

# **Julian Mann Yacht Surveyor And Consultant.**

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## **SURVEY REPORT**

On "CENTURIAN"

For our Client

Mr P REES.

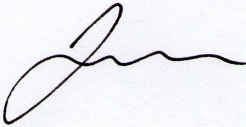
This is to certify that we, on the instruction of our client, carried out an inspection of the above vessel on Friday 7<sup>th</sup> January 2011.

The following were in attendance : Julian Mann Yacht Surveyor.

The inspection was carried out in the open.

This report is personal and confidential to our client and carries no warranty if disposed of to a third party for any purpose. Copyright remains with Julian Mann Yacht Surveyor.

Signed.



Julian Mann  
Yacht Surveyor.

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**GRP and Timber Yachts Surveyed.  
Sail and Power.**

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**1. VESSEL NAME;** "CENTURIAN"  
**HULL IDENTIFICATION NO;** Not Marked  
**REGISTERED NO;** Not Marked

**2. TYPE OF SURVEY AND PURPOSE;**

General condition survey.

**3. PLACE OF SURVEY;**

Dartside Quay,  
Galmpton,  
Brixham,  
Devon,  
TQ5 0EH.

**4. OWNER;**

Mr P Rees.

**5. SURVEY COMMISSIONED BY;**

Mr P Rees,  
PO Box 1740,  
Newquay,  
Cornwall,  
TR7 3WT.

**6. RELEVANT HISTORY AND STYLE OF VESSEL;**

A Yukon Delta built by Francis and Bud Mills of Elkhart, Indiana. Constructed of GRP with blue GRP topsides, white super structure and white and grey GRP decks. White antifouling below the waterline.

**7. HULL DETAILS;**

**LOA;** 40'0"  
**LWL;** 33'0"  
**BEAM;** 11'6"  
**DRAFT;** 3'0"  
**HULL TOPSIDES COLOUR;** Blue.  
**DISPLACEMENT;** NK.

**8. PROPULSION DETAILS;**

**Engines;** Two Volvo Penta 431A petrol engines turning duo props via Volvo Penta outdrives.

## **9. DECK LAYOUT;**

White GRP foredeck, side decks and a large AFT deck giving access to the engines via two hatches. Large super structure with upper helm and sliding doors giving access to the interior. A moulded GRP bathing platform was attached to the transom.

## **10. INTERNAL LAYOUT;**

Helm position Fwd with heads and access to two double berths below. Galley and saloon AFT.

## **11. ACCESS AND LIMITATIONS OF SURVEY;**

The vessel was examined sat on its own keel and supported by props.

The topsides, decks and underbody were visually inspected and close spaced hammer sounded. These methods will detect large areas of defects and delamination, but may not detect small localised areas.

The tanks, plumbing, heads, skin fittings, seacocks, etc. were not removed from the vessel. No fastenings were removed for examination (unless specified) and no dismantling was undertaken to gain access other than normally removable panels. Woodwork or other parts of the structure which were covered, unexposed or inaccessible have not been inspected, we are therefore unable to report that any such part of the structure is free from defect. Therefore only areas of the vessel readily accessible have been inspected and commented upon.

The rudder was inspected in situ and not unshipped, areas hidden from view cannot be commented upon.

The engine and stern gear remained in situ. The mechanical condition of the engine and electrical and mechanical condition of the electrical system are specifically excluded from this report.

This survey is not a compliance survey for the SCV 93 Codes Of Practice, nor was the vessel examined to ascertain whether it complied with the RCD and CE marking requirements. It is understood that the vessel is not intended to be used in a commercial capacity.

All measurements, dimensions and capacities are approximate only. A detailed investigation to confirm the age of the vessel has not been carried out. The ownership of the vessel, legal and financial status of the vessel is not commented upon.

The dimensions and numerical data given is taken from the manufactures specifications, either directly or via standard texts, this information has been relied upon and has not been checked for accuracy.

The copyright of this document remains the property of Julian Mann Yacht Surveyor. The survey report shall not be passed to a third party or copies made or distributed other than to the vessels owners, owner's insurers or authorised repairers. Nothing in this Agreement shall confer or purport to confer on any third party a benefit or the right to enforce any of this Agreement.

## **12. HULL STRUCTURE AND CONDITION;**

### **Topsides**

The topsides were of blue painted GRP. A close visual inspection showed the topsides to be fair and free from any major distortion. Tap testing with a light hammer revealed no signs of de-lamination.

The deck to hull joint formed bulwarks with scuppers.

Two alloy framed portlights were fitted to the topsides. These were in good condition and were well fitted.

The blue paint was found to be well applied and had only minor degradation.

### **Under Body**

The underbody was of GRP with white anti-fouling paint over epoxy. No signs of blistering or wicking were noted. Moisture readings were taken with a Tramex Skipper Plus moisture meter number SMP406599. All readings were within acceptable levels.

The under body was close hammer tested with a light hammer and no signs of de-lamination where noted. A close visual inspection showed the under body to be fair and free from any major distortion. All coatings were well adhered.

### **Internal Structure**

The interior of the hull was strengthened with bulkheads and GRP sheathed plywood frames and stringers. All accessible areas of the internal structure were subjected to a close visual inspection and were also hammer and spike tested. Accessible internal strengthening was found to be in good condition and was well bonded. All bulkheads were found to be well bonded with no signs of rot or de-lamination being noted. The hull was found to be good structural condition with no defects noted.

RECOMMENDATIONS.

## **13. DECKS, CABIN STRUCTURE AND OUTFIT;**

### **Decks**

The decks and super structure were of GRP. No excessive movement was noted in any areas when walked on.

The decks were scanned with the Tramex moisture meter. The readings were low, indicating no water ingress. Tap testing revealed no breakdown of the GRP laminate.

Two GRP hatches were fitted in the AFT deck giving access to the engines. These were in good condition. Both lifting rings were broken. These should be replaced. All hinges were in good condition.

An electric anchor winch was fitted on the foredeck lifting a galvanised Bruce anchor with stainless steel swivel shackle and a galvanised chain. All were found to be in good condition. The winch was well mounted and operated well.

The vessel was fitted with six stainless steel cleats, two FWD, two mid and two AFT. Two alloy cleats with alloy fairleads were also fitted FWD.

All deck fittings were well fitted and fit for intended use.

Stainless steel guard rails ran from the bow to the stern and across the transom. These were well fitted and were in good condition.

A moulded GRP bathing platform was fitted to the transom. This was found to be in fair condition.

A stainless steel boarding ladder was fitted at the bathing platform. Minor surface corrosion noted on the boarding ladder.

### **Super Structure**

The cabin structure was visually inspected and was also tap tested. The cabin structure was found to be fair and free from any major distortion. Tap testing revealed no areas of de-lamination.

Stainless steel grab rails were fitted to the cabin. All were found to be in good order and were well attached.

The cabin was fitted with UPVC framed double glazed units. All were in good condition and were well fitted.

No signs of leaking noted on the interior of the cabin windows.

A stainless steel helm pedestal was fitted on the upper deck. This was in good condition and was well fitted.

### **Outfit**

The interior was was of plywood with oak laminate, oak trim and stainless steel. The soles were of oak laminate over plywood. The galley work surfaces were of Corrian with the sink moulded in.

The interior was found to be in good condition. All hinges and catches were well fitted and worked.

The vessel was upholstered in maroon material. The upholstery was found to be in very good condition.

### **RECOMMENDATIONS.**

(A) Fit new lifting rings to the engine hatches.

### **14. SAFETY ITEMS;**

Electric bilge pumps with float switches were fitted. These were well fitted and were in good working order.

No other safety items were on board at the time of survey.

## RECOMMENDATIONS.

(U) I recommend that the owner obtains a copy of the RYA booklet C8/98 Cruising Yacht Safety/Power & Sail and uses the recommendations as a check list when outfitting the vessel for safety equipment suitable for the type of cruising and size of crew anticipated.

### **15. ENGINE, TRANSMISSION AND FUEL;**

Two Volvo Penta 431A petrol engines (STB # 4100116952 PRT # not legible) were fitted providing power through Volvo Penta outdrives.

The engines were not seen running and no comment can be made as to the mechanical condition of the engines, gearboxes or outdrive units. These are subject to a separate report.

The engines were mounted on substantial engine bearers and on transom plates. The mounts and plates were in good condition and were well fitted.

The outdrives were found to be in good condition with no play being noted in the bearings or shims. The bellows were in good condition. All anodes had been protecting the outdrives. All had been replaced and were in as new condition.

The outdrives turned duo props. These were found to be in good condition.

The vessel was fitted with two alloy fuel tanks fitted outboard of the engines. These were well mounted and were in good condition. No signs of leaks or corrosion noted in or around the fuel tanks or the fuel system. All flexible rubber fuel lines were marked as ISO7840.

The engine wiring was well secured and showed no signs of corrosion at the terminals.

## RECOMMENDATIONS.

### **16. ELECTRICAL SYSTEMS;**

A 12v system was fitted providing engine start, lighting and navigational aids. Four 12v 200Ah batteries were fitted fwd of the engines. The batteries were not secured. Hold down straps or bars must be fitted to prevent the batteries from moving during passage making.

All terminals were well made and no signs of corrosion were noted.

No instruments were on board at the time of survey. All wiring and brackets were correctly run and fitted.

Several of the internal lights were not working at the time of survey.

All navigation lights were found to be working.

The vessel was fitted with one windscreen wiper. This was not working at the time of survey.

A 240v shore supply with RCD was fitted. This was powered up and found to be working.

All terminals were well made and no signs of corrosion were noted.  
The following items were on board at the time of survey. All were powered up and were found to be working.

- 1) Neff four plate hob.
- 2) Siemens oven.
- 3) Refrigerator.
- 4) Flat screen television.
- 5) Entertainment centre.

#### RECOMMENDATIONS.

- (U) Secure the batteries.
- (A) Repair the defective internal lights.
- (A) Repair the broken windscreen wiper.

### **17. PLUMBING, W.C. DRAINS AND HEATING;**

A pressurised water system was fitted supplying water to the galley, heads basin and shower. A calorifier/immersion was fitted supplying hot water. The water system was found to be working and in good condition with no signs of leaks being noted.

The heads was fitted with an electric toilet discharging into a holding tank. Due to the vessel being out of the water the sea toilet could not be tested.

All through hull fittings and the associated valves were found to be in good order.

An Eberspacher diesel cabin heating system was fitted and was powered up.

#### RECOMMENDATIONS.

### **18. SUMMARY OF DEFECTS;**

#### DANGEROUS.

#### URGENT.

(U) I recommend that the owner obtains a copy of the RYA booklet C8/98 Cruising Yacht Safety/Power & Sail and uses the recommendations as a check list when outfitting the vessel for safety equipment suitable for the type of cruising and size of crew anticipated.

(U) Secure the batteries.

#### PRIORITY.

#### ADVICE.

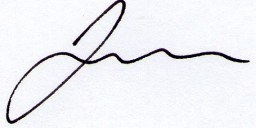
- (A) Fit new lifting rings to the engine hatches.
- (A) Repair the defective internal lights.
- (A) Repair the broken windscreen wiper.

## 19. CONCLUSIONS AND RECOMMENDATIONS;

“CENTURIAN” was found to be in good overall condition. It has undergone a complete re-fit within the last few years and has not been used since the re-fit was completed.

Provided the above recommendations are carried out “CENTURIAN” will provide safe cruising and passage making in so far as her size and design permits.

Signed

A handwritten signature in black ink, appearing to read 'Julian Mann', is written over a light blue rectangular background.

Julian Mann Yacht Surveyor.

## **SURVEY REPORT DEFINITION OF TERMS**

### **DEFINITIONS**

**The terms and words used in this report have the following meanings as used in the Report of Survey.**

**FIT FOR INTENDED USE;** Use, which is intended by Survey Purchaser (present or prospective owner).

**SERVICEABLE, ADEQUATE;** Sufficient for specific requirement.

**POWERED UP;** Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

**EXCELLENT CONDITION;** New or like new.

**GOOD CONDITION;** Nearly new, with only minor cosmetic or structural discrepancies noted

**FAIR CONDITION;** Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN).

**POOR CONDITION;** Unusable as is. Requires repairs or replacement of system, component or item to be considered functional

### **DEFINITION OF TERMS IN DEFECTS LIST.**

**DANGEROUS(D);** System/Defect is a serious hazard. Should not be used until defect has been put right as a matter of immediacy.

**URGENCY(U);** The defect referred to should be attended to at the soonest possible moment. If left or used before rectification, the defect/system/vessel may become dangerous.

**PRIORITY(P);** A defect not as serious as (D) or (U), but one that should not be left unattended to longer than the next planned maintenance opportunity.

**ADVICE (A);** A defect or shortcoming, which is not an immediate hazard or in need of priority attention, but needs taking note of, allowances made, and consideration given to rectification at the next refit or out of season lay-up period.