

CONDITION SURVEY REPORT ON

S/Y THREE TIMES A LADY

Survey commissioned by Mr B. Soehngen

Date of inspection: Monday 22nd October 2018

Location: Ashore Ionian Yard, Preveza, Greece.

GENERAL DESCRIPTION

Three Times A Lady is a long keeled, cutter rigged sloop with a raised saloon. Hull and deck are constructed in GRP.

Type:	Seastream 43
Designer:	Ian Anderson
Builder:	Seastream Yachts Ltd. UK
Hull No:	135
Registration No.	HK 1620 Hong Kong
Build year:	1997
Propulsion:	Single inboard diesel with shaft drive
LOA:	13.30m
Beam:	4.30m
Draft:	1.90m

The above information has been obtained from various sources. These particulars have not been checked and their accuracy cannot be guaranteed.

LIMITATIONS OF SURVEY

This report is for the purpose of the client commissioning this survey only and has no extended liability to any third party for any purpose.

The terms 'serviceable' and 'in serviceable condition' as used in this report mean that the item remains useable despite possible wear and deterioration. The item may nevertheless require maintenance and/or replacement in due course.

Inspection was carried out with the vessel ashore, supported on her keel and held in a steel frame with four hull supports with additional fore, aft and midship propping allowing good access to the hull with the exception of those areas covered by wooden blocks.

Mast stepped with standing rigging fitted, limiting close inspection to head height only.

Parts of the structure which are covered, unexposed or inaccessible have not been inspected and no opinion can be given that any such part of the structure is free from defect.

Full interior fitted overheads allowed limited inspection of the underside of the deck and interior mouldings limited access to the inside of the hull.

Engine is inspected visually only and no comment can be made of its internal condition.

Electrical installation, where accessible, is inspected visually and by test switching only. Electrical equipment is tested only as far as the powering up stage.

Hatches, portlights and windows are not subjected to hose pipe testing for leaks.

Tankage is not filled to check integrity.

The weather prevailing at the time of the hull inspection was dry with an outside temperature of 21c and humidity of 68%.

HULL

Constructed of GRP with an encapsulated keel. The topsides are finished in white gelcoat with a dark blue coving line and bootop. The lower hull finished in Coppercoat antifouling.

The hull is strengthened and stiffened internally by way of stringers and transverse and fore and aft bulkheads.

The hull was inspected externally in a cleaned and dry condition. Examination was made visually, by hammer sounding and by use of a moisture content measurement meter.

Both topsides and underwater hull section was found to be fair with no visual distortion or any major repairs and soundings of the hull produced no evidence of defect.

The topsides gelcoat was inspected in a clean and polished state. Gelcoat showed little in the way of wear and was regarded to be in good condition.

Stainless steel striker plate at the stem was secure and serviceable.

Teak rubbing strake remained secure, in good condition and serviceable.

Seven aluminium framed portlights were in good condition and secure at the hull

Stainless steel and teak platform was in good order and secure at the transom.

Stainless steel hinged transom ladder was secure and serviceable.

Coppercoat antifouling coating at the lower hull had been reapplied in places, was well adhered and regarded serviceable.

The encapsulated keel section was in good condition with no evidence of grounding or stressing at the keel root.

GRP bowthruster tunnel was secure with two five bladed propellers in visually good condition with no wear evident at the drive shafts.

The following moisture readings were taken using a Tramex meter on range 2;

Readings taken at the topsides from the rubbing strake down to the water line were constant at 20 (100 being the scales maximum). Readings taken of the below water section were generally 30 to 40 with isolated readings of 45. These readings are regarded low and indicate a sound and osmosis free lay-up.

The interior of the hull moulding was examined at all accessible locations with no defects or damage found.

SKIN FITTINGS & SEACOCKS

All skin fittings were accessible, were of yellow metal construction and were hammer tested and inspected visually, found to be sound and securely bonded to the hull. Light scraping of external flanges showed bright metal with no evidence of dezincification.

All inlets/outlets located beneath the waterline were fitted with metal ball valves or Blake's cone valves all found free to turn.

All hose to valve connections were adequately secured by way of two stainless steel clips. .

CATHODIC PROTECTION

Two mushroom anodes at the hull showed around 10% wastage and were regarded serviceable.

Two anodes at the bow thruster propellers showed little wastage.

Two anodes at the shaft showed little wastage.

All anodes were secure and regarded serviceable.

STERN GEAR

Three bladed bronze fixed propeller was visually in good condition and secured at the shaft by way of a bronze castellated nut and stainless steel split pin. Blades rang true when hammer tested. Stainless steel shaft turned easily by hand and was judged straight. The shaft is fitted with a Spur rope cutter found secure and serviceable. Bronze P bracket was secure at the hull with no evidence of wear at the Cutlass bearing.

Gearbox coupling were in good condition with all nuts tight. Stern tube was fully bonded at the hull and fitted with a Volvo dripless seal reported to be seven years old. A replacement seal was seen onboard and it was reported that the present seal will be replaced prior to launching.

STEERING GEAR

Stainless steel steering wheel at the binnacle controls the rudder by way of Whitlock system of rods and a reduction box with a heavy duty tiller flat controlling an adjustable rod connected to a short tiller flat at the rudder stock. Inspection found no defect with the wheel turning the rudder with relative ease.

The GRP rudder was found to be in good condition and supported at the base of the full skeg by way of a bronze shoe fitting. Both the bottom bearing and upper bearing were serviceable with no wear or movement detected.

The stainless steel rudder stock where seen, was found to be in good order with no visible sign of corrosion with no evidence of movement where it enters the blade. The short rudder stock tube bonded into the hull was secure with no sign of movement.

The emergency steering system comprises of a stainless steel tiller with square socket proving to be of a good fit over the squared off rudder stock head. The tiller is quite short and has welded eyes to allow lines to be fitted so the tiller can be controlled by the use of the cockpit winches. The tiller was regarded adequate to steer the vessel in an emergency.

HULL TO DECK JOIN

External inspection was prevented by the teak toerail. Toerail was secure and in good order. Internal inspection was limited however where seen the joint was bonded over with no defect noted.

DECK & FITTINGS

Constructed of GRP as a single moulding with a raised saloon and finished in white gelcoat with teak planking on the deck and a non-slip pattern at the coachroof gelcoat. Planking was generally in visually in good condition and well adhered. Measurements taken at margin boards showed around 6mm of thickness remaining with 5mm in heavy use areas. Caulking has been replaced in places and was generally in good condition.

Visual inspection and hammer sounding found no evidence of defect and the deck showed no flexing when walked on or evidence of heave at the chain plate deck plates.

Stainless steel stemhead fitting was securely through bolted. Chain rollers were free to turn.

The moulding is fitted with eight aluminium framed hatches with acrylic glass. All were secure with hinges and catches serviceable. The acrylic to all showed little in the way of UV degradation. Tempered glass windows at the raised saloon showed no defect.

A Lofrans 12v 1500w vertical windlass chain winch with rope drum was in visually good condition and securely through bolted at the foredeck.

Stainless steel pulpit and pushpits with integral 38mm gantry supporting four 125w rigid panels were secure and serviceable. Panels were visually in good order and seen to provide a charge to the batteries.

Stainless steel stanchions and aluminium sockets were all secure with associated guard wires secure and adequately tensioned.

Cleats, turning blocks, tracks and cars were all found secure and without defect.

Teak grab rails at the deck saloon roof were secure and serviceable.

Simpson Laurence stainless steel davits were secure at the deck and transom.

COCKPIT

The cockpit is formed as part of the deck moulding and incorporates three seat lockers secure on hinges with catches serviceable. Teak planking at the seats and aft deck was well adhered with measurements taken showing 11mm of thickness. Teak gratings were in good condition and of a good fit.

Aluminium painted binnacle with a stainless steel grab bar was securely through bolted at the floor. Plastimo steering compass was visually in good condition with card easily read and swung slowly to a magnet.

Anderson stainless steel winches were securely mounted, and turned freely without load. 12v Anderson winch for headsail furling operated without load.

GRP companionway hatch and wood hinged door can be adequately secured by way of a fitted lock.

Aluminium framed acrylic glass windscreen was secure and without defect.

Stainless steel sprayhood and Bimini frames were secure and serviceable.

GROUND TACKLE

A 30KG Manson Supreme anchor attached to a reported 100m of 10mm galvanised chain by way of a stainless steel swivel was stowed on a pallet below the vessel.

25Kg CQR was stowed at the stemhead.

35Kg Bruce anchor was sighted in a cockpit locker.

20Kg Fob anchor with 10m of 8mm stainless steel chain and adequate warp was stowed in the Lazarette.

All equipment was serviceable and considered adequate for holding the vessel in normal conditions.

MAST AND SPARS

Examined with the mast stepped and sails removed.

Mast and boom are of white painted aluminium supplied by Selden.

The keel stepped mast is supported internally by a substantial GRP plinth over the keel forward section with no compression noted.

Mast was judged straight fore and aft, with even bracing from the standing rigging. No bends, kinks or creases were obvious from deck level with no visible corrosion seen as far as the single set of spreaders.

Boom was assessed to be straight with goose neck and end fittings serviceable.

STANDING RIGGING

Standing rigging is of 1x19 stainless steel wire with swaged terminals. Cap shrouds were of 12mm with intermediates, aft lowers, baby stay and twin backstays of 10mm construction. Running backstays were 8mm diameter. The babystay had been released from the deck fitting to accommodate the storing on deck of the dinghy over the winter period.

Lower swages, rigging screws and tangs were examined with a magnifying glass with no cracks or defects found.

Clevis pins were of correct size and secured by split pins.

Furlex roller furling systems fitted at the forestay and inner stay were visually in good condition with upper swivels and drums turning freely with no movement noted at the extrusion joints.

RUNNING RIGGING

All halyards and lines where seen were in a used but serviceable condition and free of chafe.

SAILS

Genoa had been removed from the vessel and stored with a local sailmaker for servicing.

Main and staysail were bagged and stowed below.

Sails were not inspected however it was reported that all sails were supplied by UK sails in 2012 and were in very good condition.

CHAIN PLATES

The forestay was securely through bolted at the stem head fitting.

Inner forestay was through bolted and backed at No.1 bulkhead with no distortion of the plate or stressing of the bulkhead evident.

Caps and inters share a chain plate terminating at No3 bulkhead. Aft lowers are secured to plates at a part bulkhead. Both fixings were hidden behind fitted furniture and not sighted.

Twin backstays are secured to welded tangs at the davit mounts.

No movement was noted at the deck plates with no heave at the deck noted.

ENGINE

Reasonable access to the engine is by removable hatches in the saloon floor and a panel in the aft cabin step.

The engine is a Perkins 4236 diesel No. U734532B. Machinery has at some time been repainted to a good standard with the coating generally well applied with minor surface corrosion noted at ancillary brackets, pulleys etc. The engine was securely mounted on a steel frame over GRP bearers by way of four flexible mounts found in good condition and serviceable.

Engine and gearbox oils were clean and at the correct levels. Ancillaries were found to be securely mounted and belts correctly tensioned and in good condition. All hoses and cabling were secure. A high output (180Ah) alternator has been fitted to charge the service bank with a second 75Ah alternator fitted to charge the engine start battery.

A high pressure engine driven pump for the water maker remains fitted but the drive belt has been removed.

The exhaust system consists of flexible hose with a high loop to prevent flooding from a following sea and fitted with a water lock and siphon break. Hose was in good condition where seen with all connections double clipped.

The engine control panel incorporates a rev counter and analogue gauges for temperature, oil pressure and voltage. It was reported that the machinery has completed 2080 running hours.

FUEL INSTALLATION

Two stainless steel fuel tanks are securely fitted beneath the saloon sole. Little of the tanks could be sighted however where seen upper surfaces showed no distortion or corrosion.

Fuel supply is by way of flexible hose found in good condition where seen and adequately supported. The installation incorporates a shut off /selection valve and a pre-filter with a glass bowl showing fuel to be in a clean condition fitted to both tanks delivery lines. A primary filter is fitted at the engine.

GAS INSTALLATION

A dedicated gas bottle locker is located in the foredeck chain locker. The locker is gas tight from the vessels interior, and is fitted with adequate drainage to atmosphere.

The locker holds two Camping Gas type bottles adequately secured in the upright position. The regulator was visually in good condition with the flexible hose dated for replacement in 2021. A 12v solenoid located in the locker was in the process of being replaced.

Copper delivery pipe where seen was serviceable and adequately supported.

A SMEV cooker with four gas rings and oven was visually in good condition, fitted with flame out safety devices and secure on gimbals. Flexible hose at the cooker was again dated for replacement in 2021.

ELECTRICAL INSTALLATION

2 x 12v 95Ah sealed engine start batteries, 3 x 200Ah Gel service batteries, and 2 x 95Ah batteries dedicated to the bow thruster were all in visually good condition and adequately installed.

Engine start batteries showed 13.71v and are protected by a 350A fuse, service batteries showed 13.80v with a 350A fuse and bow thruster batteries 13.82 with a 400A fuse.

Terminals were tight and free of corrosion with cabling of adequate size and in good condition.

Distribution panel was serviceable with circuit breaker switches adequately marked and fitted with indicator lights. Distribution cabling was in good condition where seen and secure. Connections where seen were free of corrosion and tight.

Isolating switches are fitted for the engine start bank, service bank and thruster bank. Windlass is powered by the engine bank. The installation also incorporates a link switch enabling the engine to be started from the service bank.

The following equipment was tested to the powering up stage;

- ICOM IC504 DSC fixed VHF
- ICOM IC-710 SSB
- Raymarine Multiview
- Raytheon Multi
- 2 x Raymarine wind speed and direction
- Raytheon Navigator
- Maxi TZ Nav charts on laptop
- Raytheon R40 XZ Radar
- Raytheon Ray Pilot
- Furuno Navtex
- CSM 200 AIS Transponder
- Ample Power battery monitor
- AA560 Auto anchor controller with chain counter
- Fridge compressor (water cooled tested during sea trials)
- Fresh, bilge and shower pumps

Port and starboard bow, stern light deck, steaming light and deck working light were serviceable.

A 2000w inverter was installed but not tested.

BOWTHRUSTER

A Side Power SE 100 bow thruster was visually in good condition with the unit secure at the GRP tube. Wiring was of adequate size with connections tight.

AC SHOREPOWER

Shore power enters the vessel by way of a water resistant socket located in the cockpit port aft locker to a panel at the navigation table. The panel incorporates a residual current device (RCD), volt and amp meters and breakers for the battery charger, water heating element and outlets.

A Dolphin 30A battery charger was in working order.

All cables where seen were found in serviceable condition, of adequate size and properly secured.

Shore power was connected during this inspection and when operated the RCD cut off the power supply.

WATER INSTALLATION

A stainless steel fresh water tank is located under the saloon sole. Limited inspection found the tank secure with no evidence of distortion or leaks.

Pipe work where seen was in good order. The water pump with pressure switch was left on during survey and was not heard to cycle indicating that there were no leaks in the pressurized side of the installation.

Hot water is supplied via a calorifier using the engines cooling system and a 220v element.

TOILET INSTALLATION

Two Jabsco toilets with manual vertical pumps were visually in good condition and secure.

The forward toilet is discharged directly to sea with the aft toilet installation incorporating a stainless steel holding tank discharged by way of a 12v macerator pump.

Pipework where seen was of sanitation standard with no smell or leaks noted.

BILGES

Limited access to the bilge areas is due to tankage and the engine compartment.

Where seen bilges were in a dry and painted condition with sole bearers serviceable and limber holes clear. No defect was noted.

BILGE PUMPS

A manual bilge pump draws from the engine compartment sump.

A 12v submersible pump rated at 1750GPH with float switch draws from the central bilge with a further 12v inline pump with float switch drawing from the forward bilge section.

When tested all pumps were in working condition and pipework, where seen, was found to be serviceable.

The above equipment was considered adequate for the vessel.

SAFETY EQUIPMENT

The following equipment was found onboard.

1 x Avon canister liferaft. Service due 2014.

1 x MOB rescue system

2 x automatic gas inflated lifejackets & 2 x manual gas inflated life jackets new 2017

3 x red hand held flares, 2 x smoke canisters with expiry dates of 2021

FIRE FIGHTING

Sighted on board;

2 x 1Kg ABC dry powder extinguishers with manufacture dates of 2018

A fire blanket was sighted close to the galley.

ADVISORY

It was reported that a gas approved automatic fire extinguisher will be installed prior to next season.

INTERIOR

Bulkheads showed no movement or distortion and remained secure at the hull. Doors were of a good fit.

Furniture and soles were generally in good condition with varnish coatings kept to a good standard.

Overheads were well fitted and in good condition.

Upholstery was in a used but clean condition and regarded serviceable.

GENERAL CONCLUSION

The overall impression of *Three Times A Lady* is that the vessel has been built to a good standard and with the use of good quality materials and fittings. The vessel has benefitted from regular upgrades and it is evident that a regular and comprehensive maintenance schedule has been in place. No serious reservations have been found within the Limitations of Survey and no defects of note found.

Providing that the present on-going maintenance schedule is continued it is considered that this vessel should provide good service for many years to come.

This survey is submitted in good faith and is accurate to my best knowledge and belief. The details of the craft are as supplied by the owner and no guarantee is offered as to their accuracy. Any covered, unexposed or inaccessible parts of the vessel's structure have not been inspected and the condition thereof is not to be assumed free from any defect or deterioration.

Nothing in this report either expressed or implied is intended to suggest that the vessel is fit for any particular purpose or will comply with any national or local regulations.

I look forward to being of assistance, should you require clarification on any of the points contained in this report.

Signed



Kevan R Whittle

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