WILSONS
AUCTIONS

# Report of Overview Condition Survey for Valuation Purposes
# Sailing Vessel
# "GOLEM"

| | |
|---|---|
| **Client:** | Wilsons Auctions |
| **Hull identification/build number** | Hull 343 |
| **Description of Vessel:** | Aluminium Alloy Sailing Cutter |
| **Type/Builder:** | Nordia 57/Hull Gouwerok/ Outfit Nordia van Dam |
| **Stated Year of Build/Flag State:** | Hull 1987/Completion 1990/NA |
| **Registered Tonnage/Port/ number:** | NA/9392ZA1994/Muiderzand |
| **Recreational Craft Directive Plate:** | NA |
| **Approximate Dimensions:** | LOA:17.20 (m); BOA:4.44 (m) Draft:2.13 (m) Displacement: 28,000 kg |
| **Propulsion:** | Single six cylinder diesel with conventional shaft drive |
| **BPML Surveyor:** | Richard Linford BSc, MSc, CEng, CMarEng, MIET, MIMarEST AMYDSA |
| **Contract number:** | BPML 931-16 |
| **Location / Conditions for Survey:** | Richbrough Kent/Out-of -water |
| **Dates of Survey:** | 20th June 2016 |


# "GOLEM"
## Survey Summary
*{Subject to Access and Limitations of Survey}*

| | |
|---|---|
| ✓ = Generally satisfactory<br>X = Defect or deficiency found<br>? = Advisory issue | **NA** =Not applicable<br>See sections in main body of report for detail |

| | | | |
|---|---|---|---|
| **1 – Hull, Deck & Structure** | | | |
| 1.1 Hull & structural attachments | ✓ | **X** | |
| 1.2 Keel & Attachments | ✓ | **X** | |
| 1.3 Rudder/Skeg | ✓ | **X** | |
| 1.4 Stern Gear | ✓ | | |
| 1.5 Cathodic Protection | ✓ | | **?** |
| 1.6 Sea Inlets & Discharges | ✓ | | **?** |
| 1.7 Deck Areas | ✓ | | **?** |
| 1.8 Water Freeing Arrangements | ✓ | | |
| 1.9 Hatchways/Hatches/Companionways/Skylights | ✓ | | |
| 1.10 Portlights & Windows | ✓ | | |
| 1.11 General Condition of Accommodation | ✓ | **X** | |
| **2 – Deck Equipment** | | | |
| 2.1 Masts and Spars | ✓ | | **?** |
| 2.2 Standing Rigging | ✓ | | **?** |
| 2.3 Running Rigging | | **X** | |
| 2.4 Winches/Windlass | ✓ | | **?** |
| 2.5 Sheet Tracks/Blocks | ✓ | | **?** |
| 2.6 Mooring Bitts/Cleats | ✓ | | |
| 2.7 Superstructure/Gantries | ✓ | **X** | **?** |
| 2.8 Anchors & Cables | ✓ | | |
| 2.9 Sails | ✓ | | ? |
| 2.10 Other Equipment | | | |
| **3 – Machinery & Systems** | | | |
| 3.1 Steering System | ✓ | | **?** |
| 3.2 Engines | ✓ | | **?** |
| 3.3 Gearbox/shafts/outdrives | ✓ | | **?** |
| 3.4 Fuel Tanks & System | ✓ | | **?** |
| 3.5 Bow/Stern Thrusters | ✓ | | **?** |
| 3.6 Generator sets | ✓ | | **?** |
| 3.7 Electrical Systems | ✓ | | **?** |
| 3.8 Bilge Pumps and Alarms | ✓ | | **?** |
| 3.9 Outboard motors | | | NA |
| 3.10 Domestic Systems | ✓ | | **?** |
| **4 – Fire Safety** | | | |
| 4.1 Gas Systems | ✓ | | **?** |
| 4.2 Fire Detection & Alarms | | **?** | **R** |
| 4.3 Fire Extinguishers | ✓ | | **?** |
| 4.4 Special Provision for Machinery Spaces (including remote valves) | | | |

| | | | |
|---|---|---|---|
| **5 – Protection of Personnel** | | | |
| 5.1 Bulwarks / guard rails / handholds | ✓ | | |
| 5.2 Jackstays/Harness Clip-on Points | ✓ | | **?** |
| 5.3 Non-Slip Deck/Escape hatches | ✓ | | |
| 5.4 Other equipment | | | |
| **6 – Life Saving Apparatus** | ✓ | | **R** |
| **7 − Navigation & Radio Equipment** | | | |
| 7.1 Navigation Lights, Sounds & Shapes | ✓ | **X** | |
| 7.2 Radar Reflector | | | **R** |
| 7.3 Steering Compass | ✓ | | **?** |
| 7.4 Auto Pilot | ✓ | | **?** |
| 7.5 Fixed Radio Equipment | ✓ | | **?** |
| 7.6 Radar | ✓ | | **?** |
| 7.7 Chart Plotter | ✓ | | **?** |
| 7.8 GPS | ✓ | | **?** |
| 7.9 Echo Sounder | ✓ | | **?** |
| 7.10 Other Equipment | | | |
| 8.0 Vessel Documentation | | **X** | **?** |
| 9.0 Running Trials Conducted | | | **NA** |
| 10.0 Surveyors Overall Comments & Observations | ✓ | | |
| Appendix-Prioritised defect lists | | | |

**General limitations of survey:**

*This report is based on the condition of the vessel as seen and assessed at the time of the survey. It implies no guarantee, no safeguard against latent defects, or defects not discovered at the time of the survey in the hull/structure, wood, machinery or systems or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of linings, panels and internal structures etc. Ready access sole boards and lockers are opened but screwed down or otherwise fixed sole boards, panels and hatches were not opened. Sample ultrasonic hull thickness measurements of steel or aluminium vessels are only taken to verify nominal plate thicknesses where possible. A detailed ultrasonic thickness mapping is not undertaken unless specified in The Contract. Inspection of machinery is limited to visual external inspection with lubrication and cooling fluids monitored via dip sticks and header tanks where appropriate. No fluids are chemically analysed unless requested. No dismantling or compression testing of the engine and systems are undertaken. The fuel and filtration systems are not internally inspected or pressure tested. Fuel, water, hydraulic and pneumatic tanks, pipe work and systems are not inspected internally, assessed for contamination or pressure tested. Fastenings, keel bolts and shafts etc are not drawn for inspection or torque assessed. Where masts are stepped throughout survey inspection of spars and rigging can only be achieved form deck level to head height with attendant limitations. Under these circumstances an aloft rig check by a firm of competent riggers is always recommended. Windows, portlights, skylights, hatches, external doors and deck/structural attachment joints are not tested for water tightness. Leakage through these structures may only arise or become apparent at sea or when the vessel is in motion, when the hull and deck structures are subject to flexing and/or emersion. For these reasons we do not warrant that any through hull or deck fitting is not subject to water leakage. Skin fittings and valves are not dismantled or internally inspected. Testing of electrical systems is limited to the basic power-up of major equipment when DC and/or AC supplies are available. Assessment of cabling, switch gear and protection is limited to visual inspection where possible. No cables are drawn for inspection nor assessed for resistance, power handling, overload protection or suitability for connectable loads. Gas systems are visually inspected only; it is a standing recommendation that all gas appliances and associated systems are inspected by a marine qualified Gas Safe Register inspector and a Gas Safety Certificate obtained. Verification of gauge, meter, or navigation instrument accuracy is not undertaken. Solar or wind generators, self steering systems and water makers are not assessed. Removal and re-folding of stowed sails and inflation and launch of the dinghy and operation of the outboard are not undertaken. Life Saving Apparatus is only inspected externally and is not tested. The Survey Report makes no warranty, express or implied, as to the adequacy of the vessels buoyancy or stability or suitability for any particular service.*

*The survey does not include research into any discrepancy between the year designator in the hull ID number and the claimed model year. It does not include verification of registration, title, or documentation; or check-off of any owner/agent-supplied inventory or listing sheet of "included equipment." It does not include investigation into any direct representations, hearsay, or questions about the Vessel's past usage (including charter), damage, replacements, repairs, or age of any equipment and structures -especially the accuracy of machinery hour meters or the validity of service records or machinery warranty validity.*

## Access and Limitation of Survey

This survey and reporting is limited to a general condition assessment for valuation purposes only. It does not constitute a comprehensive condition survey of the Vessel nor does it purport to have discovered all faults or deficiencies that may exist. The vessels location, state of dismantlement and the significant quantity of gear and stores imposed major limitations to access.

| ACTIVITY | DATE | LOCATION | WEATHER |
|---|---|---|---|
| **In-water** | NA | | |
| **Out-of-water** | 20/6/2016 | Richbrough | Heavy rain/overcast |
| **Running Trial** | NA | | |

## General description:

| | |
|---|---|
| Type/Year Model | *Nordia 57* |
| Accommodation | *9 berths in 4 cabins with two heads/showers, galley, laundry & workshop* |
| Hull Construction | *Aluminium Alloy by Gouwerok Shipyard Holland* |
| Stiffening | *Longitudinal stringers, beams, floors and structural bulkheads* |
| Deck Construction | *Aluminium Alloy with swept teak deck cladding* |
| Deck to hull joint | *Continuous weldment* |
| Engines | *Mercedes OM352 93 kW, naturally aspirated 6 cylinder Diesel* |
| Stern gear | *Conventional stainless steel tail shaft to feathering 3 blade propeller.* |
| Bow/stern Thruster | *Hydraulic bow thruster* |
| Generator | *Onan 12 kVA* |

Sailing vessel GOLEM is a high quality vessel with an aluminium alloy hull fabricated by the renowned Dutch mega yacht shipyard of Gouwerok; its fit-out was also to a high standard.

Until recently [probably 2014] it was likely to have been maintained to a very high standard as evidenced by the DeValk Yacht Brokers particulars and photographs of that time; see pdf attached to accompanying email.

It would appear that this vessel was subject to a high profile drugs smuggling case in August 2015 which was publicised nationally & internationally. This apparently involved seizure of £56 m of drugs [1.2 tonnes] carried aboard – see, inter alia, International Business Times article at www.ibtimes.co.uk

On inspection of the Vessel, it was clear that it has been subject to a major investigation and "rummage" by the authorities. With many of the internal linings, fittings, tanks and lockers opened up for inspection and the hull, keel and rudder drilled, presumably for further inspection.

# 1 – Hull, Deck & Structure

## 1.1 Hull & Structural Attachments

The hull topsides, keel, rudder and skeg areas have had penetrating holes drilled through the alloy skin [see pictures below]; these are approximately 10-12 mm diameter and clean. There were 17 holes seen on the port side with just one on the starboard. There may also be holes drilled in the underside of the keel but these could not be inspected due to lack of access; this area should be inspected and verified.
This hole damage must be rectified via suitable plug or insert welds before the vessel can be launched. Such repairs should be undertaken by a fully coded weld contractor with certification and current experience in vessel shell plate repair in Aluminium alloy. The upper & lower topside holes should be accessed internally to remove any internal insulation or flammable material prior to hot work.
Hole repairs to the topsides will require local fairing and paint system matching to restore the otherwise generally good order finish.

Overall the external hull shell plate is in good condition with no evidence of significant damage, repair, pitting or corrosion seen; accept for the holes described above.
Some black scuff marks were evident on the starboard lower topsides toward the aft end; probably due to some minor collision with a rubber dock or buoy.
The underwater paint system appears largely intact, well adhered and substantial with a black antifoul paint system; which will require a fresh coat.

**1.2 Keel & Attachments:**

The long integral keel is, apart from the holes, in good order with no significant grounding scars or distortion evident. The skeg area and lower rudder bearing housing is also in good order and secure.

**1.3 Rudder/Skeg:**

The substantial skeg mounted box rudder is secure with minimal bearing wear. The rudder void appears to be oil filled; there is a hole [10-12mm dia] drilled in the port side with a rag plug which is oozing oil as per picture below. This hole should be repaired as per the hull holes.

1.4 **Stern Gear:** The deadwood mounted aft shaft bearing has minimal play and the shaft end appears in good order with no distortion, corrosion or misalignment detected; the shaft turned easily by hand via the propeller. The propeller is a 3 blade feathering types which is in serviceable order with minimal play in the blade bearings and is secure to the shaft. The boss anode is approximately 50% eroded.

**1.5 Cathodic Protection:**

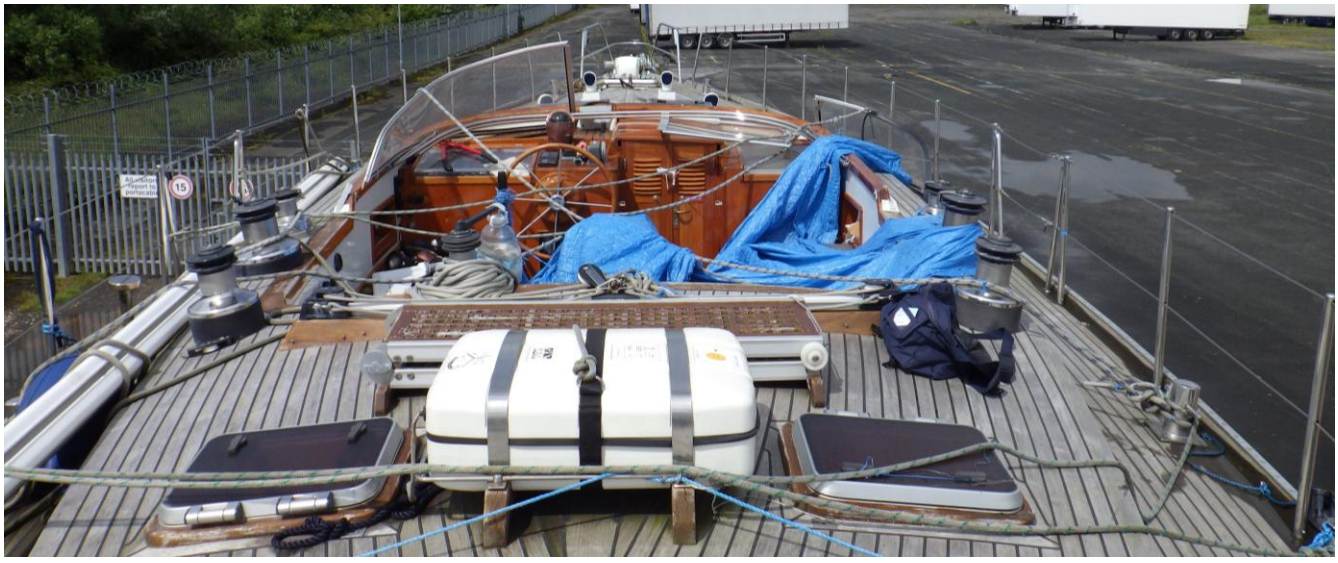
Two off bar anodes on rudder, 4 off bar anodes on hull, boss anode on propeller and bow thruster tunnel anodes P&S, all approximatley 50% eroded and secure.

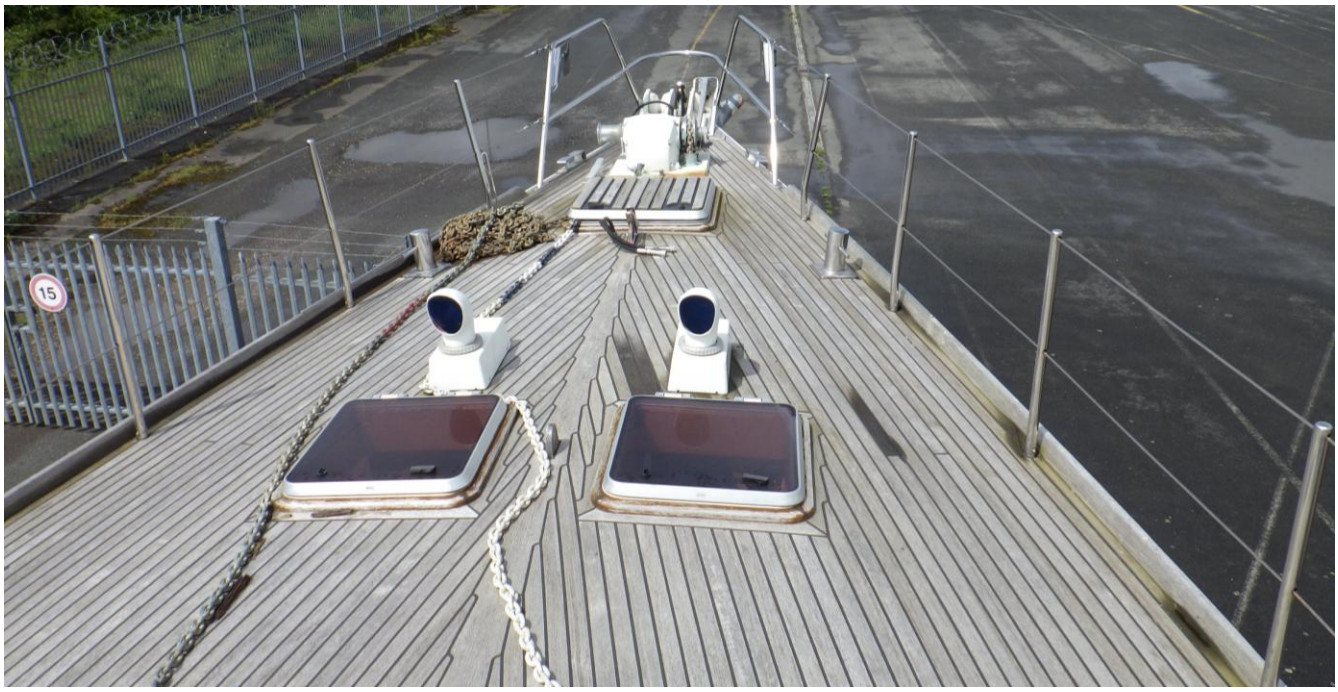
**1.6 Sea Inlets & Discharges:**

Where seen, robust ball valves via flanges.

**1.7 Deck Areas:**

Swept teak cladding over all decks, in generally good serviceable condition with no major defects or damage seen; would benefit from a light clean [but never a pressure wash].





**1.8 Water Freeing Arrangements:**

Good overboard and cockpit drains.

**1.9 Hatchways/Hatches/Companionways/Skylights:**

Generally secure where seen with no significant damage noted; bright work round external companionway & cockpit has degraded and requires service.

**1.10 Portlights & Windows**

Generally secure and robust where seen with al glazing intact.

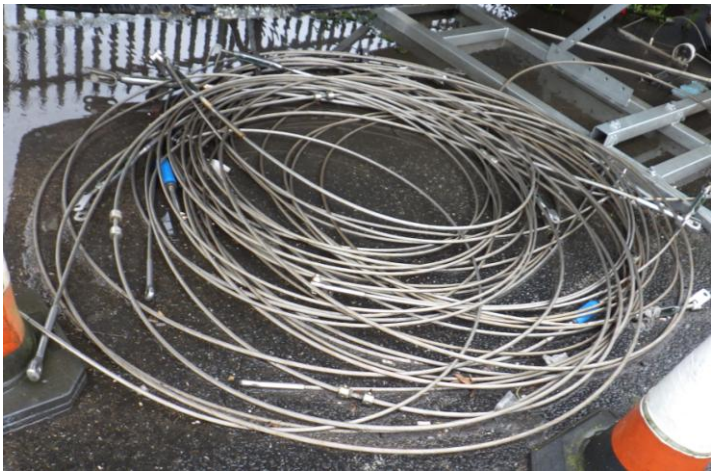
**1.11 General Condition of Accommodation:**

Internal head and bulkhead linings have been removed but not destroyed.

# 2 Deck Equipment

## 2.1 Masts and Spars:

The mast has been removed from vessel and is lying nearby. This white painted double spreader Aluminium deck stepped mast is robust and in generally good order with no significant damage, distortion or repair seen. A spinnaker pole is also attached to the mast in similar order.
The boom is laying long the port deck and is also in serviceable order.



## 2.2 Standing Rigging:

Substantial quantity of swaged stainless steel rigging, bottle screws and fittings laying under vessel- not tallied but probably near complete. The forestays complete with foils and hydraulics furlers are laid along the mast and appear serviceable with no obvious damage seen.

## 2.3 Running Rigging:

Not seen

**2.4 Winches/Windlass:**

Substantial range of manual and powered Lewmar self-tailing winches including two off Lewmar 66 electric genoa winches; all appeared in serviceable order.


**2.5 Sheet Tracks/Blocks:**

Where seen secure and serviceable

**2.6 Mooring Bitts/Cleats:**

Substantial & secure

**2.7 Superstructure/Gantries:**

Fixed glazed spray windscreen has been part remove with some damage evident; this should be repairable.

**2.8 Anchors & Cables:**

Bower anchor in roller with chain veered on deck; all in serviceable order where seen.

**2.9 Sails:**

Some sails seen in open sail locker [forward deck hatch] condition or damage unknown.

**2.10 Other Equipment:**

## 3 – Machinery & Systems

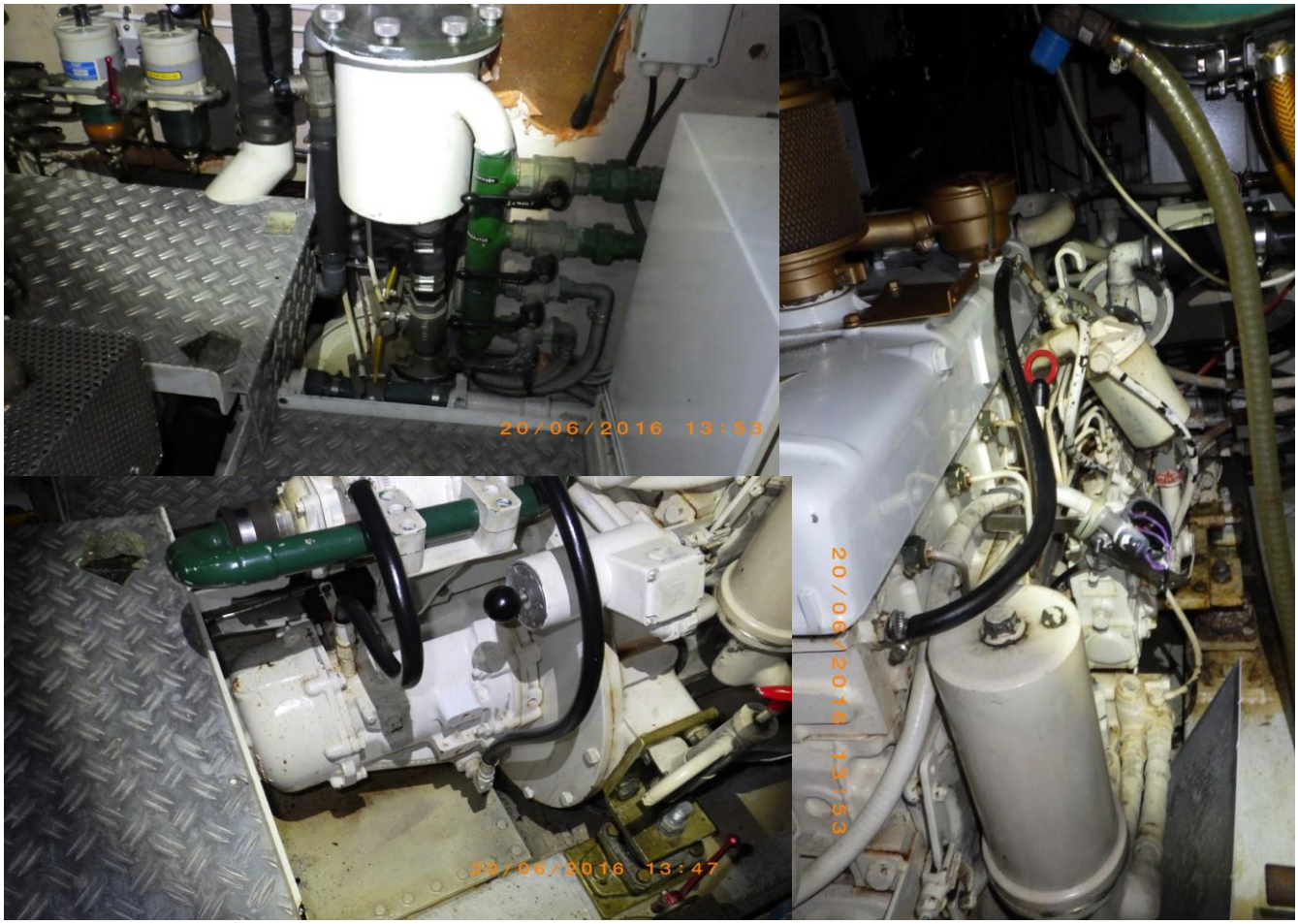
No machinery or systems were powered-up or tested at this inspection.

3.1 **Steering System:** Not inspected but probably hydraulic & likely to be serviceable.

### 3.2 Engine:

A single Mercedes OM352 6 cylinder naturally aspirated direct injection 4 stroke diesel engine. This is a well-known mechanically controlled engine with good reliability record going back to its origins in the early 60's and before. Whilst no longer in production, due to emissions regulations, most spares for this engine should be available. The engine has a hydraulic pump, which operates the bow thruster and anchor winch.

The engine looks to be largely undisturbed with oil to correct level and no obvious indications that it would not continue to give service, provided it is carefully checked over and service prior to operation.




### 3.3 Gearbox/shafts:

A Borg Warner "Velvet-Drive" hydraulic reversing gear box is close coupled to the engine. This again is a well know and reliable unit which appears to be in serviceable order.

### 3.4 Bow /Stern Thrusters:

The bow thruster is a hydraulic driven unit. The hydraulic motor and thruster tunnel were inspected internally & externally and all appears to be in order except that the internal motor and pipework need a clean off of residues. See picture below.


**3.5 Generator Sets:**

3.6 **Electrical Systems AC & DC:**
Compressive systems appear largely undisturbed but batteries likely to need replacement –allow approximately £1000 + vat.

**3.7 Bilge Pumps and Alarms:**
Comprehensive system of electric and manual –not tested but appeared serviceable where seen.

**3.8 Outboard Motors: NA**

**3.9 Domestic Systems:** Serviceable but in need of clean/service

## 4 Fire Safety

4.1 **Gas Systems:** Gas hob seen but not tested, appeared serviceable

**4.2 Fire Detection & Alarms:** Not seen

4.3 **Fire Extinguishers**: Hand held seen in accommodation and engine room Stat-X system installed

**4.4 Provision for Machinery Spaces: NA**

## 5 – Protection of Personnel

**5.1 Bulwarks / Guard Rails / Handholds:** Deck stanchions & guard wires intact and serviceable

5.2 **Jackstays/Harness Clip-on points:** Available

5.3 **Non Slip Decks / Escape Hatches:** Teak clad decks non-slip & adequate escape hatches form accommodation.

**5.4 Other equipment:**

# 6 Life Saving Apparatus

Safety equipment aboard should be reviewed, provided/tested where appropriate and provision should be made for the intended use of the vessel.

# 7 Part 7 – Navigation and Radio Equipment

**7.1 Navigation Lights, Sounds & Shapes:** Not seen but probably aboard.

**7.2 Radar Reflector:** Not seen

7.3 **Steering Compass:** Present and serviceable

**7.4 Auto Pilot:** Present and probably serviceable

7.5 **Fixed Radio Equipment:** VHF & HF transceivers, Present and probably serviceable

**7.6 Radar:** Present and possibly serviceable as scanner unit on tarmac under vessel.

7.7 **GPS/chart plotter:** Present and probably serviceable

7.8 **Echo Sounder:** Present and probably serviceable

# 8 Other Equipment & Documentation: No significant ships papers seen aboard

# 9 Running Trials: NA