



# INSURANCE SURVEY FOR GRAHAM ROSE

26/3/2021

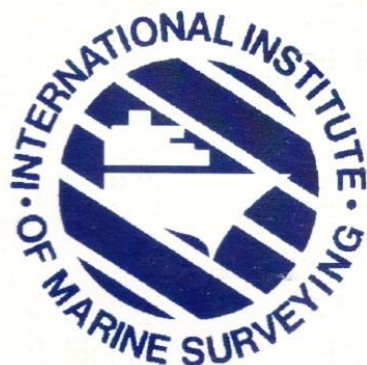
DREW SAYER  
FORE AND AFT SURVEYORS  
PH: 0419 042 558 ABN 95806 164059  
[WWW.FOREANDAFTSURVEYORS.COM](http://WWW.FOREANDAFTSURVEYORS.COM)  
GLENWOOD QUEENSLAND 4570

Member of the International Institute of  
Marine Surveyors



## CONTENTS

Vessel description and Configuration.....	Page 2
External.....	Page 3
Deck and Cabin.....	Page 4
Mast and Rigging.....	Page 5
Interior.....	Page 6
Tankage and Machinery.....	Page 7
Electrical.....	Page 8
Safety Equipment.....	Page 8
Recommendations.....	Page 8
Valuation.....	Page 8
General Comments and Disclaimer.....	Page 9
About Fore and Aft Surveyors.....	Page 10



**VESSEL:** Halcyon Quest **DESIGN:** Roberts 38 **REGISTRATION:** WE562Q

**CLIENT:** Graham Rose **PH:** 0481 725 539 **EMAIL:** grahamrose643@gmail.com



**LOA:** 11.66 meters **BEAM:** 3.43 meters **DRAFT:** 1.7 meters **BUILT:** 1978

**CONSTRUCTION:** Steel hull & decks **ENGINE TYPE:** Perkins Diesel

## CONFIGURATION

11.66-meter fin keel yacht, from cockpit step down into the cabin with toilet/dinette to port and galley/settee opposite. Then step through the main bulkhead and there is a V-berth in the bow. Back by the galley is the walkway to the aft cabin with a double bed athwartships.

## EXTERNAL

The vessel was inspected out of the water for insurance purposes at Maryborough Slipway on the 26<sup>th</sup> of March 2021. The day was fine and presented no challenges while surveying.

The hull is constructed of 6mm steel and is in good condition. The topsides have been spray painted with two pack paint and there is new Jotun antifoul below the waterline.

The keel hull join looked perfect with no sign of any cracked welds.

The rudder is well mounted on the skeg. The rudder bearings felt firm when I moved the rudder by hand. The Hydrive hydraulic steering looked in good condition.



There is a three blade bronze propeller mounted on a 1 ¼ inch stainless steel shaft. The cutlass bearing felt firm when I rotated the shaft by hand.

## DECK/CABIN

The deck is constructed of steel and is in good condition for its age.



There is a good condition stainless steel toe rail that encompasses the whole yacht.

The cabin windows are bronze portholes and are in good condition.

There are three custom made timber hatches on the deck. All the hatches could do with a new coat of varnish.

There is a 9kg gas bottle well mounted on the stern rail. There was no gas certificate on the day of the survey.

There is an average condition plywood/steel Bimini that covers the cockpit area.

There is a well bolted down stainless-steel radar arch/davits with two solar panels mounted on top.

There are four appropriate size stainless steel cleats and a large bollard for mooring Halcyon Quest

The anchoring arrangements appear to be appropriate for the size of the vessel, with a 45lb CQR anchor with a large amount of 10mm short link chain. There is a manual anchor winch to handle this equipment.

The cockpit empties through two good size drains in the cockpit floor.

The wheel is at the aft end of the cockpit with the single lever engine control within easy reach. The wheel position is a bit awkward and needs to be moved aft to allow better cockpit access.

## MAST AND RIGGING

Halcyon Quest is ketch rigged with two aluminium masts that both have aluminium booms and solid boom vang. The masts are deck stepped into aluminium mast step brackets. There is a Profurl furler on the forestay and inner stay. The rigging was replaced in 2015. The chainplates are well welded to the hull structure.



There are two Barlow 25 winches, one Barlow 23 winch, one Barlow 20 winch and one Lewmar self-tailing winch. All sun freely when turned by hand.

There is a mainsail, mizzen sail and two furling headsails. I did not inspect the sails on the day off the survey. The mainsail cover needs repairing.

## INTERIOR

The interior is finished in white paint, varnished trim and panels and blue upholstery. The interior is in good condition for a 43-year-old yacht.



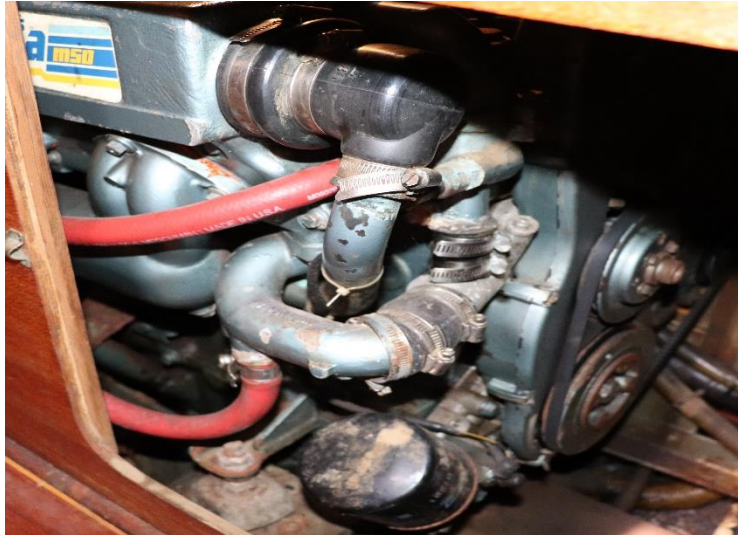
The photos starting from the left-hand side and going clockwise are galley, dinette, aft cabin, and toilet/shower area.

The 25mm x 6mm stringers, 5mm x 4mm frames and bulkheads all look like the day Halcyon Quest was built.

Halcyon Quest is fitted with a Smev 4 burner stove with oven, built in Oze Fridge, Jem hot water tank and TMC electric toilet.

## TANKAGE AND MACHINERY

The engine inspection was a visual one, so I am unable to comment on the condition of the internal parts or the correct operation of the engines. There is a four-cylinder 50hp Perkins Prima diesel engine under the cockpit floor. There is 2,226 hours on the clock. There is a PSS seal on the shaft and new flexible coupling.



There is a 400-litre aluminium diesel tank.

There are 400-litres of water in bladders.

The seacocks all opened and closed easily.





## ELECTRICAL

The 12-volt electrical installations are all fitted with fuses which appear to be functioning correctly.

There are two well secured deep cycle house batteries under the dinette seat and two start batteries under the companionway step.

There is a Course Master 750 autopilot. ICOM VHF, two GME 27 meg radios, two solar panels and solar regulator.



## SAFETY EQUIPMENT

There is one manual bilge pump, two Rule 3700gph bilge pumps with Rule float switch and one Rule 360gph bilge pump with float switch.

There is a GME EPIRB (expire 10/25), four lifejackets V-sheet etc

## RECOMMENDATIONS

1. Repair mainsail cover.

Halcyon Quest is in good condition for her age and only needs the mainsail cover repaired.

## VALUATION

It is my opinion that this vessel after I did the in-water survey on 26<sup>th</sup> of March 2021, would have a market value of \$30,000. This valuation has been devised in accordance with current market value for this type of vessel, founded on design, professional construction, condition, attention to detail and equipment on board on the date of inspection 26/3/2021.

## GENERAL COMMENTS

Halcyon Quest would be considered well-constructed and structurally sound and seaworthy for coastal cruising. Providing she is appropriately crewed and operated in a safe manner with due regard for good seamanship.

## DISCLAIMER

This report was formulated from information collated from the present owner, and a visible inspection of the vessel's accessible areas only. We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are therefore unable to report that such part of the structure is free from defect. The survey reflects the equipment and information available on the day of the survey (26/3/2021). This is not a certificate that the vessel is safe.

In good faith

Drew Sayer



[www.foreandaftsurveyors.com](http://www.foreandaftsurveyors.com)

## ABOUT FORE AND AFT SURVEYORS



Drew Sayer is a member of the International Institute of Marine Surveyors. He has been surveying and repairing boats for 28 years in Canada, Fiji, New Zealand, and Australia. Drew frequently travels Australia wide surveying boats. He is based in Gympie, Queensland.



This is a 10-meter Volkscruiser that Drew sails in his spare time.

