

• MARINE SURVEYORS • CONSULTANTS • NAVAL ARCHITECTS •

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THIS IS TO CERTIFY that the undersigned

S.V "JEAN DE LA LUNE"

as she lay afloat and later slipped at Eyemouth on 15th April 2003, for the purpose of
ascertaining the

**GENERAL CONDITION OF THE VESSEL'S HULL, MACHINERY AND EQUIPMENT
FOR INSURANCE PURPOSES**

22 April 2003

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GENERAL PARTICULARS**AS STATED BY OWNER, NEITHER CHECKED OR GUARANTEED**

TYPE OF VESSEL	:	Sailing Vessel
YEAR OF BUILD	:	1957
PLACE OF BUILD	:	France
LENGTH OVERALL	:	106ft
BEAM	:	21ft 6"
DRAFT	:	10ft 8"
DISPLACEMENT	:	160 tonnes
CONSTRUCTION	:	Oak on oak with iroko on oak upper works and aluminium superstructure.
MACHINERY	:	Scania 360hp intercooled and turbo charged main engine 1976, rebuilt 2002.

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COMMENT

This vessel is in good condition. She has been slowly and systematically converted from a more motor boat role into the Brigantine concept. More recently, a new deckhouse has been fitted with pilothouse and poop deck at the aft end, greatly enhancing the accommodation and also giving better visibility from the external steering position at the aft end.

Most of the running rigging has been replaced in the last two years and the standing rigging, being of a traditional type, was easily examined and found to be in order. It should be noted that the rig tension on a vessel of this type is much slacker than would be expected on a modern vessel of a more yacht orientation.

We consider the structure of the vessel to be satisfactory, notwithstanding the age of the vessel. She has been extremely heavily built originally as a fishing boat and the hull has adapted well to the conversion to her current working role as a Sail Training vessel.

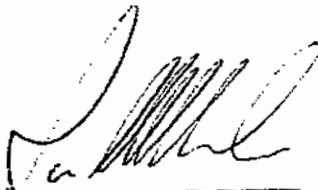
The Skipper (who is also the owner of the vessel) is familiar with all of the systems and the vessel currently complies with MCA Coding as regards stability and safety equipment.

While the vessel was examined outwith her normal working period, it was noted that there is quite considerable safety equipment on board the vessel. It is assumed that she will be fully equipped at the beginning of the charter season. The safety equipment is not specifically detailed in this report but an extensive list can be supplied from the MCA forms if requested.

Underwriters should note that the vessel requires to be examined annually and the safety gear is examined annually also.

It is understood that the usage of the vessel will remain the same and that she will be used for sail training and charter purposes primarily in the UK this season but with more extended passage to Norway next season for one of the sail training races.

The vessel is recommended to Underwriters for insurance purposes at the current valuation.



Surveyors
J.W.F McIlraith
FOR SURVEY ONE

REPORT(1) DECK FROM FORWARD1.1 Foredeck

The vessel has a raised foredeck forward in the form of proper forecastle with tubular galvanised rails fitted round with double wire courses between. The foredeck is overlaid with parallel, longitudinal, iroko planking over traditional deck beams, which are left bare and scrubbed. This is all in good condition with substantial raised members on centreline giving additional support to the windlass (electric hydraulic operation) with single chain gypsy on centreline and warping drum offset to starboard.

1.2 There are substantial galvanised mooring bollards fitted port and starboard with adequate galvanised ring fairleads set on the raised cappings or toerails outboard.

1.3 The vessel is open forward where there is good access onto the netting port and starboard of the double bowsprit, the lower section being steel, the upper section in timber and extending well forward. The netting is in good condition and well supported by whisker stays outboard extending aft onto the catheads, which can be used for auxiliary anchor handling if required.

1.4 The main anchor is stowed in a hawse pipe. This is a Meon or similar type to a large Bruce and the vessel is protected in way of the anchor flukes from accidental damage. The chain is of approximately $\frac{3}{4}$ " diameter, stud link type. A second anchor was stowed forward of a fabricated Fisherman type.

1.5 The deck is clean and tidy.

1.6 Main Decking

The vessel has been converted in the recent past with a larger deckhouse fitted. However, this still gives good space forward of the deckhouse for sail handling and access around the traditional skylight and reasonably wide side decks port and starboard. The waist of the vessel is well protected by substantial bulwarks outboard port and starboard with opening gates and scuppers as required. These are on hinges and all opened freely.

1.7 The paintwork has recently been redone and the deck was noted to have a smart and tidy cosmetic finish with substantial cappings fitted above the frame heads.

1.8 The superstructure is in good condition and well secured to the main decking and again, the main deck in this position is overlaid with iroko planking with polysulphide mastic or similar along the seams, all noted to be in good order.

1.9 There is a water bulkhead at the forward end into the fo'c'sle with access door with good sill height and dog clips for closure. The access doors into the deck house port and starboard are watertight and raised well above the normal 300mm sill height.

1.10 There is good access to the poop deck with the companionways port and starboard. Gas bottles are stowed behind the starboard companionway in a self-draining position. On the port side, the deck hose on a reel is satisfactory. There is dedicated fire hose stowage starboard side midships with couplings to pipes and pump immediately aft.

1.11 Chainplates

The vessel has traditional chainplates, external steel strap type, taken over a reinforced rail outboard and through bolted onto the main framework of the vessel. These are all relatively recent to the vessel and were all noted to be in good condition. The traditional rigging screws are well greased. No wear or deterioration is noted on the transverse rigging screws or chainplate arrangements, or indeed on the forestays or backstay arrangements. There are pin rails on the inside of the bulwarks in strategic positions for belaying of the halyards etc.

- 1.12 Poop Deck

The poop deck is of similar construction with laid iroko decking. There are good galvanised handrails with wooden cappings. The vessel is steered from an external position on the poop deck with traditional binnacle and wheel with good visibility forward and ships compass positions here correctly swung. There is a small, elevated chart room/pilot house fitted to the rear of the superstructure. This is integral with it, it is low, and can be made completely separate from the accommodation with coaming and hatch fitted internally, which can be dogged down in heavy weather in addition to the access door.

1.13 There are traditional bollards and fairleads at the aft end for mooring purposes and there are outriggers port and starboard for the sheeting of the main yards.

1.14 Normal safety equipment including circular lifebelts, Danbuoy, liferaft stowage, etc. was all noted on deck. There is also a Kannad 406 EPIRB with hydrostatic fitted on the deckhouse. Hydrostatics are also fitted to the liferafts normally when in use. It should be noted that the vessel complies with the current MCA Codings (see "Comment" section). All the deck vents are capable of being closed in the event of fire or heavy weather.

1.15 Dinghy

The dinghy is stowed on an electric davit at the aft end. This is an Avon W400 inflatable with insert rigid flooring for 7 persons maximum and 40hp outboard maximum. It is currently fitted with an Evinrude 30 outboard, which should be padlocked to the vessel when in use to prevent opportunist theft. The dinghy is in good condition and the outboard is also in good condition. The dinghy sits into a cradle on the after areas of the stern and can be secured and lashed in this position well clear of any seas.

1.16 Navigation Lighting

In accordance with ship requirements, port and starboard running light, stern light at the aft end, and NUC type lights forward. The boxes are the lights are secured onto the rigging. The port box is soft. This is a light pine box and should be replaced soon.

(2) SPARS & RIG

- 2.1 The mast was examined from deck level. The vessel is rigged as abrigantine with traditional timber spars supported laterally by traditional, flexible, galvanised rigging.
- 2.2 The spars are solid and are strengthened by banding at the main gooseneck and cross tree areas.
- 2.3 The main mast (situated aft) is rigged for a gaff mainsail with solid timber gaff and main boom (the main boom is normally stowed into a substantial galvanised crutch when not in use).
- 2.4 There are manual winches for the hoisting of the sails along with tackle systems. All of the running rigging has been replaced during the last two seasons. There are numerous blocks all of traditional ash and the numerous galvanised shackles are in good condition.
- 2.5 The gaff runs on a track on the after side of the mast and this is well supported, screwed and banded onto the main spar, whereas the main boom gooseneck is of a fixed type.
- 2.6 There are aenials mounted on the main mast spreaders with small truck mast or pole for flags to top areas. External tangs are fitted to this mast and the foremast.
- 2.7 The foremast is fitted with a stay sail boom on track system but also has square sails, three yards currently fitted bands and swivel arrangement. There is a small crow's nest at half height and one above at an elevated position.
- 2.8 The foresails are of a hanked type, simply secured onto the forestays and sheeted onto deck eyes and blocks on the foredeck areas.

(3) INTERNALS**3.1 Forepeak**

There is access to the chain locker at the extreme forward end of the vessel. There is also access to the steel hawse pipe and to the framework with frames and longitudinal stringers. The area was found to be dry and well painted out. The vessel is heavily reinforced with additional steelwork around the stemhead and this is reflected on inboard areas only with steel breast hooks on upper areas and on the lower main deck level stringers.

3.2 All of this was noted to be in order. The vessel was tested by pricking in selected areas and found to be sound. Quite significant reinforcing of the forward area of the vessel has been done at time of build with double frames closely spaced and more recently with additional steel bracket fitted under the mooring bits on the foredeck above.

3.3 There is a small donkey engine fitted here, 1.8 litre diesel, 4 cylinder, freshwater and naturally aspirated unit, driving the forward generator set. Good air circulation is required when this is in use. Seawater is drawn in via a valve starboard side. The paintwork is fireproof on the lower areas in copper with only a short length of plastic piping well above waterline level. This item is self-contained and has its own starter battery. The starter has been replaced or serviced recently. There is a small belt driven alternator forward and easy access to the raw water cooling pump.

3.4 There is electrical switchgear above this fitted with a cover, Reostat or similar for winch gear above.

3.5 Various additional stores are racked out starboard side at the forward end of a loose nature.

3.6 Bo's'un's Store

This is also situated under the foredeck with additional bo's'un's gear starboard side (rigging, small anchor, blocks and tackles etc. plus one of the many fire extinguishers 21A/144B type on the forward bulkhead). There is further stowage space against the aft bulkhead and a CO2 extinguisher was noted here. There is access to the seacocks outboard for intake and discharge. A fridge freezer is also fitted forward.

3.7 The deckhead of the vessel was examined and is varnished or oiled in this position at the main deck beams. This is substantial with quite significant through bolting of the main structural members. The forward bulkhead is designed to be watertight, this being the first sub division/collision bulkhead.

3.8 Beam shelf, framework and triple stringers were all examined and found to be satisfactory outwith some minor ageing and drying of the timber work.

3.9 There is a non-watertight hatch open in this watertight compartment giving access below. This can also be used for escape purposes from the lower accommodation.

3.10 Forward Lower Store

There is good racking port and starboard. The linings of the vessel have been kept clear of the beam shelf to give air gaps behind where the framework and deck beams can be examined. There is a further toilet port side with shower and sink unit. The toilet is of electric operation. There is forced draught ventilation to this compartment. Modern plastic pipework was noted outboard with valve fitted. There is a small gate valve outboard of the toilet behind the lining. This should be freed off when convenient.

3.11 Starboard Side

There is a smoke alarm in the passageway along with racking for bedding etc. This area is dry and there is good ventilation against the ship side. The deckhead is dry and satisfactory.

3.12 Forward Guest Cabin

The forward guest cabin is panelled out with plywoods and mahogany edgings with good air courses behind the linings. Outboard port and starboard the deckhead is exposed and the underside of the deck planking was noted to be sound and the main deck beams are extremely substantial and in good condition. In the past, there has been a small area of softness in the forward deck beam but this has been cut back to sound wood. There are substantial steel hanging knees fabricated on the after beam port and starboard to give support to the foremast partners.

3.13 The lower bilge space here and forward is largely given over to a large steel tank with shut off at the aft end. There is various pipework extending aft of the bilge pumping from these sub division compartments. The after bulkhead of this compartment is steel and is believed to be watertight and is fitted with a watertight door.

3.14 The foremast deck partners are satisfactory. The mast is adequately wedged into the decking and the heel of the mast is taken onto a strong point in the lower bilge. This area will always be damp. Although there is a band fitted round the bottom of the mast at the step, care should be taken that softness doesn't develop in the bottom of the spar.

3.15 There is a small quantity of water lying in the bilge space but this is not significant. There is minor surface rusting and general scaling of the bulkhead below the sole level, which should be chipped and cleaned regularly and re-coated. Similar comments apply to the exposed surfaces of the tank. A further 34A 9 litre water and gas cartridge extinguisher is mounted here. There is a fire alarm on the crossbeam.

3.16 Main Lower Saloon

This is attractively panelled, however the deckhead is still exposed giving clear access to the superstructure. The deck beams were found to be extremely substantial. One or two of these have been replaced, particularly forward of the skylight to similar scantling. There is no significant deterioration and this area was found to be satisfactory with good air courses behind the beam shelf. Within the locker spaces, mesh has been used for ventilation purposes behind.

3.17 The bilge space is given over to tankage at the forward end while the after sections contain a considerable quantity of large iron cast ballast cuboids. These are either firmly wedged in position as for the main areas, or strapped with steel with outboard ends embedded and secured to bolts sunk in to the concrete ballast. The vessel has concrete for drainage purposes and also for ballast outboard of the centreline port and starboard.

3.18 Starboard Guest Cabin

This cabin is similarly finished with attractive panelling and exposed deckhead. Again, there are substantial knees outboard port and starboard embracing the structure.

3.19 There is limited access to the main timber structure of the vessel but where sighted, this was found to be satisfactory.

3.20 On the centreline, the ballast extends aft and this is well secured. The concrete outboard is clean and the shell planking and framework outboard is also clean. On the port side, there has previously been a discharge or inlet with a gate valve fitted possibly connecting to the toilet. This is presumably switched off and cut off internally. We recommend removing this when convenient and fitting a small doubler internally.

3.21 There are a further two toilets of electric operation in cubicles.

3.22 The bulkhead at the aft end of this compartment is a further watertight bulkhead. This has been more recently fitted. The steelwork is in good condition both above and below the cabin sole level.

3.23 A further four cabins are situated at the aft end of the passageway with double showers rebuilt on the centreline draining into tanks port and starboard with pressurised pumps and switches. The fit out is as sighted elsewhere with good access to the deckhead. This is noted to be in good condition with no deterioration.

3.24 Access into the bilge space is also good where it was noted that the vessel is heavily stiffened transversely with timber keel floors and checked out originally for a previous tank installation. The vessel has cement ballast outboard and at the aft end of this compartment there is a further steel bulkhead, effectively making the accommodation separate from the engine space with a further watertight bulkhead.

3.25 The main mast is stepped as for the foremast (see comments relating to water lying round the heel of the mast).

3.26 After Cabin

The skipper's cabin at the aft end has been largely rebuilt and is well insulated from the steel deckhead above, which was formed during the poop conversion. The vessel has steel frames around the aft end in way of the poop raising the original deck level to its new height and these are well through fastened to the original frameheads and to the beam shelf of the original configuration. The timber planking is through bolted to these and was noted to be tight, well caulked and satisfactory.

- 3.27 Within the steering compartment at the aft end, there is access to the double power assisted hydraulics for the push and pull system with a transverse tiller clamped onto the stock and fitted with key and keyway. There is a normal take off with rams from here aft to the fixed strong back. There is access to the pump and to the electrics within this compartment. This is activated from the wheel with a simple gearing system and rod linkage for the valve.
- 3.28 Below the companionway starboard side is a new seating area and dining compartment for the Skipper, which is satisfactory. On the port side, there is a refurbished toilet and shower area.
- 3.29 At time of survey, one of the panels was removed for access to the skin of the vessel. Where sighted, the timberwork is again satisfactory. There is no leakage from the rudder tube gland or stern gland below the sole further forward.
- 3.30 Engine Space

The engine space is largely lined with the tanks outboard port and starboard, the fuel tanks at the forward end. There is a day tank on the bulkhead above, which can be topped up with a semi-rotary pump from the main fuel tanks. Much of the pipework in the engine space is colour coded for ease of recognition. The main engine intakes and the generator intake on the starboard side are aft with filters with a similar arrangement feeding across the port generator also.

- 3.31 The main engine was examined externally and found to be clean, tidy and well painted with good access all round. The engine was run and demonstrated, as was the gearbox, moving the vessel to the slipway. The engine started easily and was easily controlled by the new Micro Commander electronic controls for throttle and gearshift to the binnacle area above. Seawater is brought in, passed through the heat exchanger and is later injected into a wet exhaust system. This rises in the form of a swan neck starboard side before discharging through the blanking at waterline level. The starboard generator discharges into this exhaust system only. There are good anti-syphon loops on both systems.
- 3.32 Belt driven on the forward end of the main engine is a pump for hydraulics. This is normally activated with a small clip system with a hydraulic tank above. The filler pumps for the domestic freshwater system are situated along the port side. Also mounted forward starboard side is the heavy duty electric pump for bilge pumping and deck hose/fire hose duties with valve chest on the forward bulkhead with individual suctions to the watertight compartments.
- 3.33 The engine space is well laid out and there is good access all round. There are various batteries on the starboard side, partly for the main engine and ship's systems with the generators having their own batteries. There is good natural ventilation round the compartment and reasonable soundproofing.
- 3.34 Shaft Tunnel
- The shaft area was examined and found to be in good condition. There is no leakage from the stern gland. The vessel has a brake that can be applied while sealing to prevent rotation of the shaft and possible damage to the gearbox.

3.35 Deck Saloon

The deck saloon is well laid out and satisfactory. This is new to the vessel and is panelled as for the main areas

3.36 Galley

The galley is fitted at the forward end of the deck saloon and is also well laid out and satisfactory.

3.37 Pilot House

This is in a good position for navigation purposes. The vessel has had much of the navigation equipment upgraded recently in accordance with new requirements:-

- GMDSS radio, fax and Inmarsat communications
- Log and echosounder
- Second chart plotter for computer
- Further GPS system
- Furuno radar
- Koden radar
- Kelvin Hughes graph sounder
- Navitron Autopilot
- Navtex
- Shipmate RS8400 VHF
- Sailer Compact VHF
- ICOM ICM 710 GMDSS receiver
- Koden GPSS
- Prosser electronic weather graph and intercom and hailer system
- Hand held walkie-talkies

(4) HULL EXTERNALS - TOPSIDES

- 4.1 Only a visual examination of the topsides was carried out without any staging. The vessel has recently been painted and a smart cosmetic finish has been achieved for a working ship.
- 4.2 As detailed, the stem face is heavily protected with steel and side plates are welded on here giving good protection. There is a lighter stainless steel strap to prevent damage from the anchor flukes. The upper four planks are thicker at 3.5" (87.5mm) and were noted to be in good condition, outwith some minor abrasion close to the foremast chainplates on the waterline. This is of a cosmetic nature and can be filled and faired as required. There is a slight abrasion on the forward end of the timber rub rail fitted just above waterline level on the starboard side.
- 4.3 The stem quarter is satisfactory, one plank being replaced port side due to slight softness at one of the butts and this was removed at time of survey.

(5) HULL EXTERNALS - UNDERWATER HULL

- 5.1 Below the waterline, the underside was noted to be in good condition also. The plank seams are reasonably tight, close, well caulked and payed over. The vessel has a further four heavy bilge strakes on the underside and two heavier garboard strakes on either side. The wood keel is in good condition outwith some minor abrasion, none of which was noted to be fresh on the lower edges port and starboard, and is further protected by a steel strap on the underside
- 5.2 The keel is scarphed at approximately half-length and has the normal forefoot scarph. The aft end of the keel is protected by effectively steel boxing, which forms the skag and is well through bolted to the base of the stern post and to the timber extension keel. This takes much of the weight of the replacement steel rudder blade, which is a semi balanced Spade type supported on simple pintle and gudgeon at the bottom end and half coupling assembly with clamp at the upper end.
- 5.3 There is a greaser pipe running along the starboard side of the stem tube and earthing straps are also fitted on the starboard side. The sacrificial anode should be replaced now. The outreach member is satisfactory.
- 5.4 The vessel has two short sections of planking or graving pieces on the starboard side, one forward and one aft, both of an older age and there are various small graving pieces set in, possibly in the position of previous skin fittings. There are new strainers fitted over the seawater intake starboard side and the caps fitted over the engine bearer bolts are all noted to be in good order. There is one small tingle fitted to a plank seam on the port side aft.
- 5.5 The oak of the hull was tested by pricking and sounding in certain areas and found to be satisfactory with no evidence of any deterioration.

5.6 Stemgear

There is a fixed, four bladed, bronze propeller on the aft end of the shaft as normal with a rope guard fitted. The propeller is clean and in good condition with no tip damages. There is no play in the bearing. Radio earthing straps are attached port and starboard aft.


END OF REPORT