GENERAL CONDITION SURVEY REPORT

of the vessel

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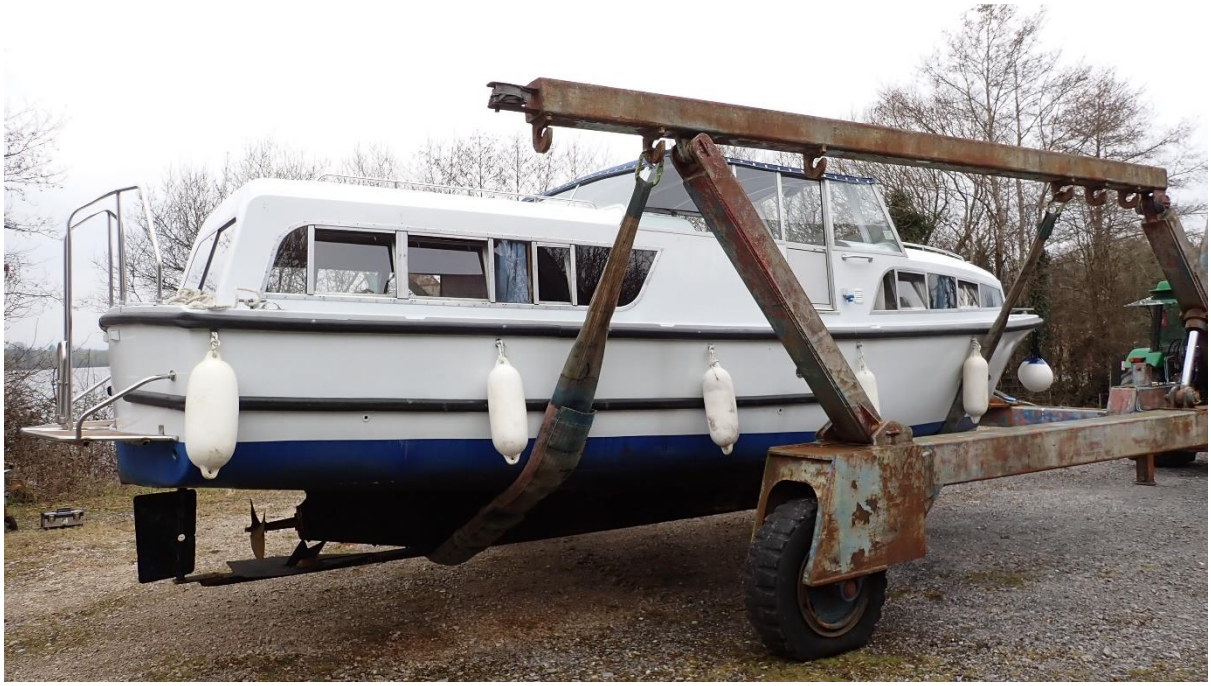
A Broom Skipper

Survey Ref: 40308-BrSk



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1. Summary

This survey was carried out as instructed by Mr. Tim Murray. The survey was undertaken for general condition purposes, as per our standard terms, provided with the quotation and relevant IIMS code of practice.

The survey was undertaken on the 8th of March 2024 at Oakport, Co. Roscommon. The weather at the time of the survey was cloudy, wind S force 3 and temperature of 8°C.

The vessel was surveyed ashore only. The vessel was in the slings of the travel hoist while the out of the water survey was undertaken. The watertight integrity of the hull and fittings must be checked when the vessel is re-launched.

This circa. 1980 Broom Skipper was previously a hire cruiser. It was in sound structural condition and sound general condition after recent maintenance and subject to the recommendations listed in section 13 and non-inspected areas described within the report. Service or replace the fire extinguishers and provide a fire blanket. Replace the flexible gas hose.

Pleasure craft users should familiarise themselves with the relevant regulations and best practices for the safe operation of pleasure craft or equivalent. See the links below:

In Ireland:

- The Maritime Safety Act, 2005.
- Code of Practice for Safe Operation of Recreational Craft: https://www.gov.ie/en/publication/66ff7e-safe-operation-of-recreational-craft/

In UK:

- Pleasure Craft Regulations: https://www.rya.org.uk/knowledge/regulations/pleasure-craft
- Boat Safety Handbook: https://www.rya.org.uk/shop/p/rya-boat-safety-handbook-ebook

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Date: 20th of March 2024

2. Scope of Survey and Limitations

This report was prepared solely for the person named above. No liability extents to others who may have sight of this report. All rights are reserved by the author.

The survey was undertaken as per our standard terms and conditions which were provided with the quotation.

The vessel was surveyed ashore only. The watertight integrity of the hull and fittings must be checked when the vessel is re-launched. This report represents the condition of the vessel on the date the survey was undertaken.

No parts of the vessel were dismantled and no bolts were drawn for inspection. Areas that were inaccessible, due to fixed panels, linings, machinery, internal mouldings, tanks, etc. were not inspected. It is not possible to report these areas were free from defects.

Antifouling, if present, may be removed from small sections of the hull to examine the underlying structure.

Engines and systems typically wear from the inside. It was not possible to ascertain their full condition. This survey does not constitute a full engine report.

Electrical equipment was inspected visual with test switching for functionality where practical. Certification on LPG installations can only be undertaken by a registered gas engineer. Therefore any comments are for guidance only.

No liability whatsoever is accepted for those parts of the vessel to which access could not be gained at the time of survey. Nor for any recommendations which are not properly rectified. Nor for any maintenance not undertaken.

The survey does not provide warranty on any parts or equipment. Nor was it undertaken to ascertain if the vessel complies with any rule or code of practice as may be required by any authority under whose jurisdiction the vessel may be operated. The tax implications for a vessel entering or leaving the EU are not covered by this survey.

The definition of terms used in the report are described below:
Satisfactory/ Good: The item does not currently require maintenance.
Sound/ Sufficient/ Fair: The item should be monitored as it will require maintenance in the future.
Poor/ Unacceptable: The item must not be used until it has been repaired or replaced.

3. General Specification

* As per broker/ manufacturers specification. Not verified.

NAME:	-
MAKE:	Broom
TYPE:	Skipper
YEAR BUILT:	circa. 1980
IDENTIFICATION:	HIN: Not evident. WI No: 1472
RCD CATEGORY:	This river cruiser was commissioned within the EU prior to 15th of June 1998. Therefore the RCD did not apply.
DESIGNER:	R. M. Martins.
BUILDER:	CJ Broom & Sons, Norfolk, UK.
CONFIGURATION:	Displacement hulled river cruiser, with long keel. Single inboard engine with shaft drive. Accommodation for 4 persons, Fore and aft cabins, saloon, galley and heads.
CONSTRUCTION:	Moulded GRP.
LOA:	9.14m *
BEAM:	3.15m *
DRAFT:	0.76m *
AIR DRAFT:	2.44m *
DISPLACEMENT:	2,600 Kg *
MACHINERY:	Perkins 4.236 four cylinder diesel engine.
FUEL CAPACITY:	1 x 182 litres. *
WATER CAPACITY:	1 x 410 litres. *
WASTE CAPACITY:	- litres *

4. Hull and Structure

4.1. The hull was constructed of a GRP moulding. It was formed of a single skin with resin impregnated chopped strand matt (csm). The hull moulding was stiffened internally by wooden bulkheads and frames bonded to the inside of the hull shell.

4.2. The hull below the waterline was visually inspected and randomly hammer tested. The form of the hull was fair. There were no blisters evident on the hull below the waterline.

4.3. The marine coating consisted of blue antifouling. The antifouling was well adhered to the hull.

4.4. The topsides finish was painted white. The condition of the finish was good. The rubbing strake consisted of a rubber profile. It was in sound condition and securely fixed to the hull.

4.5. There was a small quantity of water in the bilge. The bilges should be cleaned and monitored.

4.6. The internal hull structure was examined where accessible under the berths, lockers and bilge areas. Where accessible, the hull structure internally was sound.

4.7. It was not possible to access the hull internally due to internal linings in parts of the cabins, heads and saloon. Neither was it possible to access the hull under or behind the permanently installed equipment.

5. Propulsion and Steering Gear

5.1. The vessel was fitted with a three bladed bronze fixed propeller, left handed, 18" diameter, mounted on a stainless steel shaft. The propeller was secured with a lock nut. There was no pitting evident on the propeller. There was minor tip damage to the propeller blades. There was a disc type rope cutter securely mounted in front of the propeller. The propeller was rotated by hand, it turned freely with no tight spots.

5.2. The shaft was supported by the cutlass bearing mounted in the external brass stern tube. There was no play between the propeller shaft and the cutlass bearing.

5.3. The stern tube was brass and securely bolted through the hull shell. The propeller shaft was secured to the transmission with a flexible coupling. The stern tube was a greased packing gland. The stern gland should be checked when the vessel is being launched. Weeping in excess of 3 drops per minute would necessitate tightening the packing gland to the stuffing box. Where there is no travel left on the packing gland or the packing has deteriorated, the unit should be fully serviced with new packing.

5.4. Steering was via a skeg mounted rudder of mild steel. The rudder was in sound condition. There was no play between the rudder and bearings. There was no damage evident on the rudder. The rudder tube was constructed of brass and securely fixed to the hull. The rudder gland consisted of a greased packing gland. There was no evidence of weeping at the rudder gland.

5.5. The steering was rotary cable operated. The steering functioned. The steering arm was accessible in the galley. The steering arm was secure.

5.6. There was a sacrificial anode fitted to the skeg. Anodes should be replaced when 50% wasted. Sacrificial anodes should be zinc for salt water and magnesium for fresh water.

6. Through Hull Fittings

6.1. No dismantling of through hull fittings or valves was undertaken. Each fitting was hammer tested. Were accessible valves were actuated and hoses and hose clips were vigorously tested. The watertight integrity of the hull and fittings must be checked when the vessel is re-launched.

6.2. There were 5 through hull fittings at or below the waterline, as described below:

Description:	Access:	Material	Valve	Hose	Clips
Waste outlet	Under V berth	Brass	Gate	Fair	2 x s/s, fair
Heads Inlet	Under V berth	Brass	Gate	Fair	2 x s/s, fair
Heads sink drain	Under heads floor	Brass	N/A	N/A	N/A
Engine coolant inlet	Engine compartment	Brass	Gate	Fair	2 x s/s, fair
Galley sink drain	Aft locker	Brass	Gate	Fair	2 x s/s, fair

6.3. The through fitting for the heads sink drain was not accessible. Gain access to allow inspection of the fitting and operation of the valve. Otherwise the through hull fittings listed above were secure. The isolation valves should be actuated bi-annually to ensure that they remain operable. The through hull fittings appeared to be the original fittings.

6.4. The hose connections to the through hull fittings were secured with 2 s/s hose clips.

6.5. The through hull fittings above the waterline were examined externally only and found to be secure.

7. Weather Deck

7.1. Hull and Deck Joint.

The hull and deck joint was formed between the hull and a flange on the deck moulding. The hull and deck were bonded together and further protected by the rubbing strake externally which was fixed through the hull and deck joint. The rubbing strake was manufactured of rubber profile. There was no evidence of significant damage to the rubbing strake. The hull and deck joint was examined internally in the anchor and aft lockers. It was secure in these areas.

7.2. Deck & Coachroof

The deck and coachroof were GRP construction. The external finish was the painted white, with anti-slip deck paint freshly applied to the trafficked areas. The deck and coachroof were load tested. No flexing was evident. The deck and coachroof were in sound condition.

7.3. Pulpit, Rails & Lifelines etc.

There were stainless steel pulpit and pushpit bolted to the deck. They were securely fixed. There was no damage to the deck around the bases. There were s/s handrails fixed to the coachroof. They were secure.

7.4. Access, Hatches & Ports

There were three points of access/egress to below decks: The side doors and fore hatch.

7.5. The two saloon doors where aluminium. They could be closed securely and locked. The access was well protected from the weather deck and any potential down-flooding.

7.6. The fore hatch was constructed of GRP. The hatch was secure. The seals and latches were in sound condition. There were no signs of water ingress.

7.7. The coachroof windows were aluminium framed and bolted to the GRP structure. Pressure was applied to the panes internally. There was no movement of the panes. There was no evidence of significant water ingress.

7.8. **Mooring Arrangements & Ground Tackle**
The anchor was stowed on the bow. The anchor was a Danforth type and manufactured of galvanised steel, 10kg approx. The anchor was in good condition.

The anchor rode consists of 6mm galvanised steel chain. The anchor rode was inspected in the anchor locker. The anchor rode appeared in good condition.

There were four mooring cleats fitted to the deck. The cleats were secure. There was no evidence of damage to the deck in the vicinity of the cleats.

8. Engine and Systems

8.1.

Engine Make & Model		Perkins 4.236
Serial No.		-
Hours run		- hrs
Stated power	*	49kw (66hp)
Configuration		4 cylinder normally aspirated diesel engine.
Cooling		In-direct raw water cooling.
Mountings		4 x Rubber anti-vibration mountings.

8.2. The engine was located under the saloon floor and could be accessed from the removable floor hatches. The engine was clean externally. There was no evidence of significant oil or coolant leaks.

8.3. The engine beds were constructed of hardwood as part of the internal structure. There was no evidence of movement or deterioration.

8.4. Engine cooling was by indirect raw water. The raw water was fed through an inlet strainer to the water pump. The coolant level was satisfactory.

8.5. The engine and transmission oil level and condition were satisfactory.

8.6. The fuel tank was mounted in the engine compartment. It was constructed of m/s and securely mounted. The fuel system was fitted with a fuel filter/ water separator and isolation valve.

8.7. The engine had a wet exhaust. The exhaust manifold was secure. There was a proprietary silencer. It was secured behind the engine. The exhaust hose was secure at the engine.

8.8. The engine was not run. The engine should be serviced and maintained as per the manufacturer's recommendations.

9. Safety and Navigation Equipment

9.1. Firefighting:

There was no fire blanket evident. Provide a fire blanket and have it mounted adjacent to the galley.

There was a dry powder fire extinguisher in the engine compartment. There was no evidence of recent service. Service or replace fire extinguisher.

As a minimum provide two fire extinguishers with a combined rating of 13A/ 89B. Fire extinguishers should be positioned where easily visible and securely mounted. Maintain fire extinguishers as per manufacturer's recommendations.

9.2. Bilge Pumping:

There was an electric bilge pump fitted. The pump functioned in manual mode. The pump should be tested in automatic mode with water in the bilge.

9.3. Lifesaving:

There was a folding stainless boarding ladder mounted on the transom platform. It was secure.

10. Permanently Installed Equipment

10.1. The power to the low voltage circuits was provided by two 12vdc sealed lead acid batteries, 110Ah & 100Ah. The batteries were in the engine compartment. The batteries were ventilated and secured from movement. The cables were secured to the battery terminals. There was no corrosion evident at the battery terminals or accessible cables.

10.2. There was a 230vac shore power installation on board. The incoming socket was on the starboard side. It was secure and weatherproof. The trip switch was in the locker to starboard in the saloon. The shore power was not connected. The trip switch should be tested when the power is connected.

10.3. There was a pumped hot and cold fresh water system on board. There was a galvanised steel water tank under the berth in the aft cabin. The tank was secure. There was no evidence of leaks. Water hoses were flexible plastic pipes, where accessible these were in sound condition, secured with hose clips. The water pump functioned. There was a new calorifier/ immersion securely mounted to port in the engine compartment. The calorifier was not connected.

10.4. There was a heads compartment to port forward. The marine toilet was manufactured by RM and manually operated. It was securely fixed. The hose connections were secure. There was no holding tank.

10.5. There was an LPG installation on board for the stove. The gas bottle locker was on the aft deck. The low point vent/drain from the gas bottle locker was connected overboard. There was a regulator/ isolation valve in the gas bottle locker. There was a flexible hose from the gas bottle to the copper manifold. Flexible gas hoses must be replaced. Gas hose should be every five years.

The gas system was not tested. The LPG installation should be inspected annually by a competent person in accordance with Marine Notice 37 of 2017.

10.6. There was a diesel heating installation on board. The unit was securely mounted to starboard in the engine compartment. The exhaust was lagged and ducted overboard. The systems should be inspected and serviced by a competent person.

11. Accommodation

11.1. The layout below decks consisted of the following:
Fore cabin with V berth.
Saloon with table, seating/berths. The removable roof was canvas and in sound condition.
Galley aft with table, seating, appliances and stowage.
Aft cabin with double berth.
Heads to port forward with basin and shower.

11.2. The condition of the interior fit-out was reasonable.

11.3. There was no evidence of any significant damp.

12. Conclusion

This circa. 1980 Broom Skipper was previously a hire cruiser. It was in sound structural condition and sound general condition after recent maintenance and subject to the recommendations listed in section 13 and non-inspected areas described within the report. Service or replace the fire extinguishers and provide a fire blanket. Replace the flexible gas hose.

13. Recommendations, Maintenance & Observations

There are three categories of action, as described here:

A: Recommendations are critical and they must be rectified before further use of the component/ vessel.

B: Maintenance should be completed at the next scheduled maintenance, or within one year.

C: Observations Non-standard components. Areas to be monitored.

Recommendations:

A1 Service replace fire extinguishers and provide a fire blanket. See section 9.1
A2 Replace flexible gas hose. See section 10.5

Maintenance:

B1 Check the stern gland when the vessel is launched. See section 5.3
B2 Replace sacrificial anodes when 50% corroded. See section 5.6
B3 Gain access to heads sink drain through hull and test isolation valve. See section 6.3
B4 Service and maintain engine. See section 8.8
B5 Test shore power trip switch. See section 10.2
B6 Service LPG and diesel heater installations. See sections 10.5 & 10.6

Observations:

C1 Minor tip damage to propeller blades. See section 5.1

End.