Due to the passing of a dedicated owner and yachtsman this fine example of British built classic gentleman's yacht is offered for sale to interested connoisseurs

This exceptional yacht will interest those who appreciate a timber vessel built to by British Craftsman with skills seldom found today.

This yacht is ready for immediate use having been launched in January 2016

Port of Registry:- ***Falmouth***
Type of Vessel:- ***Twin Screw Motor Yacht***
Builder/Yard:- ***Dagless Ltd.***
Construction:- ***Carvel, Iroko Hull.***
Place & Year Built:- ***Wisbech, Camb. 1964***
Length:- 52ft Beam:- 15ft Draft:- 5ft 3 inches
Displacement:- 27 Tons approximately.

***The yacht** has benefited from a partial refit over 4 months. The refitted has included, hull structural considerations including new backing timber and securing bolts for ABrackets aft, frame repair and one(1) sister frame aft. Removal of rubbing strakes and attention to topside timber concerns, 85% of upper rubbing strakes to Port and Starboard are new. The bilge areas have been opened for the length of the vessel for cleaning and attention as required. The vessel was launched in January 2016.*

The interior is finished to a high standard of design.

Work Summary Reports are available for additional information.

The Builders

"FLEUR DE LYS" Motor Yachts - BUILDERS: DAGLESS.

When a yacht builder decides to go in for quantity production he generally selects a type of craft that lends itself to repetitive building: usually a light-displacement vessel of hard-chine form, with the minimum of framing and as much plywood as possible in her construction.

Many builders probably assume that traditional design requires the full traditional treatment in building and would therefore be uneconomic on a production basis.

That this is not so was amply demonstrated by Mr. J. E. Dagless, managing director of Dagless, Ltd., Wisbech, Cambridgeshire. at this yard one could usually reckon on seeing six or more large motor yachts of conventional round-bilge form under construction at the same time. These vessels were the Dagless " Fleur de Lys " series of standard twin-screw, luxury cruisers ranging from 50 to 85 ft. in length.

They were heavily timbered craft of great strength designed for extended cruising in all weathers.

Mr. Dagless firmly believed that, providing the price is right, there will always be a wide demand for the type of yacht in which the owner can see the strength instead of having to take the designer's word for it.

The Dagless order book proved the wisdom of that belief.

Origin of the "Fleur de Lys" The " Fleur de Lys " range originated from a 50-ft. yacht, which Mr. Dagless designed and built himself/

He was not then a professional boatbuilder, but the interest his yacht aroused and encouraged him to become one. His success can be measured from the fact that his company was producing these vessels for such low prices as £10,500 for the 50 ft. version complete which works out at the remarkable figure of £275 per ton T.M.-and £13,400 for the 57-footer, less engine and sterngear. They are built to exacting specifications, of selected materials and with a high standard of workmanship.

How was it done?

There were several contributory factors:

- *A yard that is designed and equipped for efficient. Production.*
- *Constant watch on costs.*
- *Constant supervision of work in progress, quantity purchase of materials, the planned production of a standard series*
- *Above all, the hard work and enthusiasm of all involved in the design, building and marketing of the " Fleur de Lys."*

Behind all this organization was Mr. Dagless himself: a dynamic yet almost patriarchal figure who kept close watch over every aspect of the enterprise and who was as much concerned with the happiness and welfare of his employees, as he was with the quality and quantity of the boats they build.

The Dagless yard had one large boatbuilding shop, a lofty, well-lit building of modern construction covering an area of some 25,000 sq. ft. The yard was situated about mile from the launching slipway, so the problem of excessive humidity is not encountered and joinery could be carried out under reasonable conditions in winter. The boats were taken to the slipway on specially designed transporter and the whole process of transferring a 60 ft. boat from its building chocks to the point of launching took only four or five hours.

The yachts were built at each end of the boat shop, and in the centre is a large machinery area will over-head dust extraction plant and sub-assembly benches along the sides.

A wide range of machinery was installed, including a cross-cut saw, circular saws and band saws, a 24 in. thickener and planer, a 24 in. panel planer with three cutting heads, a belt sander, a three-headed tenoner, spindle molders, mortises, etc., cramping frames and a 50-ton veneer press. The machinery is all arranged in logical sequence so as to produce a smooth flow of work.

As might be expected, Mr. Dagless also made use of the full range of portable power tools. They were mainly Wolf Electric tools and include saws, drills, screwdrivers, routers and disc, belt and orbital sanders.

Each building berth was provided with several power points so that a number of tools can be used on a vessel at the same time. The whole shop was properly lit for winter working, and auxiliary lighting points are available for the illumination of yacht interiors. Everything was done to simplify and speed the work on the berths as much as possible. For example, the frames are beveled before erection so that little fairing is required on the building berth. This called for very accurate lofting but saves considerable time at a later stage. Again, the floors were beveled and fitted before any planks were fitted. A batten can then be run along the outside of the floors and any trimming required can be done in situ. This might have saved anything up to two weeks of a man's time compared with the normal method of fitting floors.

In addition to the floors, the engine bearers, stringers and beam shelves were all fitted prior to planking so that the men had the advantage of working on the outside of the vessel as much as possible.

Similarly, the bulkheads and furniture were put in before the beams go on. The furniture was pre-fabricated from standard patterns but could be rearranged to meet different owners' requirement. This all involved a large amount of very detailed and very accurate drawing work, but was an essential element of Mr. Dagless' approach to boatbuilding which was/is the conviction that time spent in the preparatory stages can save a great deal more time during actual construction,

The drawing work was carried out under the supervision of a consulting naval architect, J. Francis Jones, Assoc, R.I.N.A., assisted by an enthusiastic staff. Mr. Jones was responsible for the design of all. the " Fleur de Lys range. The drawing office, together with the other offices, the mould loft and a heated glue room, was situated on one side of the boat shop at first floor level and has a gallery running alongside it giving an overall view of the shop floor.

Beneath the offices and the mould loft was found the engineering shop and the storerooms. Considerable importance was attached to storage space in view of Mr. Dagless' policy of bulk buying a policy which ensured that material was always to hand when it was needed and which avoided the delays and minor frustrations caused by inadequately stocked stores.

Mr. Dagless himself attended to the timber buying. He was an expert on the subject and particularly critical in his selection. On one occasion he purchased a whole shipment of logs at Liverpool docks because he was impressed by their quality. After selecting the timber he marks every log according to its suitability, for planking, decking, etc. Enough timber was stored at the yard to allow at least a year's seasoning before use. The stocks of timber, mainly Iroko, ran into many thousands of pounds in value.

Small labour force considering the high output of the Dagless yard and the amount of work that goes into the construction of the " Fleur de Lys " yachts, the labour force employed at the yard was a relatively small one: it numbers approximately fifty.

This was explained by the fact that Mr. Dagless believed in making the best possible use of his men on the basis of individual skill. To do this he divided the labour force into teams, the members of which are selected according to their skill and aptitude, and employs the teams on different jobs. For example, one team would be responsible for the backbone and framing of the yachts, another would erect the steamed timbers and beam shelves, and a third would do the planking. Each team was led by a foreman and has its own labourers to do the unskilled work. In this way the men were kept fully occupied and the construction of the craft proceeded in an ordered and controllable fashion.

Most of the men were joiners and cabinet-makers by trade and were true craftsmen. Mr. Dagless considered this a primary qualification for a boatbuilder. He also believed that with craftsmanship and some technical ability, any man will make a good boat builder.

Marketing organization:- No description of the " Fleur de Lys " enterprise would be complete without some reference to its marketing organization. In view of the importance of a regular flow of orders from the widest possible market to enable Mr. Dagless to plan and purchase ahead, the entire sales arrangements were in the hands of the East Coast Yacht Agency, Ltd., of Woodbridge, Suffolk.

Not only was the yard thereby relieved of a great deal of administrative work in running advertising campaigns, preparing sales literature and dealing with home and overseas buyers, but it had access to the market experience of a well-known and active firm of yacht brokers, specializing in the sale of new construction.

Nearly a third of the current production of the Dagless yard was going to overseas owners. Some of these owners were Europeans and the orders were obtained in the face of competition from German and Dutch yards. On the question of export to the Continent, Mr. Dagless thought that the entry of Britain into the Common. Market was almost a certainty and the small tariff imposed on foreign-built yacht tonnage will then disappear. This would enable Continental builders to compete on level terms with British yards, but no pessimism was felt at Wisbech on that score, Steps were actively taken to step up production and reduce man-hours, and a series of conferences are being held throughout the organization to employ additional capital to achieve this end.

Mr. Dagless believed that the only way to beat competition of this kind was to organize to meet it head on, which was typical of the enterprise that lay behind the success of Dagless, Ltd.

History

The yacht *was constructed as a gentleman's motor yacht in 1964 by Dagless Ltd., Wisbech, Cambridgeshire, England, UK. Built as a Fleur de Lys 16m, (The* ***fleur-de-lis*** *or* ***fleur-de-lys*** *(plural:* ***fleurs-de-lis****) is a stylized lily (in French,* ***fleur*** *means "flower", and* ***lis*** *means "lily") or iris that is used as a decorative design or symbol.)*

Built in Iroko to a standard rarely found today; this yacht is considered a ***True Classic.*** *Detailed history is to be found aboard.*

The Yacht was purchased by a Gentleman Yachtsman, in the UK to be a comfortable home afloat with plans to sail to the Mediterranean and Red Sea.

The plans were fulfilled and the yacht upgraded over the years for use in a warm climate which included, extension to the wheelhouse roof to extend aft over the aftdeck providing protection from weather and sun and a comfortable exterior dining area in during the day and evening.

The also provide a suitable area to install Solar Panels with has allowed the yacht to be almost self-efficient in power excluding air-conditioning and the watermaker.

Also partial new sub-deck and Teak deck in 2009/10 plus upgrades in electrics, watermaker etc.

Photo taken in early years or ownership

Maintenance underway note shafts and props removed (date believed to be around 2004)

Present Day - Yachtmarin, Turkey

Description of Yacht

Layout from forward as follows:-

Forward Cabin(Crew's Quarters) with over lapping Berths with stowage under, access to chain locker, opening deck hatch, and four(4) opening ports in hull. New Paint as required.

Finished with Mahogany veneers and solid trim, painted bulkheads, hull linings and overheads with carpet over planked cabin sole.

Large stowage lower aft to Starboard, Ensuite head to Port with ceramic, free standing sink with hot and cold pressure water, Jabsco manual head unit discharged direct to sea and finished with tiles, laminates and painted surfaces.

Galley with cooking area to Port and Office to Starboard

Galley *with timber counter(new 2009/2010 reported), single stainless steel sink with drain board and pressure hot and cold water supply set in counter top finished with Formica or similar, front loading refrigerator by Electrolux, Fixed four burner gas cooker with grill and oven with ventilator/extractor.*

Opposite is a retro-fit area with ***UShaped counter/office*** *with top loading cold box with evaporator plate and plastic inner lining, washing machine by Candy and office work area. Access to seacocks under has been improved.*


Light and ventilation supplied by four(4) fixed hull windows and opening deck hatch.

***Galley** area finished with painted surfaces, Formica or similar, Mahogany veneers and solid trim, vinyl overhead and vinyl on planked cabin sole. Large storage locker under cabin sole.*

*Four steps lead up to the **main cabin** with Mahogany veneer and solid trim counters with cupboards and draws under to Port & Starboard; Lshaped settee with stowage under to Port aft with drop leaf Mahogany tablet; access to wheel house Starboard aft. Access to accommodation aft. Light and ventilation by eight(8) fixed windows & two(2) opening windows with screens.*

***Main cabin** finished with Mahogany veneers, solid trim, painted surfaces, vinyl overhead with grabrails and fitted carpet.*


Maincabin forward

*Five(5) steps lead down to aft passageway and accommodation with **Workshop** to Starboard with engine room access with work bench, stowage, Paloma Gas Hot water heater. Light via fixed window in hull. Finished with painted surfaces and Mahogany fiddle rail on work bench.*

Maincabin aft and passage aft

***Guest cabin** opposite with athwartship upper berth with drawers under, outboard lower berth with two(2) opening hull windows above, large hanging locker forward. Finished with Mahogany veneers, solid trim, painted surfaces and fitted carpet.*

*Moving aft towards the owner's cabin the **aft head** compartment is to Starboard with hip bath, plastic oval sink with hot and cold pressure water set in plywood vanity finished with Formica or similar with solid Mahogany trim*

Aft Head detail

Finish includes tiles around bath and painted surfaces, Teak & Holly or similar cabin sole; light and ventilation via opening hull window/porthole.

Head is fitted with Blake manual head unit discharged direct to sea or holding tank.

*Aft is found the **Owner's cabin** with ¾ berth to Starboard, Mahogany veneer and solid trim dressing table with drawers & mirror centreline aft, single berth to Port, Cupboards and large hanging locker forward.*

Aftcabin Port forward

Aftcabin Starboard forward

Light and ventilation via two(2) opening windows in hull plus opening deck hatch.

Finish includes Mahogany veneers, solid trim, painted surfaces, vinyl overhead and fitted carpet

Aftcabin aft

Steering locker access under timber counter, centre. Holding tank under Starboard berth.

The aft sleeping cabins are fitted with Air-conditioning.

***Wheelhouse** is accessed from maincabin by six(6) steps and is on the level of the main deck with six(6) fixed windows, Kent Clear Screen S/N 53449, two(2) opening windows and door aft to Starboard leading to aft deck.*

Steering position to Port with timber wheel, full engine instrumentation including tachometer, water temperature & oil pressure gauges, ammeter for each engine and stop cables.

Note :- Navigation instruments

Hull and Topsides

The hull was observed to be constructed of Iroko carvel planking and splined on oak frames as follows:-

- *Main Hull frames 4" X 2" grown oak on 39 inch centres.*
- *Steam bent 1 5/8inch X 2 inch frames on 10 inch centres*
- *Iroko planking 1 3/8 inch/35mm thick of an average width of 4 inches with copper fastenings.*
- *Original rubbing sheathing by "Limpetite" in a general good repaired condition under fresh anti-fouling but required attention in places. Obtaining similar costing was difficult therefore in places epoxy/glass has been applied as recommended by the contractor concerned where coating failure was evident.*

Underwater Areas

The yacht was constructed with a full keel with external cast iron ballast, bilge keels, metal bow protection strip below waterline and a single rudder. General condition of the underwater areas was good. Minor repairs as required have been carried out including caulking and new splines as required. Internal ballast of lead and cat iron observed.

Stern gear consists of two(2) 23.6 X 17.5 three blade counter rotating bronze propellers, Port:- LX3X23.6X17.5 – R0912002 Starboard:- RX3X23.6X17.5 - R0912002 on 1.75inch bronze shafts supported by cutlass bearings mounted in ABrackets plus white metal bearings located in sealed oil bath type stern tube.

Stern Gear

New ABracket backing timbers and bronze securing bolts fitted

Frame aft to Port was found damaged by cast iron ballasted was repair with laminated timber and refastened with copper rivets.

A sister frame was fitted for addition structural integrity fastener with bronze screws

Forward and aft bilge areas treated with Cuprinol.

It was reported in documents aboard that the drive shafts were pulled in 2004 and new white metal bearings were fitted.

The yacht is fitted thru out with internal ballast.

The majority is now of lead.

The remaining cast iron ballast, as noted in the photograph to the right, has been treated and painted.

In addition timbers have been placed to protected hull timbers and to ensure free flow of any water thru the limber holes.

The single steel rudder was mounted centreline, supported by a keel extension with steel support bracket. The rudder fitted with zinc anodes.

Condition of cutlass bearings and rudder bearings was found acceptable.

The following thru-hulls etc. were observed:-

Starboard

Underwater	*Ten(10) thru-hulls plus exhaust outlet and two(2) zinc anodes*
Above water	*Four(4) thru-hulls*

Port

Underwater	*Seven(7) thru-hulls plus exhaust outlet, two(2) transducers and one(1) zinc anode.*
Above water	*Two(2) thru-hulls plus generator exhaust outlet*

Transom *Four(4) thru-hulls*

Samples of work carried out.

Bilges were cleaned thru-out, steel brackets, bolts/nuts cleaned, treated and painted for protection.

The bow and stern bilges and the aft head bilges have been treated with Cuprinol

Topsides

The topsides were found in good condition with repairs and paint as required

The hull was fitted with a full upper rubbing strake plus a partial lower rubbing strake aft. which have been removed, repaired or renewed and refitted with bronze screws


The following windows & ports were observed in good condition.

Port	*Two(2) fixed windows* *Three(3) opening windows* *Three(3) opening ports*
Starboard	*Three(3) fixed windows* *Two(2) opening windows* *Two(2) opening ports.*

The bow was fitted with a single anchor flanged hawespipe with stainless steel protection plate as shown>>>>>>>>>>>>>>>


The yacht was fitted with Stainless Steel Swimladder aft
&
Stainless Steel and Teak boarding platform to Starboard

Deck and Deck Gear


Side Decks



Fore Deck *Starboard side deck forward*

Note new bow timbers fitted. Sections of raised bulwarks fitted to Starboard. Re-finishing carried out as required.

A New Teak deck with new plywood substructure was reported fitted in 2009/10 as follows:-

Relay whole deck area with good quality teak,. total deck area approximately 38 sq. meters.

a) *Repair/replace original plywood under deck.*
b) *Inspect and replace if necessary the rusty steel brackets port side of the galley & port aft lazarette*
c) *New layer of plywood to counter thinner teak planking.*
d) *10 mm planking minimum.*

Foredeck view – Note:- S.S. supports for sun awnings,

The deck area was found in good condition with raised deck saloon followed aft by the enclosed wheelhouse which opens on to the top of the aft trunk cabin.(Raised aft deck).

In 2009/10 the aft awnings were replaced by a solid roof extension which allowed a full enclosure for winter and the fitting of a solar panel array.

Flush Deck forward:

- *Raised Bulwarks*
- *Two(2) deck hatches*
- *One(1) anchor crane*
- *One(1) anchor windlass*
- *Two(2) galvanized deck bollards*
- *Four(4) fairleads*

Raised Deckhouse:

- *Eight(8) fixed windows*
- *Two(2) opening windows*
- *One(1) air horn*
- *Two(2) cowl vents*
- *Two(2) light boards with navigation lights*
- *One(1) chimney*
- *One(1) S.S. swimladder*

Wheelhouse:

- *Six(6) fixed windows*
- *Two(2) opening windows*
- *One(1) door with glass in upper section*
- *Radar*
- *Spotlight*

Side decks:

Two(2) bronze amidships light weight cleats suitable to secure dinghy

Aft deck:

- *Large aftdeck table with centre storage.*
- *Bench seat with storage under*
- *Raised deck over aftcabin(aft trunk cabin)*
- *One(1) deck hatch*
- *One(1) pair steel davits, painted*
- *Two(2) dual bollards*
- *Two(2) fairleads*
- *Two(2) stern line reels*
- *Six(6) chairs*
- *Two(2) lazerettes*

Protected by S.S. rails forward, varnished top rail(reported new 2009/2010, with double 5mm S.S. PVC covered lifelines on twenty-six(26) galvanized stanchions and one(1) S.S. stanchion. Gates were observed to Port, Starboard and Aft.

Aftdeck

Aftdeck table

Steering Gear

The yacht was found to be fitted with a well-engineered solid rod steering system with bevel gears and universal joints.

2 ¼ inch rudder shaft, greased rudder gland, upper load bearing assembly.
Note provision for emergency tiller.

The rudder shaft and all steering components aft were removed for re-building and servicing.

The rudder shaft and rudder gland were rebuilt. Fasteners replaced as required. Steering gearbox and components serviced.

Machinery

The engineroom located under the maincabin was found in a very clean and tidy condition seldom found on much newer yachts.

Engineroom partially fitted with sound insulation.

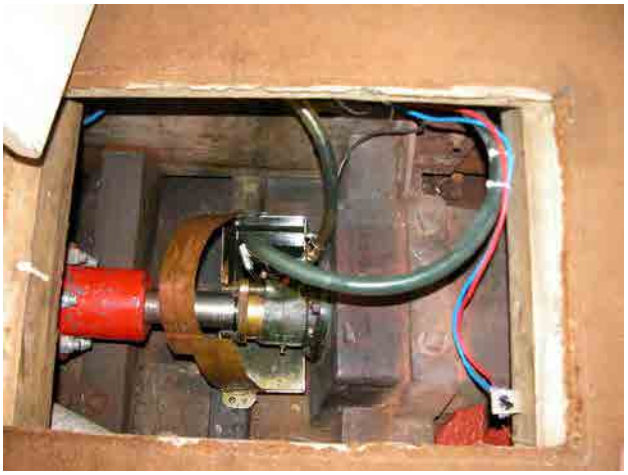
Note engine mount detail.

The yacht was observed to be fitted with two(2) fresh water cooled marine six(6) cylinder diesel engines, engine hours: 5886, by Perkins mounted on flexible engine mounts to steel plates on timber fore & aft main engine bearers driving 23.6 X 17.5 three blade counter rotating bronze propellers on 1.75inch bronze shafts via sealed stern tubes with white metal bearings, stern packing gland, semi-flexible coupling & Newage hydraulic gear.

View of Port & Starboard engines

Engine, main propulsion, Port.	*Perkins 6-354*	*S/N 354U350792L*
Gearbox, main propulsion, Port.	*Newage*	*S/N 21G005501*
Engine, main propulsion, STBD	*Perkins 6-254*	*S/N 354U350793L*
Gearbox, main propulsion, Stbd.	*Newage*	*S/N 21G005014*

Coupling and Intake seacock with strainer



Stern Packing Gland

Note condition of bilge

Raw water supplied via dedicated seacocks with attached bronze strainers. Port intake seacock is bronze or similar. The Starboard intake seacock was observed to be a glass re-enforced plastic ball action valve by Patay on a bronze or similar thru-hull.

The engines fitted with wet exhaust systems utilizing S/S dry risers with water injection with short runs of flexible exhaust hose exiting the yacht just on the waterline to Port &Starboard. Exhausts fitted with exhaust temperature alarm by Index Marine

Engine instruments for each engine included tachometer, water temperature & oil pressure gauges , ammeter.

Engine/gear controls included single lever controls and stop cables.

Note computer for electronic navigation.

Fuel System

Shut-off valves on tanks via flexible fuel line to C.A.V. filters, one for each engine and to engine mounted fuel filters

Tankage

Diesel	*Three(3) welded steel – 2700Litres total Capacity(engineroom)*
Water	*One(1) welded steel – 900 Litres (engineroom*
	One(1) Stainless welded steel – 200 Litres(Guestcabin)
Holding	*One(1) Plastic tank 300 litres(under starboard berth aftcabin)*

Electrics

The yacht was observed to have been rewired to modern standards and protected by new breakers for 12V, 24V and 220V, all located in engineroom Wiring was observed to be run and secured in a professional manner

24V System House Batteries *24V Engine Start Batteries*

24V System
Ship's power provided by two(2) 12V, 200AH batteries protected by isolation switch and new breaker system The batteries are stowed in purpose built timber battery box.

Engine start battery bank consists of two(2) 12V, 200amp lead acid batteries stowed in purpose build timber battery box.

Charged by

- *Two(2) 24V, 32amp engine mounted alternators*
- *Victron 220V, 24V/50amp charger*
- *Solar panels x 4 reported to be 140W*

Port Array

Starboard Array

Additional equipment included:-

- *Surepower model 708 multi-Battery Isolator*
- *Sterling Power manager*

24V system protected by circuit breakers – Noted Solar regulator and breakers lower left.

12V System

The 12V system is supplied by a separate 12V battery bank; which also acts as generator starting battery. This system is protected by separate set of breakers, which are dedicated to the 12V supply requirement.

12V Breakers – 12V Battery(new), Onan 7Kv generator.
Note automatic fire extinguisher.

Charged by:-

- *One(1) 55amp alternator mounted on the starboard engine.*
- *Sterling 220V,12V/30amp charger*

220V System

Supplied by shore power or generator and protected by s220V breaker located above Cleghorn Waring Hotwater tank/heater to Port

Generator

Onan Generator, 7Kw, MDKAV 555352, S/NC020341854 mounted in engineroom with sound insulated case and wet exhaust with water trap and water separator.

Inverter

The yacht was observed to be fitted with a 24V 3000Watt Inverter to 220V.

Plumbing

The yacht was fitted with a hot & cold domestic water system delivered via copper supply lines with flexible hose as required. Note following pumps:-

- *Pump, water domestic, (1)* *Jabsco Dual Parmax 4, Model 31620-0294*
- *Pump, water domestic, (2)* *Jabsco*
- *Pump, water transfer* *Jabsco Water Puppy 2000*
- *Lista, Eurosip SRL Pump, water, emergency, 220 l/min, 230 V S/N297548*

Seacocks

Plastic Patay Action Valves, Bronze or similar Ball valves, Blakes Taper valve & Gate valves serviced and renewed as required.

Gas System, Cooking & Secondary Hot Water Supply

The yacht was fitted with two(2) gas bottles in Starboard vented lazarette locker, with shut-off on top of bottles, bottle mounted regulator and solenoid shut-off valve.

All supply lines replaced 19 years prior with all lines outside of bilge areas and appear in an acceptable condition.

Equipment included:-

- *Gas bottles, Turkish x 2.*
- *SF Detection Ltd. Gas detector*
- *Remote Solenoid shut-off valve.*
- *Newworld four(4) burner gas cooker with grill and oven*
- *Paloma Gas Hot Water Heater, water, gas, S/N 6-12-500476*

Bilge Pumps

The following bilge pumps were observed in an operational condition:-

Electric	*Rule Submersible 2000GPH with float switch*
	Flo-jet general purpose, R4125-504
Manual	*Henderson MKV accessed in Galley*
Emergency	*Portable 230V pump.*

Equipment

The following Equipment was observed aboard:-

Item	Make	Serial number
Aerial tuner, automatic, AT-140	*Icom*	
AIS radar, CSB200	*Comar*	*001338*
Anchor ball.		
Autopilot, ST6001+	*Ray Marine Ltd.*	*E12055*
Barometer	*Culpeper Instruments*	
Binoculars		
Barometer	*Plastimo*	
Dan Buoy	*Plastimo*	
Dinghy, 3.15m	*Joker Boat*	
Outboard engine – Yamaha 25HP 2014		
Fender, round, white		
Fenders, large, x 6		
Fenders, small, x 1		
Heater, boat heating	*Webasto*	
Horn, air operated		
Inverter, 3000w	*Victron*	
Battery Charger – 24V/50Amp	*Victron*	
220V,12V/30amp charger	*Sterling*	
Loud hailer, RAY430	*Raytheon*	*403783*
Passerelle		

- *Pilot books, various.*
- *Sony Vaio laptop computer with Windows 10*
- *Azer navigation notebook with Windows 10*
- *Printer* *Hewlett Packard*
- *Pump, deck wash.* *Tellarini Pompe* *T60E9933*
- *Pump, bilge* *Rule* *792*
- *Pump, diesel transfer* *Jabsco*
- *Pump, engine oil fill/empty* *Marco*
- *Pump, stern gland oil return.* *Marco*
- *Radio/CD player.* *Clarion* *L0385X0011089*
- *Search Light*
- *Washing machine* *Candy* *31079601(0209 0623)*
- *Water maker, 100 L/hr*
- *Windscreen wiper* *Roca*
- *Clearscreen* *Kent* *53449*
- *Side boarding ladder & platform*
- *S.S. swimladder stowed on raised deckhouse*
- *Swimladder fixed on transom*
- *Two(2) boat hooks*

Navigation Instruments

The following Navigation Equipment was observed aboard:-

- *Chart plotter* *Micronav* *2945008*
- *Chart plotter software,* *Maxsea*
- *Compass, (saloon)*
- *Compass, hand held,* *Sestrel* *30336/B*
- *Compass, main, Sestrel* *Henry Brown & Son* *15960/V*
- *Radar, R41XX* *Raytheon* *LO26382*
- *Radio, HF receiver* *NASA Marine Instruments.*
- *Radio, HF transceiver IC-M802* *Icom* *0201174*
- *Radio, VHF DSC, IC-M421* *Icom* *0507079*
- *Radio, VHF, M10A, handheld* *Icom* *25054*
- *Navtex Pro* *NASA Marine Instruments.*
- *Log/speedometer,ST60* *Raymarine*
- *Wind speed indicator, ST60* *Raymarine* *A22012*
- *Depth sounder, ST60* *Raymarine Ltd.* *A22002*
- *GPS receiver, GPS152N* *Garmin*
- *GPS receiver for AIS* *Comar*
- *AIS, CSB200, Class B transponder*
- *Clinometer* *Sestrel*

Navigation Lights

The yacht was fitted with deck level navigation lights to meet international requirements to 20M .

Additional equipment included:

- *Not under Command lights, red.*

Anchors and Related Equipment

Bower	*85lb. Pattern Anchor on 160m, 12.7mm galvanized chain.*
Addition Anchors	*Danforth type approx. 80Lbs, CQR 75Lb*
Addition Rode	*15m 12.7mm chain- 100M 16mm Braid.*
Anchor Windless	*Lofrans electric, S/N FK001242*

Fire Extinguishers

The following fire extinguishers were observed aboard;-

Forecabin:-	*1 X RS – 1Kg. Dry Powder*
Galley:-	*1 X RS – 2Kg. Dry Powder*
	Fire Blanket
	Gas Alarm
Engineroom:-	*2 X Firemaster – 2 Kg Halon 1264*
	1 X unmarked reported to be 2 Kg. Halon.
Workshop:-	*1 X RS- 2Kg Dry Powder*
Guestcabin:-	*1 X RS – 1Kg. Dry Powder*
Owners Cabin:-	*1 X 1Kg. Dry Powder*
Wheelhouse:-	*1 X 1Kg, Dry Powder*

Safety Equipment

The following Safety Equipment was observed aboard:-

- *Two(2) XM Quickfit, CO_2 inflatable life jackets with harnesses*
- *Two(2) Lalizas 150N, CO_2 inflatable lifejackets*
- *Two(2) Life rings*
- *ML Lifeguard six(6) man Liferaft, ORS Solas B, S/N 6214*
- *Emergency Flares*
    - *Four(4) Ikaros Red Parachute*
    - *Two(2) Orange Smoke*
    - *Four(4) Comet Red Handheld*

The yacht with a good range is suitable for Cruising, Coastal sailing and Passage making.

Viewing highly recommended