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[DATE]

[VESSEL]

Summary:

[VESSEL] is an incredibly well kept vessel in remarkable condition. Her bilges are immaculate, paint and varnish are in exceptional condition. I did not fire up any systems as she is out of water and has been winterized, though I suspect they are in good working order. Much of the wiring has been replaced and has been done to [VESSEL BUILDER] quality. Main engine, while old and no longer common, I suspect has lots of life left in it, I could find no signs of oil leaks. Generator is original 15KW Westerbeake. While low hours, I would recommend spending the money to replace it with a smaller unit, an 8KW would be sufficient. Air conditioning systems appear to be original, and I would recommend considering replacing these as well; there are 2 units, 12K and 16K BTU, and this might not be enough cooling power for the Caribbean. There are 2 compressors for fridge and freezer, both are 12V and 110V; the one in the cockpit locker looks newer, the one under galley counter looks original, both are high quality Grunert units, and I would not change these out unless they stop working.

Rigs have been beautifully painted and all rigging appears to be in great shape. Slight corrosion on some mast wiring, but this is easily remedied.

Interior is in great condition, no signs of port lights leaking ever, cabin soles look almost new and have been beautifully varnished. My only concern with this vessel is the cabin layout, the split V-berth forward with filler cushion is the only proper cabin. The remainder of the berthing is in the salon, being a starboard raised pilot bunk and pull out bunk which doubles as seating for salon table, and to port is a pilot berth and below the U-shaped dining cushions.

If you are planning to use this mostly for [CLOSE FAMILY], we could modify the forward cabin and give you a proper offset bunk. If you plan to continue having larger groups aboard, I am concerned there will not be enough interior space to accommodate.

In-depth report:

Chain locker:

Recently painted throughout, original Ideal windlass with evidence of recently being serviced. Stainless steel anchor chain to rope rode, length not measured, all appeared in as

new condition. Additional Fortress storm anchor in carrying case, additional galvanized CQR and galvanized chain neatly flaked below spares box, length undetermined. Electrical and plumbing through the chain locker is neat and secure with little to no signs of corrosion or deterioration. Only faults found in chain locker were signs of slight leaking from toe rail on starboard side.

[PHOTO]

Caption: galvanized chain below teak and holly

Plenty of spares in box, 2 lengths of spare anchor rode, bronze 3 blade prop, life sling. Easy access to holding tank vent filter. Excellent condition throughout locker.

Forward cabin:

The forward cabin is well finished and very clean. Throughout all the lockers I could find no evidence of leaks, the deck hatch and overhead lights showed no signs of leaking. The dorade vents into the cabin are the only areas where I found any varnish that was not in pristine condition. The V-berth mattresses are thick and comfortable and are well covered. Below berth is forward fuel tank and holding tank. Good accessibility to fuel tank with inspection port should future tank access be required, there is also the fuel transfer pump located under starboard side. If you purchase this vessel I would recommend a racor filter be fitted here as one more method to keep working tank with clean fuel. Additionally, old Freeman autopilot compass is located on starboard side, if this unit is functional I would leave it, if not working I would remove. This locker could use some paint work.

[PHOTO]

I did note a head smell in these lockers, I would recommend replacing all head hoses, recommend using the premium head hose over existing hose. Thru hulls in this area were inspected and in good working order, they are old cone style which are easily serviced and it is clear they have been well maintained. I did note a slight bit of weeping from the depth transducer which should be repaired before vessel is launched. Also, there is what appears to be an abandoned transducer, I would fill with proper blank and remove old unit.

[PHOTO]

Air handler for AC unit is located in the hanging locker which has lots of space. Visual inspection showed it to be cleaned and presumably well maintained though the amount of use it gets is most likely minimal if at all. Condensate drain hose does need to be replaced as it is discolored and sticky.

Aside of a slight bit of paint work and a detailing, all bilges and lockers are in great condition.

Forward head:

[PHOTO]

Forward head presents well and is finished to the same quality as the rest of the vessel. Head is fitted with a Mansfield vacu flush system which is plumbed directly to the holding tank. Holding tank can be emptied either by deck fitting or with manual pump located in locker. I would recommend replacing with electric pump for convenience. Much of the head hose in this locker has been replaced, but I would recommend replacing with premium quality head hose at some point over the next couple years to keep odor down.

There is no shower functionality in this forward head. There are some small service items in this head, little bit of corrosion on terminal block in locker, bronze check valve needs some servicing and there looks to be some weeping from one pipe fitting.

Aft head:

The aft head is fitted with another Mansfield vacu flush head with monitoring lights on the outboard bulk head wall. This head is also fitted with shower facilities although not a separate shower stall, this would be considered a wet head.

[PHOTO]

Aside of some minor items, double hose clamps on sink drain and some mildew on hoses the head appears to be in great condition and would be perfect with just a slight bit of cleaning inside lockers and wiping down of hoses.

Salon area

The salon area presents well, all soft goods are in great condition, there are no signs of leaks from any of the port lights, all varnish including cabin soles is in excellent condition. On the starboard side is a raised pilot berth with pull out drawers below. The lower seat pulls out approximately 12" to create a second berth. All soft goods are in excellent condition. To port is the U-shaped dinette and table. Outboard to port is another raised pilot berth. Located beneath the forward end of the dinette are 4 six volt batteries, installation and wiring is excellent and looks new.

[PHOTO]

Underneath the outboard pilot berth is a discharge manifold for air conditioning, bilge and sumps pumps along with vacuum generators for each head. Aft of that is the salon air conditioning air handler. The unit looks to be well maintained but again, not certain as to amount of use. Lockers here could use a cleaning and some paint work. Also, insulation around air handler needs replacing.

[PHOTO]

Machinery space below salon floor:

Located below the floor boards in the salon is most of the machinery and pumps for the vessel operations, we will work from forward aft.

Access to most of the pumps is from the forward most floor board in the salon. Readily accessible are the 2 cooling pumps for the air conditioning system, bilge pump, shower pump and salt water wash down pump. All pumps look to be in good condition though the air conditioner pumps could use a coat of paint to preserve and protect them.

[PHOTO]

Outboard to port below the floor is the thru hull and manifold for most systems through the vessel. The thru hull appears to be feed from the centerboard trunk, all valves are in good working order and the strainer is easily accessible. Forward of the manifold are the two compressors for the air conditioners. They appear to be original to the vessel. Their serviceability is limited. In this area, it would be nice to re-route some of the head hoses so they do not obstruct the valves.

[PHOTO]

Aft of the pumps is the manifold for fresh water, this could use some paint and it would be proper to paint in blue rather than red. Head pumps are also in this area and look to be relatively new. Outboard to port of the water manifold is the fresh water pump which looks new and has a new expansion tank as well. As with the rest of the vessel, aside of some real nit-picky stuff, all systems appear to be well maintained and in good working order.

Aft of head pump area is the main engine which is underneath galley counter top. Below cabin sole are racors for main engine and generator, both are fitted with water sensors and vacuum gauges and are easily accessible. The main engine raw water strainer is also located here along with remote mount oil filter. All wiring and plumbing is well maintained. I could find no evidence of oil or fuel leaks around the main engine and all thru hulls are in good working order.

[PHOTO]

Aft of the engine is a clean installation of exhaust system and access to shaft and stuffing box. A new driplless packing system has been installed, it does look as if seal needs replacing, but otherwise this area is clean and well maintained like the rest of the vessel.

[PHOTO]

Nav table area:

Nav table is expansive with lots of storage. The 12 volt electrical panel is well labeled and all breakers appear to be in good working order. Wiring behind the panel has been well looked

after and some has been replaced. There is a GPS display and the new Simrad auto pilot control is located here as well.

[PHOTO]

At the aft end of the chart table mounted from the overhead are an icom VHF and icom SSB, both are newer models and look to be in good working order. Below the companion way steps is the main 110 Volt panel. Again, all breakers and switches appear to be in good working order. This is also the location of transfer switches for shore power and generator as well as generator controls. Additionally, the controls for the original wood freeman autopilot are located here.

As with the rest of the vessel, the varnish work is in impeccable condition and aside of minor details this area is in exceptional condition.

[PHOTO]

Generator:

Generator is reported to be a 15KW Westerbeake which is original to the vessel. The hour meter reads 112.8 hrs. This unit has clearly received regular maintenance as there are signs of resealed fresh water circulating pump and salt water pump. There could be some leaking at heat exchanger ends as there is some flaking paint. Given age and size, if you purchase this boat I would not sink too much money into this unit and I would instead replace with new smaller unit that is more suitable.

[PHOTO]

Galley:

The galley is incredibly large with large fridge unit, separate freezer unit, large stove and double sink aft. There is plenty of storage space throughout the galley.

[PHOTO]

Fridge and freezer each have their own compressor and cold plates. Each unit is also a 12 volt and 110 volt unit with individual controls for each. The fridge unit has 2 hinged doors as well as a middle removable section. Freezer is outboard to port and directly forward of the stove top. Aft of the stove is a microwave and a deep stainless steel double sink. Below the sink is access to one to one of the two compressor units. This unit appears to be original based on paint color.

All galley systems appear to have been well maintained and finish throughout the galley is exceptional.

[PHOTO]

Cockpit:

Cockpit is nicely appointed with easy viewing of all electronics from the helm. All winches are electric and are in great condition, appear to have been recently serviced. The two deck lockers are both well painted and give great access to the winch motors, additional refrigeration compressor, steering, auto-pilot hydraulic pump, original wood freeman autopilot motor, winch breakers, battery charger and additional access to generator from both sides. Wiring is all done exceptionally well with attention to detail everywhere I looked.

There are some small details that I would attend to but again, these are minor in nature and very nit-picky.

[PHOTO]

[PHOTO]

Deck:

The paint and varnish around the entire exterior including all deck lockers is in exceptional condition. The stainless steel is all highly polished with no signs of cracked welds anywhere. The deck paint and non-skid are also in exceptional condition. I could find no flaws on deck.

[PHOTO]

[PHOTO]

Hull sides and bottom:

The hull having recently been painted is in exceptional condition, the quality of the workmanship is evident. The bottom is in great shape, there were only a couple areas where it was clear some paint had peeled at some point, but these are very minor.

[PHOTO]

[PHOTO]

The thru hulls all appear to be in like new condition, the cage around the prop has been well executed and the max prop has no wobble in the blades nor is there any movement in the shaft.

Masts:

Having recently been painted and completely overhauled they are in like new condition. Every piece of stainless rigging has been polished and shows as new, I could find very little wrong with anything on the rigging. The halyards all appear to be new, the electric furler presents as new and all light fixtures are well maintained.

[PHOTO]

[PHOTO]