown, and I found no signs of this. Some water has gathered in the keel root but this is believed to be rain water that has accumulated in the bilges over time, as the vessel has reportedly been ashore for some three years.

I can find no evidence to suggest that there has been any leakage between the hull and keel, and the structure can be considered to be in sound condition.

3. Hull below Waterline:

The hull was then hammer tested (not hard enough to damage the gel coat) for signs of voids or delamination, and none were found. Twenty patches of antifouling were removed, approximately 3" square to expose the gel coat. These areas were visually inspected, and found to be free of any physically detectable moisture related defects.

Moisture readings were taken in the areas where the antifouling was removed using a capacitance type moisture meter of the Sovereign Quantum type, operating in both shallow and deep reading modes. The meter was first checked for correct calibration.

The readings recorded below are from the meter operating in the shallow mode on the relative scale 0-100.

When switched to deep reading mode there was no appreciable increase in the readings and this confirms that no further deep seated moisture is present.

The readings are relative and **do not** express moisture content as a percentage of dry weight. High moisture content is not generally a structural defect, and is to be expected in older boats. However where some moisture has been absorbed the likelihood of moisture related problems occurring is higher, and the actual state of the laminate cannot be completely guaranteed without destructive testing followed by chemical analysis. The opinion given in this survey is based on all the evidence available at the time but without destructive testing.

The conditions prevailing when the readings were taken were as follows:

Section 3 continued.

Air Temperature:	68 Degrees F
Surface temperature:	66 Degrees F
Relative Humidity:	38%
Time ashore prior to Survey:	3 Years
In summary the conditions for obtaining moisture readings were good and the time ashore was also sufficient.	

Readings were as follows:

Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale A, 0-100 Shallow mode	24-28	21-24
Deep Mode	No significant increase	

These values are considered to be in the medium range where there is a risk of moisture related defects developing, however the vessel is over thirty five years old and a certain amount of moisture within the laminate is to be expected, and as mentioned above, is not generally considered a defect.

I found no evidence of any physically detectable defects, and on this basis the hull laminate can be considered to be in sound structural condition at this time.

Storing the vessel ashore over the winter months to allow some natural drying to occur will contribute significantly to maintaining the condition of the hull laminate.

4. Topsides above Waterline including Rubbing Strake:

The topsides are very fair and show no signs of repairs or collision damage, and have been painted white and remain in fair cosmetic condition. No stress crazing noted in the way of bulkheads or other internal stiffening. No chips or damage to the stem noted, and the transom remains in good condition and free of damage at its edges.

The rubbing strake is of aluminium and is in good condition throughout.

5. Cockpit:

The cockpit is of moulded GRP and is the self draining type. There are cockpit lockers and seats both port and starboard, the locker lids being securely hinged and with a positive method of closure. A third locker aft houses the gas cylinders and provides access to the exhaust shut off valve.

The cockpit sole was found free of signs of delamination and is entirely firm underfoot. The hardwood grid is in serviceable condition and the non slip surfaces attached to the seats were found in good condition. A small removable hatch at the forward end of the cockpit gives access to the stern gear and fuel shut of valve.

The cockpit area has been extensively painted and has suffered from suspected UV degradation, and has become heavily crazed in places. When the paint was removed to reveal the gel coat it was noted that this has also been affected. Although this is largely cosmetic damage and is easily rectified, crazing of the gel coat is a more serious problem as moisture will eventually penetrate the laminate if the problem is not rectified.

6. Deck moulding:

The decks, cockpit and coachroof are formed from one complete GRP moulding. It is likely that part of the deck construction will include some foam or balsa cored sandwich for additional stiffness. The decks were lightly hammer tested for signs of delamination and none were found. Moisture meter readings were taken, particularly the fore deck area which is most likely to be of sandwich construction, for signs of moisture having penetrated the core and no abnormally high readings were recorded.

The deck structure is in good condition and the moulded non slip surface remains in good condition and is very affective.

7. Coachroof:

In much the same condition as the deck structure. No stress cracking or crazing was noted around the mast step, which is reinforced by a heavy transverse foam or plywood core built into the coachroof.

The paint work covering the coachroof has suffered from suspected UV degradation and like the cockpit, has also affected the gel coat beneath. This will allow moisture to penetrate the laminate and it is suggested that the gel coat is protected in future.

8. Hull/Deck Join:

The hull to deck join is the bonded type, where the deck moulding is GRP bonded to the hull moulding. Access was difficult because of internal linings ect, but where found proved to be in good condition and is reinforced by the screws which secure the aluminium rubbing strake. No staining of the side linings indicating leaks through the join were noted.

9. Bulkheads and Structural Stiffening including Internal Mouldings:

A number of components contribute to the overall structure:

- a) The hull moulding is a robust structure to start with.
- b) The primary bulkhead is GRP bonded to the hull.
- c) Secondary partitions are GRP bonded to the hull.
- d) Moulded frames formed over foam cores are utilised throughout the hull.
- e) The keel area is reinforced to spread the load stresses over a wide area of the hull.
- f) The inner mouldings, which are quite extensive, also perform a part structural role.

The structure was examined wherever possible and no stress cracks, fractures or bonding failure was noted.

No deterioration of the structure was noted, which can be considered well constructed and in good condition.

10. Rudder and Steering:

The rudder is of GRP, moulded round a stainless steel stock, and appears to be relatively new. The rudder blade is in good condition and is supported at its lower end by a stainless steel mounting bracket which is bonded into the skew. The rudder is supported by a nylon or similar bush and is secured with a split pin. Some wear was noted to the bushes but they remain serviceable.

Below the rudder support bracket a repair or modification has been made to the skew which is inadequate, and could potentially lead to steering failure should that part of the skew be damaged when under way.

Section 10 continued.

Recommendation:

I would strongly recommend that a proper repair of the skeg be carried out by a tradesman familiar with GRP moulding before the vessel is put into service.

The rudder stock was tested with a magnet to check that a good quality stainless steel has been used, and this proved to be the case.

The stock passes through a rudder tube which is GRP bonded to the hull (not examined).

The top of the rudder stock is supported and secured by a bearing, this found in serviceable condition.

The hardwood tiller is securely bolted to a hinged bracket which is attached to the rudder stock, this found in working order.

11. Stern Gear:

External:

Left hand folding bronze propeller mounted on a stainless steel shaft which was tested with a magnet to confirm that a good quality stainless steel has been used.

No excessive play was noted in the after bearing. The shaft turned easily by hand with no signs of binding or misalignment. The shaft sacrificial anode is due for replacement.

Internal: The stern tube is securely bonded into the hull, and a conventional stuffing box is connected to the stern tube by a heavy duty rubber hose creating a seal, this found in good condition.

The hose clips were examined with an extending mirror and found to be free of corrosion and in good condition.

A lubricating greaser is installed and is accessible via the port cockpit locker.

12. Cathodic Protection:

Two stud mounted sacrificial anodes are fitted to protect the bronze skin fittings below the water line. It was noted that the wires linking the anode to the Heads inlet and outlet valves were not connected. The anodes were found in good condition and look new.

As mentioned in section 11, the prop shaft mounted anode is in need of replacement.

13. Skin Fittings and other through Hull apertures

No skin fittings or valves were dismantled as part of this survey but the following tests were carried out:

- a) Examination from outside and inside the boat.
- b) All valves open and closed to their full extent.
- c) Any fixing bolts hammer tested where accessible.
- d) Bodies of the valves or seacock are tested with a hammer inside the boat and external parts hammer tested outside the boat.
- e) Fittings aggressively tested inside the boat for security in the hull.
- f) Hose clips inspected and hoses aggressively tested for security.

Below waterline:

- a) Engine cooling intake, located under the port quarter berth. Bronze skin fitting and DZR ball valve type, stiff but servable. Hose clips secure and in good condition.

Section 13 continued

- b) Galley sink and hand basin outlet, located under the galley sink. Bronze skin fitting and DZR ball valve type. Hose clips secure and in good condition.
- c) Sea toilet inlet and outlet, located under a removable panel in the heads compartment. Bronze skin fittings and valves, both are very stiff or seized and require attention. Hose clips all secure and in good condition.

Log impeller housing found secure.

This fitting is of plastic consisting of a large threaded body with an external flange and secured in the hull utilising a large plastic nut located on the body. The fitting is secure and flange intact but there have been a few incidents involving this type of fitting where the external flange has sheered off allowing the body of the fitting to come loose into the boat leaving a 1.5" diameter hole. This is rare but all unreinforced plastic such as this will deteriorate over time and the life of the fitting is largely dependent on the amount of tension it has endured since being fitted in the first place. It is therefore prudent to apply a light GRP lamination or epoxy fillet over the securing nut and onto the surrounding hull surface inside the boat in order that the fitting remains in situ should the flange shear off. Obviously the flange should be inspected whenever the opportunity arises.

Above waterline:

- a) Engine exhaust, bronze skin fitting and gate valve located in aft cockpit locker. Gate valve seized, position not known. Exhaust hose and clips secure and in good condition.
- b) Bilge pump outlet, bronze skin fitting, hoses and clips in good condition and secure.
- c) Gas locker drain, plastic skin fitting located in the transom.

14. Main Companionway and other Access to Accommodation:

The companionway hatch is of GRP and is secure in its runners, and can easily be closed from inside the accommodation.

The hatchboards are in serviceable condition, though it was noted that the hardwood runners securing the hatchboards are loose, and this problem should be rectified before the vessel is put into service. The companionway steps and handholds were found in good condition. A large GRP moulded hatch is fitted in the coachroof forward, this securely hinged and with the seal intact. The locking mechanisms were found in good order.

15. Ports, Windows etc.:

Four Perspex type windows are fitted, believed to be recent replacements judging by the nearly new condition of the Perspex material and sealant.

The windows are slightly tinted and with no crazing or UV degradation present. No leaks internally were noted, and the fixings were found in good condition and secure.

A small aluminium port is mounted in the aft bulkhead, this of toughened glass and in good condition.

16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:

Pulpit and Pushpit rails of stainless steel and found secure and in good general condition, though some damage was noted to the port side of the Pushpit rail, this not considered serious.

Section 16 continued.

The stanchions are of stainless steel mounted in stainless steel bases and secured with split pins. All are recent replacements and were found in very good condition and well secured to the deck.

The lifelines are of a good quality stainless steel wire and like the stanchions are recent replacements and in very good condition

No jackstays were found attached to the vessel, or stored aboard.

17. Rigging Attachment Points:

The mast and rigging were found in store so it is not clear which rigging attachment point is which, but their method of installation is described as follows.

- a) **Main cap shrouds.** Attached to the deck and also secured internally with stainless steel rod and adjustable rigging screws to strong points GRP bonded and bolted to the hull.
- b) **Lower mains.** Attached to the coachroof coamings, with loadings transferred internally via substantial metal hand holds in the saloon to stainless steel rod and rigging screw arrangement and fixed to strong points attached to the hull.
- c) **Lower forestays.** Installed using the same method as the main shrouds.

All of the above were found in good condition and secure with no signs of excessive strain on the attachment points, or of moisture leaking through the deck fittings into the accommodation.

d) **Main forestay.** The forestay attachment point comprises of a stainless steel stemhead fitting bolted through the deck, with a plate running down the stem and also through bolted in approved fashion, all secure. The fixing bolts are accessible via the anchor chain locker.

c) **Backstay.** Attachment point bolted through the transom, all secure.

18. Ground Tackle and Mooring Arrangements:

The main anchor is a 7kg plough type attached to a length of 8mm chain stored in a foredeck locker. A spare Danforth type anchor is located in the cockpit locker to port.

The chain was briefly examined and found to be badly corroded in places and should be replaced. Please note: The bitter end connection was not examined.

The stem head fitting and roller were found secure, however there is no provision for a pin to prevent the chain from jumping in rough weather.

No anchor winch is fitted.

Recommendation: The anchor chain was found in poor condition in places and should be replaced with a suitable size and length of chain and a length of anchor warp.

19. Other Deck Gear and Fittings:

Several mooring cleats are fitted, five of aluminium at the stern and cockpit coamings. One each side amidships and two forward, all found in good condition and secure.

20. Davits and Boarding Ladders:

None fitted.

21. Spars:

Mast and spars by Kemp, believed to be original but no records or documents were available on the day of the survey.

Section 21 continued.

Mast:

Examined in a mast rack on site. The gold anodised aluminium mast found in good condition where accessible, with no appreciable corrosion around the fittings and rivets. No damage to the extrusion was noted. All fittings secure and in good condition.

The tricolour mast head navigation light and 360 degree white light were undamaged.

Boom:

Examined on board, the main sail and cover were still attached to the boom, but where accessible was found in much the same condition as the mast.

Other:

Spinnaker pole in good condition.

22. Standing Rigging:

The 1x 19 stainless steel rigging was found attached to the mast and was examined where accessible. No kinks or damage to the wire was noted, nor straining or cracking to the stainless steel roller swaged terminals. The wire where it exits the terminals was examined for cracked or broken wires under magnification, and none were found.

An examination of the terminal attaching the forestay to the mast was not possible due to lack of access.

Advisory Note:

Bearing in mind the potential age of the rigging and spars it would be advisable to have the standing rigging terminals tested using the four wire Kelvin method and a rig testing meter. This will show any unseen defects that might have developed in the terminals over the years.

23. Running Rigging:

The running rigging attached to the mast appeared to be in fairly poor condition as the mast has been stored on a rack for some time, but the rigging found stored aboard was in good or serviceable condition.

24. Sails and Covers etc:

Examined on board.

- a) Mainsail attached to boom and in sail cover, age unknown but found in serviceable condition.
- b) Cruising chute in good condition.

Genoa attached to roller reefing forestay not examined.

25. Navigation Lights:

Not tested, no batteries on board.

26. Bilge Pumping Arrangements:

Large Henderson diaphragm type pump installed, tested and found working. The pick up point is under the saloon sole forward of the engine compartment, and a strumbox is fitted.

27. Fire fighting Equipment:

Both fire extinguishers found aboard are time expired.

A fire blanket is in place.

Section 27 continued.

Recommendation: Install new fire extinguishers to BS5423 fire rating 5A 34B. Most 1kg dry powder type extinguishers now meet these criteria.

As no heat triggered extinguisher unit is installed in the engine compartment it would be advisable to provide a suitable aperture giving access to the engine space to permit the use of one of the portable extinguishers.

28. Lifesaving and Emergency Equipment:

Horseshoe buoy mounted on the pushpit rail.

No other lifesaving or emergency equipment found.

The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment for coastal use (SEA Check) and can be contacted on 08003280600 or via the RNLI website, www.rnli.org.uk. The RYA also publishes a booklet, "The Safety of Cruising Yachts - Sail and Power". This specifies levels of Safety Equipment for different categories of use and it is suggested this vessel be equipped to the level appropriate to proposed use.

Booklet is obtainable from nautical bookshops or direct from the RYA, telephone 01703-627400, www.rya.org.uk

29. Engine and Installation:

The engine is a Volvo Penta MD 7B (serial No. 37876), a twin cylinder diesel engine producing 17 hp. Cooling is by a direct raw water and wet exhaust system.

The bearers and flexible rubber mounts were found in good order.

This unit is likely to be the original engine installed when the boat was built, and was found clean and in generally good condition externally. However examination of the exhaust manifold elbow revealed a suspected hair line crack on the left hand side, approximately 30mm long. This area was heavily rusted, and on cleaning the rust away the crack was noted. The flexible rubber exhaust hose is in serviceable condition, and a water lock and goose neck are fitted to prevent following seas from flooding the exhaust system.

All hose clips were checked with an extending mirror for signs of corrosion, and none were found. All the exhaust hose clips are in good condition.

30. Fuel System:

The mild steel fuel tank is mounted under the cockpit sole and is accessible via the hatch over the engine. The tank was found secure and in good condition where accessible, and there is a fuel shut off valve fitted.

Fuel delivery is by copper pipe with suitable flexible fuel hose where necessary, all found in good condition. A primary fuel filter/water separator is fitted between the fuel tank and engine lift pump.

31. Accommodation General:

Clean and largely dry, but with no soft furnishings aboard.

32. Gas Installation:

This boat is not in use on the inland waterways or in commercial use so is not required to comply with the Boat Safety Scheme or the MCA Code of Practice, both of which are mandatory and require specific standards for gas systems.

Section 32 continued.

The Recreational Craft Directive also contains a mandatory standard for the gas system but this boat pre-dates the RCD and as such the gas system was not installed to a specific standard and is not required to conform to any current standard now.

Irrespective of the above **ALL** gas systems are subject to the checks listed below as part of this survey. Recommendations will be made where there is an obvious serious safety issue and these must be carried out before use. Suggestions will also be made where appropriate to enhance safety criteria, particularly with systems where there is no mandatory requirement to conform to a standard. It must be understood however that some Insurance companies require a declaration from the assured that the gas system conforms to **current** standards and if that is the case here upgrading will be required as a condition of the insurance policy.

Sources of further information:

www.calormarineshop.co.uk -Comprehensive information on standards and best practice.

www.boatsafetyscheme.com -Even if your boat is not required to comply with this standard it contains much sensible advice and the manual can be downloaded.

Item	Result	Action required. (R) Recommendation to be carried out before use. (S) Suggestion only
Condition and efficiency of self draining bottle storage	Satisfactory	
Age and condition of flexible hose	Unknown	
Age and condition of regulator	Unknown	
Condition of copper tubing where accessible	Serviceable	
Is tubing adequately supported and not under stress where accessible?	Yes	
Are all appliances fitted with flame failure devices on all burners, and did these work properly under test?	Not tested. Cylinder Empty.	
Are any appliances requiring flues properly fitted with same?	None	
Is a gas alarm fitted?	Yes	

Is each appliance fitted with an isolating tap	Yes	
If fitted did leak bubble tester function?	Not tested	

Additional Observations:

Please note however this survey is not any kind of gas safety certificate, that is only obtainable after comprehensive pressure testing and assessment by a qualified person listed on the Gas safe register (formally CORGI) www.gassaferegister.co.uk

33. Fresh Water Tanks and Delivery.

Not tested.

34. Heads:

Not tested.

As mentioned in Section 13, the inlet and outlet are seized and valves require some attention. The Jabsco sea toilet was found in good condition, with all pipe work and hose clips secure.

35. Electrical Installation:

No batteries were aboard at the time of the survey, but are installed in a dedicated locker beneath the starboard quarter berth. Cables found in good condition, and as far as can be ascertained all circuits are protected by appropriate fuses or circuit breakers.

Battery charging is provided by the engine alternator and an additional solar panel mounted on the Pushpit rail.

36. Electronic and Navigation Equipment:

Electronic depth gauge and speed log by Cruiser.

37. Heating and Refrigeration:

No heating or refrigeration fitted.

CONCLUSIONS AND RECOMMENDATIONS:

Maintenance Overview:

Cosmetic maintenance: Cosmetic maintenance has been neglected of late but no long lasting harm has been done.

Technical maintenance: Technical maintenance is to a high standard. The few technical issues raised have occurred due to lack of use rather than any neglect.

List of Recommendations:

The Recommendations made in the Report are listed below with their respective page numbers. All Recommendations should be carried out before use of the vessel.

Page 7. Recommendation:

I would strongly recommend that a proper repair of the skew be carried out by a tradesman familiar with GRP moulding before the vessel is put into service.

List of recommendations continued.

Page 9. Recommendation: The anchor chain was found in poor condition in places and should be replaced with a suitable size and length of chain and a length of anchor warp.

Page 11. Recommendation: Install new fire extinguishers to BS5423 fire rating 5A 34B. Most 1kg dry powder type extinguishers now meet these criteria. As no heat triggered extinguisher unit is installed in the engine compartment it would be advisable to provide a suitable aperture giving access to the engine space to permit the use of one of the portable extinguishers.

Conclusions:

'Serenity' is one of 290 Tomahawk 25s built from 1970 until Marcon went out of business in 1979. These yachts were built to Lloyds approved standards and with Lloyds approved materials, and many Tomahawks are still sailing today. This example was built around 1976, judging by the serial number of the engine which ends '76'.

There is no documentary evidence to back this theory though the current owner may have more information available.

The vessel is in good condition for her age and has been well maintained, particularly the technical side as mentioned above, and if the recommendations mentioned above are carried out she should give many more years service.

VALUATION:

Subject: Tomahawk 25 'Serenity'

In her present condition as surveyed on the 31st May 2013, I estimate the above vessel to have a current market value in the region of £ 6,250 (Six Thousand Two Hundred and Fifty pounds).

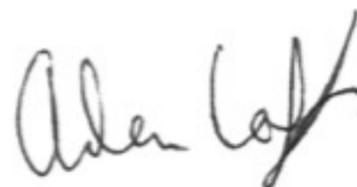
This excludes any dinghies or liferaft, which should be considered separately.

The valuation also assumes the engine to be in good running order.

Please Note:

The above valuation is an estimate is based on known average retail values achieved by craft of similar type and condition and should not be confused with the replacement value, which may be substantially higher, particularly in the case of rare or unusual boats.

Adam Loftus, IIMS
BMSE Registered



3/6/2013