

D Watson Shipwright Services

Specialists in All Types of Boat Building and Shipwright Work.
Surveys, Marine Consultant, Pre-Purchase Inspections and Valuations.
Registered Class 1A Surveyor No: 295, Marine Surveyors Association Inc.



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Our Ref No: 01297 SUR VAL

Date: 16th June 2024

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Survey Report and Valuation on Timber ADAMS 13 Auxiliary Cruising Yacht
"McCoy". Inspection carried out at the Port Huon Sailing Club out of the water only
on Tuesday 11th June by Doug Watson Surveyor/Shipwright.

Vessel Type: ADAMS 13 Auxiliary Cutter

Name: "McCoy"

Year: 2008

Length: 43' 0" – 13.00 Metres

Beam: 10' 2" – 3.99 Metres

Draft: 4' 0" – 1.219 Metres

CB Down: 9' 6" - 2.896 Metres

Displacement: 7.00 Tonnes

Keel Ballast: Centre Board/Lead, Note: all Measurements approximate

Designer: Joe Adams

Builder: John & Pam Mann,

Australian Registered No: 858537



marinesurveyhobart@gmail.com



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Member SBA0020/655/92

Description of this Vessel is as follows:

Hull: 4 layers GABOON diagonal cold moulded plywood with GRP in EPOXY over, Keelson, Stringers, Frames and Floors, heavy scantlings specified and laminated from Hoop Pine and spotted gum, Copper fastened throughout using Copper Roves, Bulkheads marine plywood and timber with attachment points secure,

Bulwarks: Teak timber mounted on custom cast bronze fittings that incorporate the stainless-steel Stanchions for strength and rigidity,

Above the waterline has been meticulously faired and including the Boot Top finished and painted to a very high standard, currently in excellent condition, Below waterline is smooth and was last anti-fouled in October 2023 and will be touched up where necessary before re-launching,

Keel is solid timber deadwood through bolted using custom high grade bronze Bolts and backing pads,

A GRP centreboard incorporates lead Ballast of approximately 300lbs,



Rudder: Laminated Hoop Pine Timber with GRP in EPOXY over includes bronze Gudgeon and Pintals,

Directly steered with a varnished spotted Gum Tiller and custom bronze head fitting,

Cockpit Drains are through large GRP Tubes directly through transom,

Skin Fittings for Toilet both in and out and Bilge overboard are bronze, percussion test ok and where visible appear in very good condition.

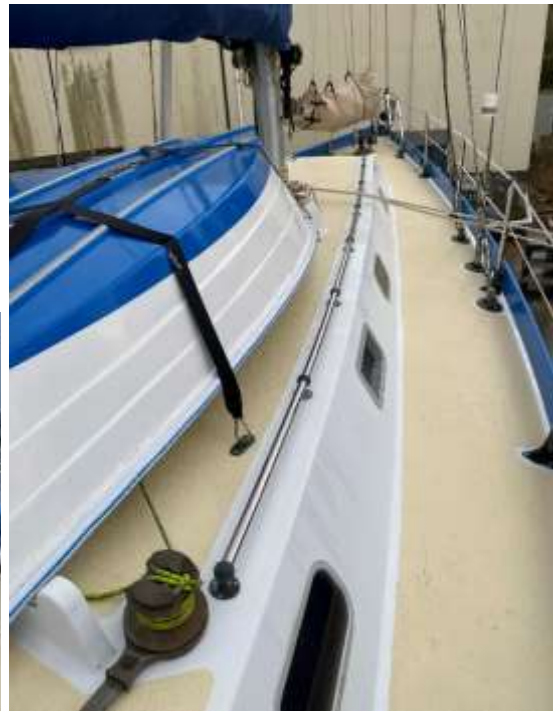
Deck, Cabin and Cockpit:

Deck: Two layers of 12mm GABOON Plywood over timber deck shelf and beams throughout with a large king-plank forward,

Cockpit: As above with laminated Teak timber planking over the cockpit sole, seats and coamings,

Cabin: Hoop pine sides and Knees,
GOIOT aluminium opening Ports that have Storm Covers included,
Traditional GOIOT Fixed port lights,

Large GOIOT Hatch in the foredeck,



A timber/plywood hard Dodger over the forward end of the cockpit has

ACRILIC Windows both in the front and sides with a GOIOT aluminium Hatch over, Finish over including non-skid areas is currently in very good condition,

GOIOT opening Ports in the cockpit give excellent ventilation to the quarter berths below,

PANNEX Crystal Hatches in the Galley, Head and Cockpit,

After deck Hatches, one for storage and one for dedicated Gas Bottles,



The companionway includes plywood, timber and Aluminium Storm Doors that lock securely.

Deck Gear and Equipment:

Main Anchor and Warp: DELTA Type Anchor with 150 feet of 8mm high tensile Galvanized Chain that feeds into an anchor locker directly below deck,

Bow fitting is hi-quality fabricated stainless-steel with a single Roller for anchor stowage and mooring facilities,

Stainless-steel Pulpit, Pushpit and Stanchions are hi-quality fabrications, Safety Lines are double Braid,



A bronze custom-built manual Anchor Winch is based on a MUIR model and includes a Breaker Switch,

A stern Anchor with chain is stowed on the Pushpit together with Rollers for immediate Launching,

Forward and after Deck Bollards are Heavy cast bronze and include Fairleads and Hawse Pipes,



A small stainless-steel crane on the after deck for Lifting the outboard,

Stainless-steel Chain Plates for forward, after, cap shrouds and split backstay fittings together with Mast Base have been fabricated to a very high standard, Stainless-steel safety Rails with bronze fittings on the trunk cabin/hard dodger roof,

The GOIOT Main Sheet Traveller is mounted over the after section of the hard Dodger,

A Stainless-steel Bimini over the cockpit with 2 x 120watt Solar Panels.

Interior and Accommodation:

Cabin Interior: Fitted out in solid Timber/Plywood to an above average and very high standard with varnished and painted surfaces over, included is a scrubbed Teak sole, Quarter Berths port and starboard aft with ample stowage under,

The Galley on the port side amidships includes a BROADWATER 2 burner LPG gimbaled Stove with Oven/Grill and a fully insulated top opening 40 lit icebox cabinet,

Two deep stainless-steel Sinks have fresh water via gravity feed system, Navigation area on starboard includes Chart Table seat and stowage area,



Accommodation includes a large V-berth in the forward cabin with ample storage space and drawers under,

Midships on the starboard side is the head which includes a fully enclosed space with manual LAVAC Toilet and stainless-steel Vanity with fresh water and shower fed via S/Steel gravity tank system, A 20lit desalinator Tank included,

The saloon also incorporates a Dinette with seating each side of a varnished spotted Gum and hoop pine Table,

HOT POT English Heater burns heat beads,



Soft Furnishings including Bunk and Saloon Cushions, Pillows and Bedding are generally in very good to new condition.

Plumbing and Equipment:

All Sea-cocks are hi-quality Marine ¼Turn Bronze and Plastic,

Pumps include:

Four (4) HENDERSON manually operated Pumps,

Two (2) for the Bilges,

One (1) for the Toilet and one (1) to lift fresh water to a stainless-steel gravity tank for showering,

Fresh Water is contained in two stainless-steel Tanks under the saloon berths with a combined capacity of 500 litres and 6 x 10 lit Portable water containers,

Kerosene is contained in a stainless-steel barrel type tank with a capacity of approximately 40Litres,

Three (3) 9kg LPG Gas Bottles are secure in a dedicated cockpit locker that drains directly overboard,

Note: LPG System was originally installed by a Gas fitter.

Batteries and Electrics:

Two AGM Sealed FULL RIVER deep cycle Batteries are secure in dedicated Boxes under the companionway Stairs and were installed new in 2021,

Spark proof Master Switch and Panel Switches with appropriate breakers,

Two SHARP 120.0-Watt Solar Panels on the Bimini include

BLUE SKY Solar Boost 2000E 25amp solar charge controller

GME GR9000 Marine AM/FM Radio CD & MP3 Player with 4 Speakers,

Lighting includes 2 SORENSON gimbaled

Lamps with reflectors,

Navigation Lights are DEN HAAN port,

starboard, stern and riding lights with

6inch lens which give a minimum of 2

nautical mile range,

Interior lighting includes:

LED Lights in the Galley, Head and

above Quarter Berths,



All wiring and electrics were fully operational, is neat, secure and finished to a very high professional standard.

Mast, Rigging and Sails:

The vessel is rigged as a mast head cutter with main Cap Shrouds and both fore and after shrouds and split Backstay,

Spars including Mast, Boom and Spinnaker Pole are S&H Spars Gold Coast aluminium

The keel stepped Mast together with the aluminium Boom are anodized finished,

Standing Rigging 1/19 Stainless-steel has been hand spliced, fitted new in 2008,
Running Rigging mostly RONSTAN and GOIOT includes,
Mainsheet and Headsail Tracks and Blocks,

All Sail handling Winches are MURRAY bronze 2-speed self-tailing both Primary and secondary,
On the Mast halyard and Boom outhaul,
A dedicated MURRAY Winch for the Centreboard,



Hi-Field Lever for the inner forestay



Sails Include:
Mainsail, Staysail and Yankee,
A 2nd Yankee includes a bonnet,
Storm Jib and Trysail and Drifter,

All Sails are original, have been continually inspected and serviced regularly and are generally in good to as new condition.

Safety and extra Equipment:

PLASTIMO CONTEST 130 Helm Compass



GME ACCUSAT MT400 EPIRB

Spare Anchors include 35lb CQR and a stern anchor, 22lb DELTA with 200ft nylon line and 15ft of Chain as well as a dingy anchor and Admiralty style Anchor with 50' Chain

Parachute Sea Anchor with 200feet of line
2 x Level 100 PFD Life Jackets and 2 x Inflatable Yoke type Life Jackets

Dry Powder Fire Extinguishers, appear in charge and Fire Blanket

First Aid Kit

BARIGO Ships Clock and Barometer

MONITOR Wind Vane with both light and heavy Blades



10foot William Atkin Custom Dingy with 3 pairs of rowlock chocks and Timber mast,

Fenders and assorted mooring and handling Lines

Manual hand cranked Laundry Washer

12 Volt Vacuum Cleaner

Many Spares and Ships Equipment Manuals.

Comments and Final Assessment:

This vessel was designed in close consultation with the designer especially for long distance blue water sailing and built using good professional boat building techniques and the best materials and equipment available including especially selected timbers.

Having been originally constructed by the owners and fitted out by a shipwright, all who have been fastidious in finishing "**McCoy**" to an exceptionally high standard she currently presents in an excellent and seaworthy condition suitable for her intended design that is coastal and offshore sailing.

Valuation:

*The appraisal of the value of "**McCoy**" and its fittings is based on the likely market value at the time at June 2024 and comparison with similar vessels at the present time.*

It is not a security valuation and you should also note that the value of a vessel at any given time depends on the market at the time. The value could increase or decrease with market fluctuations, and with any changes in the condition and appearance of the vessel.

The value of any vessel depends on market forces, the condition and appearance of the vessel, the quality of the build and materials used and prevailing economic circumstances. Also note that as a general rule the cost of a replacement vessel is generally far higher than the market value and this should be taken into account when insuring the vessel. The market value should generally be expected to decrease in time as the vessel ages despite the condition in which the vessel is kept.

We estimate that the current value of "**McCoy**" as she presents at this time is in the vicinity of: \$185,000.00



Note:

This out of water Inspection is based on reasonable visual inspection of the: Vessel, it does not include any assessment of those aspects only discoverable by invasive, dismantling or destructive means.

It is brought to your attention, that there may be defects with the vessel not revealed with this inspection, despite all reasonable steps taken. This out of water Survey is given without prejudice, and to the best of my knowledge information and belief, is a true and accurate representation of the condition and Value of this vessel.



This out of water Survey Report and Valuation has been prepared for the contracting parties only, and is not to be used by any other person or parties without the express permission of the owners of this document.

*Signed: Doug Watson
D. Watson Shipwright Services P/L
Registered Class 1A Accredited Surveyor No: 295
Marine Surveyors Association Inc.*