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SURVEY REPORT
TYRANT
Thursday February 1st 2024

Report Number: TTG/PC/TYR /COND

AT THE REQUEST of [REDACTED],
OPJ the undersigned surveyor did on Friday January 24th 2024, conduct a survey of the Ketch
Rigged Motor-Sailor ***TYRANT*** whilst the craft was located on a cradle at the boat storage
facility of the Royal Norfolk & Suffolk Yacht Club at Lowestoft, Suffolk.



View from Port Side Forward

The Purpose of the survey:

To determine the general condition of the craft as a guide to any potential purchaser.

Scope of survey:

- Hull above and below the waterline including external fittings and appendages.
- Rigging, mast and sails including associated halyards, winches and fittings.
- External view of propulsion unit and associated fittings.
- Safety equipment.
- A general overview of the craft.

1.0 GENERAL PARTICULARS OF THE CRAFT

Name: *TYRANT*

Official Number: SSR 44425. Registration is valid to 11th December 2027.

Built: Hull formed circa 1969 by Tylers of Tunbridge. (See note 1)

Type: Van der Stadt 42 foot (12.80 m)

Original design intention is believed to be as a Sloop Rigged Racing Yacht but completed as a Cruising Ketch c1990.

Berths: 6

Length Overall: 12.8m

Waterline Length: 9.14m

Beam: 3.35

Draught: 2.13m (Max)

Hull Type: Rounded Bilge with Long Fin Keel

Displacement: 11.0 Tonnes

Construction: GRP hull and superstructure

Ballast: Cast Iron moulded in keel

Engine: VETUS MP 34 - 4 Cylinder 4-stroke Turbo-Charged Diesel @ 25Kw

Propulsion: Hydraulic Drive with hydraulic pump located to front of engine

Hull Finish: Red Anti-Foul with White hull. The hull has been epoxied

Note 1: The bare hull was purchased c1975 and the fitting out period completion was c1990.

Tank Capacities (Approximate)

Domestic Water: 455 litres in moulded tank under floor main saloon and 180 litres each to moulded tanks under port and starboard lockers in saloon.

Fuel Tanks 218 litres in moulded tanks located close to engine compartment at aft port, and starboard. [109 litres each].

Holding Tank: N/A

2.0 GENERAL DESCRIPTION OF THE CRAFT

- The craft is of GRP construction throughout having separate hull and deck mouldings bonded together at deck level.
- There is a rounded hull with a long-fin keel underwater profile.
- There is a square transom, with self-steering gear fitted.
- The entrance/access to the accommodation, forward of the cockpit, is fitted with a sliding hatch and doors. Access to accommodation is via a set of removable steps, which when removed, gives access to the engine compartment.
- The craft is arranged with an open after cockpit with storage lockers.
- The replacement engine was installed in 2023.
- Steering is via a direct wheel/rudder arrangement.
- The accommodation interior is divided in to two main compartments, consisting of a forward twin berth cabin giving access to a chain locker, and via a hatch, the fore-deck [Designated escape hatch].

- A main saloon containing the galley and diesel fired heating unit. (Perkins Atom Jet).
- The pressurised domestic water supply is part of the heating system arrangement.
- Between the forward berth and the saloon is a two berth cabin (Port side).
- Between the main two cabins are storage closets and the WC (Lava Loo).
- The craft is Ketch rigged with aluminium mast, spars and stainless steel standing rigging and braided rope halyards. **The sails are described in section 3.**

3.0 GENERAL CONDITION OF CRAFT

External Hull: Below waterline section

- A close visual inspection of this area was carried out and it was concluded that there was no indication of any significant damage, wear or abrasion to the area other than that considered to be minor or cosmetic.
- The hull has been epoxied.
- There is no indication of any stress fracturing or impact damage.
- There is some visible indication of hydrolysis or osmotic activity.
- These are small ‘blisters’ and not considered significant. R1
- There is one 3kg Zinc bolt-on anode aft to the starboard side. R2
- Hull/skin fittings were noted to be in clean and secure condition.
- The anti-foul paint has been sanded ready for re-application prior to launch.



Propeller/Shaft and Rudder

- A single folding 3 bladed bronze, 400 mm diameter propeller. This exhibits no indication of any distortion or tip damage. (This has been painted, including the zinc anode).R3
- The single plate GRP rudder appears in good condition.
- There is no perceptible movement to the upper rudder bushing.
- The rudder moves freely when operated.



Transom Showing Rudder & Self-Steering Unit



External Hull: Above waterline section

- A close visual inspection of this area was carried out, and it was concluded that there is no indication of any significant damage, wear or abrasion to the area other than that considered to be minor or cosmetic. There is no indication of significant stress fracturing or impact damage. The hull gel-coat was in good condition. The topside superstructure and fittings were also closely examined and found in good order, showing only fair wear and tear.
- Safety rails (Stainless steel) are in firm and sound condition.
- Decks and accommodation coach roof were found structurally sound and free of any defect.

The Mast, Spars, Standing Rigging & Sails:

These were found in good and serviceable order. Also Running rigging, blocks, rigging screws, travellers, winches and associated locating points were found maintained and in satisfactory working order.

The Mizzen mast was replaced in 2023.

Sails: Held on board

Mainsail x 1 (1993)	Area 33.5 m ³
Mizzen stay-sail (1993)	Area 10.86 m ³
Jib (1990)	Area 8.82 m ³
Jib (Stored in Saloon) (1993)	Area 29.00 m ³
Spinnaker (no details)	
Genoa Medium (In store)	
Genoa Oversize (In store)	

Winches:

3 Halyard – 2 speed.

1 Reefing – Single speed.

2 for Mizzen and Staysail

4 for Genoa and Sheets – 2 speed

Engine compartment

- The single propulsion unit is as new condition.
- There were no obvious significant oil or water leaks.
- The hydraulic drive transfer unit exhibited some indication of oil and surface rust as did the drive shaft coupling. (R4).
- The engine compartment would be improved by a through clean.
- The engine was not run. As this unit has approximately 10 hours run time, it may be assumed that it is in good mechanical condition.

Internal Spaces:

This is in satisfactory condition requiring some attention to general tidiness and presentation. There was no indication of water ingress at windows or hatch covers. There was a trace of water/oil in the hull bilge compartments. Bilges were found free from debris. There was no significant indication of oil staining to the engine compartment bilge.

Forward Berths.



Cockpit: Well appointed, with instruments and storage lockers.



Cockpit: Showing wheel and instruments

Batteries (Engine start/Domestic service)

Located in the after starboard cockpit storage locker are 2 x 12 volt 120Ah dedicated domestic service batteries.

Located in the engine compartment is a single 12 volt 90Ah dedicated engine start battery. These appear to be in a maintained condition.

4.0 EQUIPMENT ABOARD CRAFT

- 2 x Anchors to the fore-deck - CQR type.
- 1 x 20.45 Kg
- 1 x 11.30Kg
- A suitable length (approximately 30 metres) of 8mm diameter galvanised chain
- Anchor windlass. 'Lofthans' Twin Barrel, Electric with foot controls.
- VHF Transceiver. Sailor Compact VHF
- Radar. Furuno Model 1835.
- Hand Held GPS x 2 NAV 1000 + Magellan
- Furuno GPS Navigator
- Navtex Pro Plus
- Depth Sounder Seafarer Type 501.
- NASA STINGRAY Depth Sounder (Fitted 2020)
- Emergency Pyrotechnics.(R5) *
- Self-Inflating Lifejackets*
- 'Horseshoe' type lifebuoy and suitable length of rope (held in saloon.)
- Fire Extinguishers. I x 2 Kg Manual ABC Powder*
- 1 x I Kg Manual ABC Powder.*

- Fire Blanket x 1 in Galley area in main saloon.
- Auto Bilge Pump. Located to bilge aft in Saloon.
- Manual Bilge Pump x 1: Located at Portside upper locker.
- Inflatable Tender. 4 persons rating.*
- Portable Generator: Draper 'Suntom'. 700 watt, 2 stroke unit. Located in after cockpit locker.
- Shore connection: A temporary installation.
- **Note: Items marked * are those held in shore-side store.**



Portable Generator

RECOMMENDATIONS:

- R1: Make note on distribution of small blisters. A minor condition, but would recommend monitoring at each lift-out.
- R2: Replace 3Kg Zinc Anode.
- R3: Remove paint from propeller anode.
- R4: Clean engine compartment.
- R5: Replace emergency pyrotechnics as necessary. (2 x Parachute & 2 x Hand held minimum)
- RA1: Advised to install Carbon Monoxide alarm.
- RA2: Ensure all safety equipment is installed prior to sailing.
- RA3: Install suitable fire extinguishers.

5.0 CONCLUSIONS OF SURVEY:

Whilst the general particulars in section 1.0 of this report are believed to be correct and are given in good faith, they cannot be guaranteed.

It was the intention of this survey to conduct a full and complete condition survey of the said craft. The purpose is to ascertain the general overall condition of the craft for the guidance of any potential purchaser or the seller. The scope of the survey did not cover of parts of the structure that were inaccessible, unexposed or permanently covered. It cannot therefore be stated that any such part of the structure of the craft is free from defect. No internal inspection of any electrical or mechanical unit was made. No destructive test methods were employed. No engine operating test was carried out.

The craft was found to be in generally good and structurally sound condition, with no obvious major damage or defect that would impair or compromise the structural strength, seaworthiness or safe operation within the restrictions imposed by design parameters and operating area limitations. References to the condition of the craft and equipment should be read in context with the age of the craft and compliance with any maintenance program.

In the opinion of the undersigned surveyor, the craft *TYRANT* described above, at the time of the survey was found in sound condition, free of any significant defect.

Dated: **Thursday February 1st 2024**



Signed:...[Electronically signed].....
T M Trelawny-Gower
Attending Surveyor.

This report (TTG/PC/TYR/COND) of Thursday February 1st 2024 is written without prejudice to the terms and conditions of the Insurance policy, any sale/purchase agreements, and/or the interests of any or all parties concerned.

The report is written for the named person requesting such a report, and therefore shall not form in whole or part, a contract or implication between any third party and the attending surveyor. The validity of this report shall remain effective until such time as the purpose for which it is written is concluded. It may not be used for any subsequent purpose or as any future guarantee as to the condition of the craft, other than for comparative reference. Any financial implication is limited to the value of the survey.