



July 16, 2011

Loading survey report for un-containerized cargo

Single masted race yacht 'ROSEBUD' Loaded on Wednesday July 15, 2009

Name of Ship: MV 'SPUIGRACHT' Loading Port: Portsmouth, Rhode Island, USA  
Destination port: South Hampton, UK

Prepared on behalf of the shipping agent: Masterpiece International, Limited

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## 1. INTRODUCTION

- 1.1 The discharge survey and vessel inspection was undertaken by Mr. James Cross, CMS on behalf of Masterpiece International, Ltd. on Wednesday, July 15, 2009.
- 1.2 Weather at time of survey was sunny, clear, with moderating winds (10 to 15 knots) with temperatures from 70 to 75 degrees F.
- 1.3 The inspection was carried out on instructions of Mr. Anthony Motta of Masterpiece International, Ltd. of Newport, Rhode Island, USA. to ascertain the condition of the cargo at the stage of the loading and securing and to assess the equipment used in the process.
- 1.4 The cargo to be loaded on board the MV 'SPUIGRACHT' while at anchor in Narragansett Bay in Portsmouth, Rhode Island, USA was the racing yacht "ROSEBUD" The yacht was to be positioned under her own power from the berth at Newport Shipyard to alongside and loaded from water to her cradle on the ships weatherdeck.
- 1.5 Also present throughout the process was the yachts crew and support team led by the yachts skipper.
- 1.6 Other persons present included the shipping agent, Mr. Carl Carnebale, on behalf of the shipping company 'Sevenstar Yacht Transport', Radarweg 36, 1042 AA Amsterdam, The Netherlands.
- 1.7 Ships particulars are as follows:  
Name of vessel: MV 'SPUIGRACHT'  
Flag: Netherlands  
Call Sign: PBBB  
Gross tonnage: 16,639  
Length over all: 173 meters  
Breadth: 25 meters  
Hatch sizes: NA  
Crane capacity: 120 tons
- 1.7 Description of main cargo: A high performance, single masted 'sloop rigged' racing yacht of all carbon fibre construction with deep fin, retractable bulbous based keel and open, partly raked stern, carrying her maximum beam aft of midships.
- 1.8 We understand that the vessel was built by Westerly Marine of Santa Ana, California, USA) to a design by Farr Yacht Design on behalf of the owner (Roger Sturgeon) in 2007.
- 1.9 Vessel dimensions "ROSEBUD" as supplied are as follows:  
LOA 65' 6", Beam 15' 8", DSPL 29.540 lbs., Draft 15'9", SA (u/d) 3,245 sq. ft./6,750 sq. ft.  
Sails North Sails, not inspected, electronics, not inspected.  
Builder: Westerly Marine of Santa Ana, California  
Engines: Single diesel.  
Stern Gear: Conventional retractable shaft.  
Hull number: WW2STP6501H607

## 2. DELIVERY

- 2.1 The vessel was delivered under her own power from Newport Shipyard to alongside MV 'SPUIGRACHT' at 0820 hours.
- 2.2 The vessel was manoeuvred into position alongside the MV 'SPUIGRACHT' at 0830 hours and the engine shut down with mooring warps past to the ship at 0835 hours.
- 2.3 It was noted that the vessels skipper was accompanied for the conditions by an adequate crew of two.
- 2.4 No operational or known defects were reported by the crew on arrival.
- 2.5 On inspection of the superstructure, topsides and hull above the waterline where accessible from the ships deck the following defects were noted:  
NONE visible as the entire deck and cockpit were clean.  
No other defects were noted and the condition of the vessel at this time remained 'as delivered'.
- 2.6 The vessels gear was prepared for shipment on arrival, this included the stowage of all loose rigging and removal of the backstays in preparation for lifting.
- 2.7 On arrival the yachts crew were seen to fit protection covers to the deck instruments and equipment.

### 3. LOADING

- 3.1 The vessel was to be lifted clear of the water alongside the MV 'SPUIGRACHT' about a half mile off shore and lowered into its prepared shipping cradle on the ships weatherdeck. This was to be undertaken by The loading company along with the ships Captain, Phillip Blok, and crew using the ships own crane (number two – aft) under the supervision of the ships Captain.
- 3.2 The MV 'SPUIGRACHT' supplied lifting gear consisted of standard continuous 70-ton heavy lifting strops attached directly to the marked lifting points on the "ROSEBUD" guided by the crew and a professional diving company.
- 3.3 No lifting certificates were made available for the lifting strop or designated lifting eye on the yacht.
- 3.4 The vessel was rigged in preparation for discharge by the yachts crew under the supervision of the yachts skipper, Jim Slaughter, at 0840. Additional warps were used forward and to port and starboard aft and tensioned using the ship and the yachts crew.
- 3.5 At 0845 hours initial lift commenced with tag lines attached.
- 3.6 At 0850 hours the vessel was held at ships deck edge to allow crew to disembark.
- 3.7 At 00855 hours the lift continued. Vessel carried over ships deck edge and positioned above prepared cradle.
- 3.8 At 0910 hours the vessel was lowered onto cradle.
- 3.11 At 0930 hours the lifting gear de-rigged, crane hook and jib clear of operating area.

#### 4. CRADLE DESCRIPTION

- 4.1 The cradle, marked for identification with "ROSEBUD" was owner supplied and purpose built for the vessel. Construction was noted to be in heavy steel box beam for the base with heavy steel box beam secondary supports and steel angle framework.
- 4.2 Vessel support was provided by way of four (two split) soft faced hull form crutches spaced fore and aft. The vessels keel was seen adequately secured and harnessed.

#### 5. VESSEL INSPECTION

- 5.1 No damage was seen to be caused during the loading process and the condition of the vessel at this stage was 'as delivered'.
- 5.2 On inspection of the vessel above and below the waterline, the following observations were made: No damage.
- 5.3 No interior inspection was undertaken.
- 5.4 The rudder was inspected. It appeared free from defect and showed no evidence of play.
- 5.5 The keel was closely inspected and appeared suitably secured.

#### 6. PREDELIVERY REQUIREMENTS

- 6.1 I was advised that all loose gear was adequately stowed on board under the supervision of the yachts skipper .

## 7. SECURING

- 7.1 The yachts crew with the assistance of the vessels crew secured the vessel to the deck. Securing of the cradle to the deck was undertaken by ships crew at the instructions of the ships Chief Officer.
- 7.2 The position of stow was noted to be on deck, on top of the ships hatch covers (straddling number two and three - aft) forward of the funnel and superstructure with the bow facing forward, just at the ships starboard side.
- 7.3 Securing materials used include:  
Vessel to deck: 10 x 2.5-ton webbing straps provided by yacht owner and ships on board supplies, tightened by hand with ratchets.  
Cradle to deck: 10 x 2.5-ton webbing straps along with welded steel corner brackets and welded hold down brackets fabricated by the ship crew.  
Keel to cradle: 2 x 2.5-ton webbing straps provided by yachts crew, tightened by hand with ratchets in belly wrap formation.
- 7.4 It was noted that foam sections were used to protect the vessel from contact with the securing straps.
- 7.5 Securing operations were completed at 1140 hours.
- 7.6 No damage was reported to be caused during the securing process. The condition of the vessel remained 'as delivered'.

## 8. SUPPORTING INFORMATION

- 8.1 Stores containers were not inspected.
- 8.3 The vessel MV 'SPUIGRACHT' departed Narragansett Bay for South Hampton, UK shortly after my departure from the vessel.

## 9. CONCLUSIONS AND RECOMMENDATIONS

- 9.1 The vessel was loaded, landed and secured satisfactorily without incident.
- 9.2 Lashings and cradle supports inspected and approved by representative of Ships Command.
- 9.3 I am satisfied that the vessel is secured in accordance with the IMO Regulations for the Safe Stowage and Securing of Cargoes.
- 9.4 This report is a true and accurate description of the operation of loading and the condition of the vessel as far as could be ascertained at time of survey, but no guarantee is given or implied. We have not inspected parts of the structure which were covered or inaccessible and we are therefore unable to report that any such part of the structure was free from defect at time of survey.

Cordially,



James Cross, Certified Marine Surveyor

JC/pam

## 10. PHOTOGRAPHIC ATTACHMENTS

- 10.0 "ROSEBUD" on Tuesday , July 14th, at her berth for initial inspection.
- 10.1 Vessel delivery.
- 10.2 Vessel delivery.
- 10.3 Aft and Midships deck view
- 10.4 Lifting gear prepared on arrival.
- 10.5 Foredeck view.
- 10.6 Lifting gear rigged.
- 10.7 Initial lift.
- 10.8 Positioning over cradle.
- 10.9 Vessel in cradle.
- 10.10 Sample of cradle positioning welds..
- 10.11 Vessel secure.



10.0 Vessel at berth.



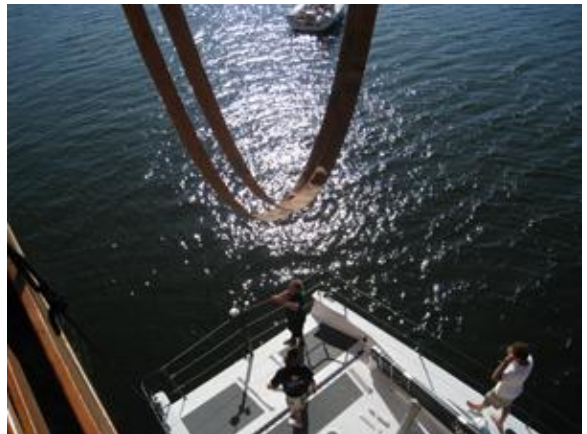
10.1 Vessel delivery.



10.2 Vessel delivery.



10.3 Aft and Midships deck view.



10.4 Lifting gear prepared on arrival.



10.5 Foredeck view



10.6 Lifting gear rigged.



10.7 Initial lift.



10.8 Positioning over cradle.



10.9 Vessel in cradle.



10.10 Sample of cradle positioning welds.



10.11 Vessel secure.

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## INVOICE

**Your Final Survey Report is ready for delivery**

July 16, 2011

Bill to: Masterpiece International, Ltd.  
11 Memorial Blvd.  
Newport, RI 02840

Re: Loading survey of S/V "ROSEBUD"  
Date of load July 15, 2011

Items: Rate is \$ per foot Total due: \$1900.00 (Discount rate)

Please make the check payable to: Jim Cross / or we can take a credit card.

Thank You

Jim Cross