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Willemstad, 25 April 2007

#### REPORT OF SURVEY

**This is to certify that the undersigned, John P.L.M. Robbe re, sworn yacht surveyor, appointed by mr. Ian Houston, with instructions to survey the sailing yacht "CARPE DIEM" (standard purchase survey), attended the above mentioned yacht at Breskens, The Netherlands, on the 25th April 2007, where we inspected the "CARPE DIEM" ashore and afloat.**

We can report as follows:

**OUR REFERENCE** : 250407-JR/TR

**NAME** : "CARPE DIEM"

**HOME PORT** : Breskens

**TYPE** : Nauticat 35, glass reinforced polyester sailing yacht with integrated keel, sloop.

**BUILDER** : Siltala Yachts Oy, Finland

**DESIGNER** : Sparkman & Stephens

**HULL NUMBER** : SLP35008J687 (in anchor chain locker)

**DIMENSIONS** : Approx. 10.65 (11,45 with bowsprit) x 3,45 x 1,70 m

**DISPLACEMENT** : Approx. 7500 kg

**BALLAST** : Approx. 2700 kg lead keel

**YEAR OF CONSTRUCTION** : According information of seller 1987 (hull number October 1986)

**DESIGN CATEGORY** : A (ocean sailing)

**ENGINE** : 3-cylinder, 4-stroke Volvo Penta marine diesel, model 2003T (turbo) with indirect cooling system and MS 2B mechanical gearbox, maximum output 43 hp, year of construction approx. 1987, engine hours 1526.  
 The engine has a water cooled exhaust system, with stainless steel waterlock (signs of corrosion) and gooseneck in the rubber exhaust hose; as far as visible in usable condition.  
 The seawater cooling system has a Vetus waterfilter and airvent; o.k.  
 We found no frost cracks.  
 The engine is well installed with flexible mountings on a fibreglass engine seating; strong construction; o.k.  
Advice: alignment shaft to be checked.  
 Stainless steel propeller shaft with rubber bearing (some play, but still in good usable condition) in p-bracket, three bladed bronze propeller, left hand; as far as visible in usable condition.  
 The shaft zinc anode is in poor condition (already replaced).  
 The bronze stuffing box is leaking on the shaft seal (already greased and adjusted).  
 Around the shaft seal we found severe corrosion on steel and copper pipes; needs attention.  
Advice: the stuffing box to be replaced by a Volvo Penta rubber shaft seal.  
 The oil level in the engine and gearbox, oil pressure, oil pressure alarm, temperature, level of coolant, cooling system, charging, electric starting device and electronic Micro-Commander remote control are o.k.  
 For remote stopping the engine there is a piece of rope in the wheelhouse.  
Advice: to install an original Volvo Penta remote control for stopping the engine.  
 In cold condition the engine was starting easily.  
 The colour of the exhaust was a little bit blue, this appears at cruising speed; for this type of engine and year of construction normal.  
 At 2200 revs the log speed is approx. 8 knots; for normal conditions sufficient. The engine gives a well maintained impression.  
 During a trial trip and testing the Volvo Penta engine was further functioning o.k.

**HULL** : Under the waterline we found no signs of active osmosis blisters in the gelcoat of the fibreglass hull. With use of a Tramex Skipper fibreglass moisture meter we tested the entire bottom surface with intervals of approx. 300 mm spacing, both vertically and horizontally; we found low readings of moisture (Scale I : 10 – 12); o.k.  
 The antifouling is in good condition (new layer 2007).  
 The sealant between lead keel and grp keel has signs of normal movement and ageing; seam area finishing with epoxy. We found no damage on the lead keel.  
 The lead keel is properly connected to the fibreglass keel with stainless steel keel bolts; as far as visible in good condition.  
 The fibreglass reinforced laminate for connecting the grp keel floors to the hull has at two forward keel floors a small crack; to be grinded and repaired with fibreglass reinforced epoxy.  
 All copper through hull fittings have where necessary copper ball valves; signs of corrosion and forward toilet outlet valve was sticking (already repaired); to be protected with WD40.  
 Zinc anode on hull; properly working, next year to be replaced.

Above the waterline the gelcoat of the grp sandwich hull, sandwich deck and superstructure has normal signs of "wear and tear", some small scratches on the hull; for its age well maintained.

Teak deck; the black sealant in the seams has normal signs of "wear and tear"; the teak wood is for its age in good condition.

Stainless steel pulpit on stainless steel bowsprit (for anchor), stainless steel bowsprit ladder, stainless steel stanchions with teak railing, stainless steel pushpit and swimming ladder; in good usable condition.

The varnish on the teak railing and woodwork in cockpit needs revarnishing, further in good condition.

We found no wood rot.

The Perspex of the aluminium deck hatches and hardened glass windows in aluminium frames are in good condition.

Starboard tank vent through hull fitting is damaged; to be replaced.

## INTERIOR

: Varnished plywood/teak interior; well maintained and in good condition.

We found no signs of wood rot. The varnish on the woodwork near the wheelhouse entrance needs revarnishing.

In the aft cabin and fore cabin we found some signs of mould on the varnish; to be cleaned with household bleach (be carefull).

All grp mouldings and bulkheads are where necessary laminated in a proper way to the hull; strongly built and in good condition.

## ACCOMMODATION

: Forepeak:

Anchor chain locker (hinges of grp teak portside deck hatch to be fastened and crack in teak wood to be repaired with epoxy); further in good usable condition.

Fore cabin:

Double berth with foam mattresses + extra starboard single berth with mattress, several stowages; in good usable condition.

Toilet:

Lavac vacuum marine toilet with separate handpump (in good working condition), wash basin with cold and hot water tap (fresh water tanks empty; system to be checked), mirror; in good usable condition.

Galley:

Teak kitchen with 2 x stainless steel sink, cold and hot water tap (tap to be fastened), two burner cooker/oven, several stowages; in good usable condition. One kitchen drawer is not sliding and the teak front panel has a crack; to be repaired. One wooden support for the plywood floor behind the mast step has to be refastened (with West epoxy).

Wheel house:

Starboard teak steering wheel with engine Micro-Commander control and several navigation equipment, chart table, U-shape settee with foam cushions (upholstery signs of use, but still usable. One teak settee frame is cracked; to be glued with West epoxy).

Under the double plywood floor hatches is the engine room. Access to the engine and gearbox is limited. For access plywood hatches have to be removed.

The foam sound insulation has to be refastened with special glue on the panels.

Several stowages; in good usable condition. On some places near entrance and near window frames the varnish needs some attention.

Toilet :

Lavac vacuum marine toilet with separate hand pump; in good usable condition. Washbasin with cold and hot water tap and shower with drain; in well maintained condition (empty fresh water tanks; system to be checked).

Aft cabin:

Double berth with foam mattresses with upholstery (foam signs of use and upholstery stains; advice: to be replaced for more comfort by 12 cm new mattresses), small bench with foam cushion, mirror and several stowage lockers, hull portholes; in good condition.

Cockpit:

Self draining cockpit with teak woodwork; in good condition.

Pedestal with stainless steel steering wheel and Micro-Commander electronic engine control, Vetus aluminium wind screen with hardened glass; in good usable condition.

Sprayhood with aluminium frame; cloth in moderate condition, signs of "wear and tear" and stitches are coming apart; advice: to be repaired/renewed in future.

Canvas railing cloth; in moderate condition; stitches are coming apart; to be repaired/renewed in future.

**ELECTRIC  
INSTALLATION**

- : 12 volt lead acid batteries, 2 x 150 Ah Varta domestic batteries (approx. 8 years old; to be renewed in future), 88 Ah starting battery (2005) in special battery boxes, 2 x main switch, 2 x switchboard with fuses (12/230 volt), volt + amp. meters, 3 x VDO tank meters, automatic bilge pump, fresh water pump, several electric lights, 12 volt Engel Combi cool compressor refrigerator, Victron Pallas TG 12 volt 50 A battery charger, 220 volt/engine hot water boiler (to be checked, fresh water tank empty), 230 volt sockets; in good usable condition, well installed.  
According information of the owner the fresh water installation is in good working condition; to be checked.

**NAVIGATION  
EQUIPMENT**

- : Cockpit:  
VDO wind speed, wind angle, close hauled, speed/log, Suunto compass (air bell); in good usable condition.  
VDO depth meter; no signal, to be checked.

Inside:

Clarion car radio cd-palyer DRB3675R, VDO depth meter (to be checked), VDO speed/log, VDO rpm and engine hour gauge, VDO oil pressure gauge, engine temperature gauge, volt meter and amp meter gauge, Magellan GPS 300 (no penlight batteries; tested o.k.), Bravour RT550D VHF, Silva compass, 3 x 12 volt windscreen wipers, Altitude barometer, Vion Silence ships clock, Henry Brown hand held compass (air bubble; o.k.); in good usable condition.

Raytheon ST6000+ autopilot inside at helm with control at outside pedestal; not tested, to be tested/discussed with the owner).

Electric navigation lights with certificate; o.k.

Advice: three colour navigation light on mast top.

Portside red navigation light is not working; to be checked.

Windex wind vane and radar reflector; in usable condition.

- GAS INSTALLATION** : Camping Gaz gas bottle in special separate locker in anchor locker with drain outside, spare Camping Gaz gas bottle, copper piping (signs of corrosion in anchor chain locker), gas hose (2000; too old , for safety reasons to be replaced), two burner Triton gas cooker and oven (in good working condition). The safety devices are tested; o.k.
- Remark:  
The gas installation is not fully according the Dutch HISWA-Intechium/CE safety regulations for gas installations.
- HEATING SYSTEM** : 12 volt Eberspächer D3L diesel fuel hot air system; well installed with exhaust outside, in usable condition.
- ANCHOR** : Galvanized steel plough anchor with approx. 8 meter anchor chain and anchor line on stainless steel bowsprit; in good usable condition. Spare Danforth anchor in stainless steel holder pushpit; in usable condition.
- RUDDER** : Rudder with bearings on stainless steel rudder shaft and grp skeg (shaft to be greased with grease gun), steering lever with hydraulic Capilano steering system with steering wheel in wheel house and on pedestal in cockpit; properly working and strong construction.  
Advice: steel piping where necessary to be protected against corrosion. We found no emergency tiller. Advice: emergency tiller to be made direct on the rudder shaft and crossover valve in hydraulic steering system for emergency hand steering.
- TANKS** : 2 x steel fuel tanks, contents as told approx. 375 litres (well installed with drain in engine room). Advice: check inside tanks for sludge/rust before making ocean trip and install extra fuel filter with cross over valves. 2 x stainless steel fresh water tank, contents approx. 470 litres.
- RIGGING** : Anodised light alloy Selden mast (1993) with inside furling system and boom, stainless steel rigging 1 x 19 (1993), Furlex furling system for genua (tension to be adjusted), stainless steel Henderson ST halyard winch at mast, 1 x Enkes ST20 two speed main sheet winch, 1 x Bariet ST21-30 winch for head sail furler, 2 x Lewmar ST43 two speed genua winches (starboard too heavy turning; to be repaired. The other winches are in good working condition; advice: to be greased with special Lewmar winch grease), anodised light alloy genua pole (signs of use, still in usable condition), several lines etc; as far as visible for its age in good condition.
- SAILS** : Dacron Moritz furling main sail (1993) and furling Wittevrongel genua (1993); for its age in good condition.
- SAFETY EQUIPMENT** : 4 person liferaft in fibreglass container on pushpit (out of service, to be serviced), 2 x horse shoe life buoy (signs of ageing, but still usable), hand bilge pump in wheel house; in usable condition. 6 kg and 3 kg Gloria powder fire extinguisher (1986); last check until 1997, gauge green. Advice: to be serviced/replaced. Several life jackets.

- INVENTORY** : Several lines, fenders, spare parts etc.; in good usable condition.
- GENERAL** : The "CARPE DIEM" is a strongly built, seaworthy cruiser sailer. Except for above mentioned defaults and remarks the sailing yacht is in well maintained condition. The found corrosion needs attention.
- DEFAULTS** : During our inspection we found, in presence of seller and buyer:
- VDO depth sounder in cockpit not working;
  - We make a proviso for fresh water (hot and cold) system; to be tested after filling the fresh water tanks;
  - Stainless steel propeller shaft stuffing box was leaking on seal and caused corrosion in this area of the engine room (stuffing box already greased and adjusted);
  - Shaft zinc anode in poor condition (already replaced);
  - Connection of mast wiring on the floor corroded (already repaired);
  - Copper ball valve through hull fitting forward toilet not turning (already repaired);
  - Blue canvas wind shield on railing in poor condition and stitches coming apart;
  - Starboard Lewmar ST43 genua winch turning too heavy; to be repaired;
  - 2 x crack in glass reinforced polyester laminate keel floor/hull connection;
  - Foam sound insulation in engine room adhesive problem; to be repaired.
  - We make a proviso form the Raytheon autopilot; to be tested on good working/to be discussed with seller.

For safety reasons we advise to check the gas installation according the ISO-CE gas safety rules/Netherlands HISWA-Intechmium gas safety rules.

**PROVISO/  
RESTRICTIONS**

- : The qualified yacht surveyor makes a proviso for those parts of the yacht which he could not inspect without dismantling and for those parts he has not inspected, like the sandwich material in the sandwich polyester deck and hull, inside of the engine, gearbox and other installations, inside tanks etc.

We do not accept any liability for errors and omissions which are the consequence of incorrect or incomplete information provided to us, nor for latent defects and inherent vices.

A destructive investigation and/or engine/gearbox oil test and/or other tests are not part of this survey.

To obtain more information about the quality of the hull laminate a destructive investigation is necessary and is not part of the survey.

The qualified yacht surveyor did his utmost and by best knowledge to find constructive defaults/defects in presence of buyer, but he cannot accept for this general purchase survey any liability for not found defaults or incorrect information obtained from seller.

The surveyor cannot give any guarantee for a 20 years old sailing yacht.

This survey report is compiled for the sole use of the customer/client named therein and on whose instructions this report was carried out.

Any third party relying on this report do this entirely at their own risk. We cannot accept any responsibility for this.

Sails are inspected on general condition, not the shape.

Batteries are not tested for condition. Normal life is approx. 6 years.

With use of a Tramex Skipper fibreglass moisture meter we tested the grp hull under the waterline for signs of osmosis. This will not give any guarantee for the future that there will be no (latent) osmosis.

**John P.L.M. Robbe, re**

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We are using for this survey the general delivery conditions for assignments to adjusters, surveyors and valuers as been filed in the Register of the Arrondissementsrechtbank at Amsterdam (Amsterdam district court) on the 2<sup>nd</sup> of July 1998 under number 149/1998 and in the Register of the Arrondissementsrechtbank at Rotterdam (Rotterdam district court) on the 3<sup>rd</sup> of July 1998 under number 56/1998 and the proviso as mentioned at the backside of the agreement of assignment.