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Yacht and Small Craft Surveyor.

PRE-PURCHASE SURVEY REPORT

Carried out between 22nd [REDACTED] June 2023

SY [REDACTED]

Beneteau Oceanis [REDACTED]
2019 model



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A – Overview

This survey was carried out at [REDACTED] Marina between [REDACTED] on request of the [REDACTED] mentioned being a prospective purchaser of the vessel.

Scope of Survey

- This is a Pre-Purchase Survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- Please note that where reference is made to condition in all cases this must be considered in relation to the vessel's age, for example very good condition should not be taken to mean new condition.
- Mast was stepped, mast and rigging examined from deck level.

Limitations

- Where access is restricted by fixed panels, linings, mouldings etc. it was not possible to examine, and I cannot say those areas are free from defects.
- This Report has been prepared for the use of Commissioning Client and no liability is extended to others who may see it.
- In some cases, it is not possible to detect latent and hidden defects without destructive testing not possible without Owner's consent.

Conditions of Survey:

Vessel was examined afloat and hauled out after the sea trial, stayed on hard for 24 hours to dry out and underwater survey carried out. As having been informed by the broker the underwater antifouling paint was done recently, the hull was clean when hauled out.

Weather condition was generally around 34°C, dry and sunny. The wind force was 1-2 Beaufort on the day of sea trial.

No special conditions affected the survey other than as described in the text.

B.Summary

Summary

Beneteau Oceanis 55.1 is a France made 2019 model production boat, according to the CE marking indicates that the boat is suitable for category A cruises. Not excessively used. Accommodation in general was in good looking.

No sign of repair on the hull was observed. Some parts of the bilges were wet which led to receive high moisture readings. The fuel found under the extra fuel tank needs immediate attention for safety. Engine did good in the sea trial with some findings. Sails were serviceable. Air condition and generator was running. The salt water observed at the bow thruster area.

Recommendations:

This part is classified from A-D according to the importance level and priority as explained under each section;

A-Significant faults or actions needs to be dealt with before use the boat

i2. ****Fuel in the bilge under the extra fuel tank should be cleaned and the reason should be fixed. ****

d2. The seawater source observed at the bow thruster area should be explored and water ingress should be prevented. The laminate around the area should be dried. Bilges should be dried and ventilated. In the next haul out it is recommended to repeat the above underwater tests to be compared with the results.

E1. If no, emergency tiller should be supplied to the boat.

E4. All the anodes should be replaced with new.

Engine and generator seawater hoses were old and they must be renewed. Ac inlet, Ac inlet filter (1) and genset sea water intakes (2) needs immediate attention. In conclusion all valves and skin fittings should be dismantled, inspected, cleaned, and changed with new if found necessary. Underwater plastic skin fittings advised to be replaced with DZR brass or bronze.

f6. The shackle pin was corroded (3) this should be changed with the new one.

Electric cable support should be fixed (1). In the absence of the service record it is recommended to service the windlass before use.

h3. Fuel at the bilge under the extra fuel tank should be cleaned and dried. Extinguishers that need maintenance should be done. Fire blanket and bucket should be supplied. Fire extinguishers should be fixed against unintended movement.

h4. Life raft service should be done.

i1. Threshold sponge, it was released, it should be bonded. Seawater pump was leaking (4). One engine mounting that was under the impeller at the port side was corroded, this should be maintained. Engine raw water filter should be cleaned. Oil drip observed by Yanmar service Mr. Levent, between the crank seal and gear seal during the sea trial, this should be maintained. Discolored engine raw water intake hose should be changed with new.

J5. The generator seawater plastic filter was full of seaweed, the filter (3) should be cleaned, and the filter is advised to be changed with a metal filter which is better for the engine room installation. The related seawater intake valve was also defective, water seen at the perimeter. The related hose was also old and should be changed. It is prudent to change all seawater related hoses on boat. (Heads, machinery etc.)

j7. Domestic air conditioning (AC) seawater filter was corroded, this should be maintained or changed with new. The related seawater intake valve was also defective, the valve and the one next to it should be dismantled, inspected and

changed if found necessary, water seen at the perimeter of the valves. The related seawater hose was also old and should be changed. AC seawater pump outlet hose fitting was corroded, this should be maintained or changed (2).

Sea Trial: The port side lazy jack halyard was crossing by the spreader, it should be corrected.

B-Needs action in time frame

d1. Bilges should be dried and ventilated. Rust should be removed from the keel studs, when reached to the shiny stainless steel it is advised to be waxed as a preventive protection.

d5. Gelcoat repair would be prudent. Arch was a load bearing area therefore should be traced periodically.

d7. Port side stanchion plate was showing corrosion (2), this was presumed to be a crevice corrosion, this plate should be made good or changed from new and wax should be applied for corrosion prevention. Metal in the wood will lead to corrosion therefore it is recommended to remove those hooks from the toe rail and the holes should be appropriately filled.

d8. The moisture detected between the inner moulding and hull should be ventilated.

e2. Cutless bearing may need to be replaced in near future.

e3. All the anodes should be replaced with new.

f1. Crew cabin port side hatch arm should be screwed down.

g1. Fore stay bulkhead connection (2) should be traced.

g3. Fore stay swaged terminal should be cleaned and traced. Standing rigging should be cleaned and polished regularly as a preventive maintenance. Wraps around the terminals should be removed.

h1. The deck light under the radar was not working.

h2. The glass pieces should be cleaned from the bow electric bilge pump area. Hose connector corrosion should be cleaned and the manual bilge pump should be fixed.

j2. Gas alarm is advised to be installed.

j4. Underwater intakes are advised to have gooseneck above the waterline. Seawater intake hoses will need to be changed in near future.

f6. The sea ladder was showing minor corrosion (1), this should be made good. Davits water intake to the lockers should be prevented. Rear lockers should be dried. Electric platform starboard side was not fitting properly (4).

C-Cosmetic, nonstructural items

g5. Main sail should be cleaned. Main sail raising groove should be cleaned and lubricated periodically. Remove the sails if your boat is not to be used for a long time. Ripped parts of the sail cover should be repaired.

J3. Fresh water system hoses will need to be replaced in the near future, discoloration observed.

D-Monetary point approaching improvements.

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C. Vessel Data

Hull Construction : Laminated sandwich fiberglass
 Length Overall : 16.78 m
 Beam : 4.96 m
 Draft : [REDACTED]
 Flag : [REDACTED]
 Registration : [REDACTED]
 HIN Number : [REDACTED]
 T Status : [REDACTED] unknown

ificate was not on the boat, those certificates should be requested

D. Hull, Deck and Structure.

d1. Keel:

Cast Iron Keel (magnetic) (1) sighted from various angles, was newly painted and seem vertical and in relation with the hull. One minor stain observed at the very aft end of the keel (2). Length of the keel from the hull was measured as 155 cm. The bottom of the keel inspected but only the new antifouling paint could be seen. No deflection observed around the keel root. Hammer test around the keel from outside was sharp. Keel was attached through 11 stainless steel studs with nuts, washers and backing plates. The first connection from the rear was showing rust stain under the backing plate (3), this area was damp, and the next grid was consisting of the bilge well this area was damper, the keel studs, nuts and backing plate bottom at the well was even more rusty (4). The rust scrapped end shiny stainless steel was seen. No internal seepage was detected. Nu u-cup shape or distortion observed on the washers, no visual damage or debonding observed in the bilges, minor gelcoat cracks seen (5).

Moisture readings were taken around 40 (6) in comparative mode when the boat was hauled out where it was expected to be lower. Hammer test around the keel root did not suggest any delamination, no repairs has seen.

Keel stud arrangement as seen from inside;

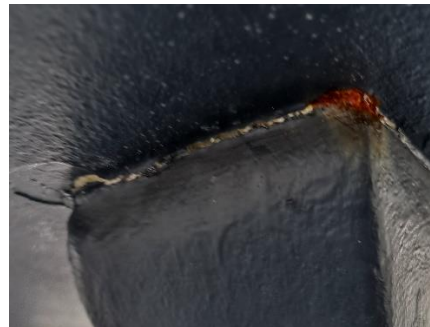
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*      *      * *      * *      *
*      *      * *      * *

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1



2



3



4

Bilges should be dried and ventilated. Rust should be removed from the keel studs, when reached to the shiny stainless steel it is advised to be waxed as a preventive protection.



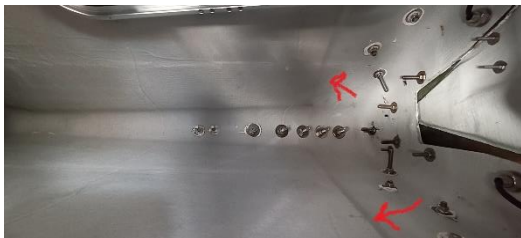
5



6

d2. Hull below Waterline:

The hull was sandwich construction (1) and cored with balsa (2) .



1



2

The boat was hauled out and visually inspected during the lift and no movement observed during the lift between the keel and the hull. No blistering observed right after the haul out or later. All the hull was visually inspected on hard and hammer test applied. Moisture readings taken after 24 hours of the lift with Skipper Plus 5 marine moisture meter. The hull was not washed with water to remove the salt because the hull was newly painted there was no weed or slime at the underwater hull. Same tests applied from inside to the accessible areas, for example the area under the saloon table could not be seen. The underwater part was newly painted, no hull deflection was seen, hammer test did not suggest delamination from outside. From inside, under the floors, structural grids were inspected, grids were chemically connected to the hull and by design some areas between the hull and the structural grid was empty, this can be best

seen at the transducer area at the fore cabin. As could be seen I did not see a sign of repair from inside at the structural grids, however it was impossible to make the same judgement from outside in the presence of antifouling.

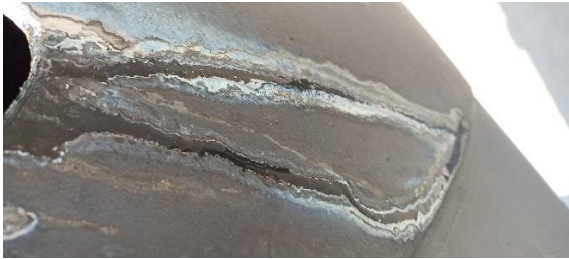
Bow thruster area (1) could be reached under the bed of the fore cabin. There was a bilge pump at the fore of the bow thruster and salty water seen at the beneath of the bilge between the inner moulding and the hull. The same area inspected from outside and it was seen that the water was dripping from the port side bow thruster tunnel laminate from the very first moments of the boat was hauled out, same dripping (3) also observed 24 hours later.



1



2



3

The bilges at the starboard side under the boiler was wet (4), the port side under the extra fuel tank was wet by fuel (5). As mentioned in the pervious section the keel stub was wet. Fore of the engine was wet around the intake vales.



4

5

Moisture readings have taken after 24 hours of the boat hauled out of the water, readings should be evaluated with the light of the above information which was the bilges should be considered as wet and the inner moulding to the hull had empty spaces where this could let internal moisture condensation may also cause high readings.

Starboard Side
Stern

Bow

Ref	Rudder		Stanchion		Stanchion		Stanchion		Aft end of the keel		Stanchion		Shrouds		Window		Stanchion		Window		Stanchion		Stanchion		Stanchion		Pulpit	
	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S
Upper grey line														35 (3)	30													
Widows line	15		14		33	28	24		14		16		42 (5)	32	21	30	45 (5)	32	20	28	43 (5)	29	16	20	19		18	
Grey line	19		20		20		27		22		23		27	18	23	22			30	31		22		28	22		23	
Waterline	30	39	43 (9)				37	2								5			28	13								
	44	33	53				34	3											44									
							51	49 (7)								45			49 (2)									

- (1) chain locker
- (2) fore of the keel
- (3) right below the starboard side shrouds connection to the hull
- (4) keel adjacent point
- (5) under the window
- (6) water tank area
- (7) fore of the engine water intake valve
- (8) fore of the A bracket
- (9) fore of the rudder

Measures above waterline are taken at the side window level and right above the waterline. Air temperature was 34 degrees windy and dry.

Measures are taken with half meter distances.

Finished line is the keel line.

Column ref points are generally stanchions.

Port Side

Stern

Bow

Ref	Pulpit		Window		Stanchion		Between Stanchions		Stanchion		Aft of the Window		Shrouds		Stanchion		Stanchion		Aft of the Bowthruster		Fore of the Bowthruster		Stanchion		Stanchion		Pulpit		Stem Head	
	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S	R	S		
Upper grey line														33	30															
Widows line	11	14			19-46(2)		24-43 (2)		10	15		22-43 (2)		22		18	19		26		16		14	18		15		100	45	
Grey line	27	20			21		20		21	21		23		21		25	29		55	16	24		20	34		33		79		
Waterline	28	52 (1)	33	45			34		30	41		35		33		38	30		40		30	57	23	66				67		
	26	70	41	57 (3)	44		30		59	42	24		69		46		47	55	38	60 (7)	31	69	38	54	74	35	82	43		
							54 (4)		22	50	48	57	46		71	47	72 (6)	35	53 (5)											

- (1) fore of the rudder
- (2) high reading was just adjacent point of the window
- (3) P bracket
- (4) fore of the stern tube
- (5) fore of the keel
- (6) the keel adjacent point
- (7) After 24 hours water dripping out of the fiber

Summary of the reading; average readings for above waterline in regular mode was 23 this benchmark can be understood as dry. Underwater average was 47, including the red point readings where they were high readings assumed to be the moisture in the bilges. When the red high readings were removed from the calculation average for underwater hull readings was 39.

In conclusion, shallow readings were lower than the regular mode readings therefore no antifouling was removed, gelcoat at the underwater was not seen, above the waterline the perimeter of the windows were showing high readings. At the underwater parts at the line of the keel was showing high readings presumably because of the damp bilges. No osmotic blistering seen over the antifouling. No sign of repair could be seen.

The seawater source observed at the bow thruster area should be explored and water ingress should be prevented. The laminate around the area should be dried. Bilges should be dried and ventilated. In the next haul out it is recommended to repeat the above underwater tests to be compared with the results.

d3. Topsides above Waterline:

The topsides were also sandwich construction and the white gelcoat was from original by manufacture. Visually inspected and moisture readings were taken from outside and limited spots from the inside. Moisture readings around the side windows were higher compared to the rest of the area. Topsides around waterline cosmetically was in good condition. No sign of abrasion damage or repair. Chain plate attachment to hull point was closed, from inside I tried to unscrew the closed space however I could not open. As could be seen from outside no serious crazing was seen at the perimeter of the attachment point.



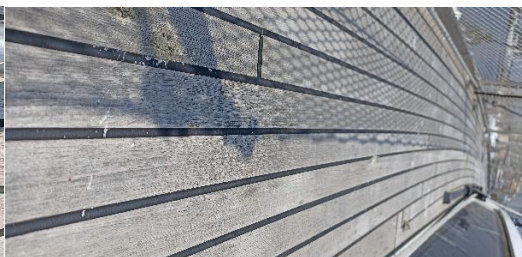
d4. Deck moulding:

The deck and pool area were teak overlaid, 7 mm thickness measure from the pool area, Sikaflex between the teaks were standing a bit proud compared to the pool area. Teak bonding to the deck was chemical. Hammer test and bounce on tiptoe did not show any flexing. Moisture readings taken in wood mode, at the baby stay and above the chain locker area (1) readings were higher compared to the rest of the deck moisture readings, when inspected from inside of the skipper cabin no seepage was seen.

Teaks were serviceable condition (2).



1



2

d5. Coach roof:

Coach roof was original nonskid fiberglass, cosmetically good condition, mast was stepped on the coach roof, aggressively swigged and no movement observed. No significant gel coat cracks observed except a minor one (1).

Handrails were equipped at both sides, force applied and found secured. No water ingress observed around the coach roof coamings. Force applied to the arch and no distortion found. Moisture reading taken at the arch base and port base were showing high reading, this was a load bearing area therefore should be traced periodically.



1

Gelcoat repair would be prudent. Arch was a load bearing area therefore should be traced periodically.

d6. Cockpit:

The cockpit was internal molded to the deck. Wheel pedestals, cockpit table, spinlock base, deck winches' bases were free from significant gelcoat crazing. Hammer test did not suggest any delamination in general. Moisture readings around the load bearing fittings like spinlock and winches were comparably high from inside and outside however the rest showed low readings.

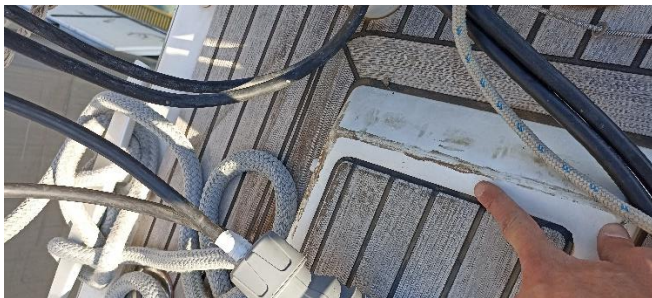
Cockpit table was in good condition. Cockpit locker gasket should be fixed (4). Small gelcoat cracks observed on the high traffic areas (2). At the starboard quarter stain was observed (3), this reason was presumed to be from the shore power cable that submerged into the foul marina water for a long time and stain happened when the cable collected on to the deck.



1



2



3



4

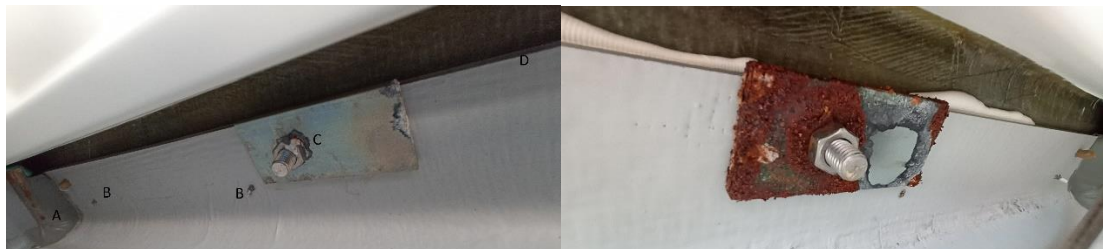
Teaks were in better condition compared to the deck.

d7. Hull/Deck Join:

The hull to deck joint was inboard flange connected with mechanical and chemical bonding (1). Stanchions were connected through this set up, teak plugs were placed from above, and supported with backing plates as could be



seen from the inside of the skipper cabin and the pool area lockers. **Port side stanchion backing plate was showing corrosion (2), this was presumed to be a crevice corrosion, this plate should be made good or changed from new and wax should be applied for corrosion prevention.** Moisture meter or hammer test could not be applied due to the linings from inside, above the linings there was no stain or seepage observed. Safety net was seen between the stanchions, and they were rigged with the help of the many screwed hooks (3) to the toe rail, **metal in the wood will lead to an inevitable corrosion therefore it is recommended to remove those hooks from the toe rail and the holes should be appropriately filled.** All stanchions were checked by hand found satisfactory.



(1) Port side from skipper cabin

(2) Starboard side stanchion connection

- A. Bulkhead Filler B. Screwed toe rail connection through the hull deck joint C. Stanchion connection with backing plate D. Overlapping point of deck and hull layers visible



3

d8. Bulkheads and Structural Stiffening including Internal Mouldings:

The bulkheads and inner moulding starting from skipper cabin to the aft lockers at the cockpit (which both of them were wet because of the davits at the stern) inspected as possible. All doors on the bulkheads opened and closed freely. Inner moulding spiders hammer tested, inspected and moisture readings taken after 24 hours the boat hauled out. The inner moulding was partially glued to the hull therefore some parts were unbonded, it was presumed from the design as mentioned in section d2. The readings taken from inside from were consistent with readings taken at section d2. Actually, the high readings taken from inside were even higher compared to the corresponding underwater part of the boat. This could be explained because of the moisture in the bilges were travelling between the unbonded inner moulding and hull section.

Hammer test and visual inspection did not suggest any ply, significant gelcoat crazing or sign of repair.

The moisture detected between the inner moulding and hull should be ventilated.

E. Steering, Stern Gear, and Skin Fittings etc.

e1. Rudder and Steering:

The boat was fitted with two rudders (1) with two moulded halves bonded to the stocks. Inspected from outside and inside. No splits, weeping or repair found over the antifouling when inspected from outside, hammer test did not suggest any delamination. Steering system could be reachable from pool quarter side lockers and an inspection window at the pool floor. Connecting rod and stock arm (3) tested by hand. Steering system tried in the sea trial with full turns and no stiffness found. Moisture readings taken on the rudders and higher readings taken compared to the bottom of the rudders which was not unusual. Force applied on blades from outside by hand and no movement observed with the rudder stocks. The space between the rudder and hull was normal. Rudder tube inside the hull was intact as could be seen from above. Wheel steering was mechanic, no broken strands seen in wire cables. Emergency provisions were seen at the cockpit floor however emergency tiller could not be seen on board.



If no, emergency tiller should be supplied to the boat.

2



1

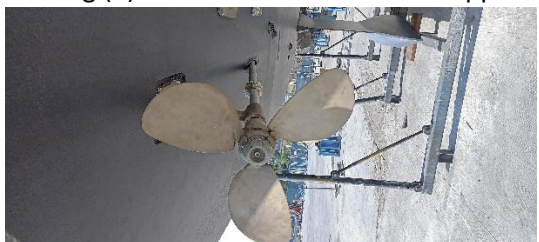


3



e2. Stern Gear:

The boat was fitted with Flexofold right-handed 3 blade bronze folding propeller (1), there was no damage or corrosion observed on the propeller. Propeller was tested by hand and it was secured on shaft. No ply observed on the Cutless bearing (2) or at the A bracket shaft support.

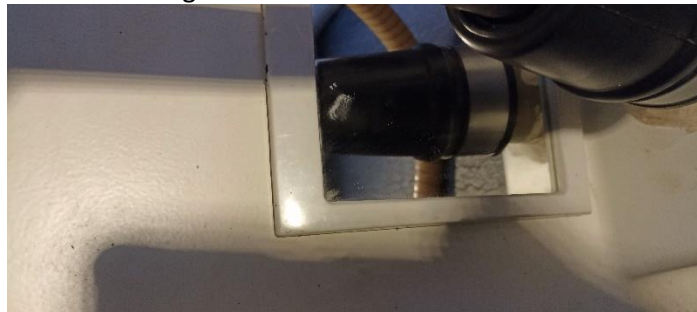


1



2

Output shaft right behind the coupling turned by hand and power applied from inside, visually inspected against corrosion no significant move or rust stain observed. Shaft coupling alignment was precise. The shaft was magnetic. Underside of the seal (3) was observed by mirror and no rust stains or damage observed. Stern tube hammer tested from inside and found secured. Same test applied from outside and no significant move observed at the Cutless bearing (2). No vibration detected during the sea trial.



3

Cutless bearing may need to be replaced in near future.

e3. Cathodic Protection:

Anodes were placed to the propeller, shaft and bow thruster propellers. The first two continuity could be tested when scrapped and they were working. The bow thruster anodes were loose and playing. All of the anodes were old so they

were not replaced at the last underwater service. Underwater valves were not bonded. No obvious galvanic action observed. Glomex (1) earth plate can be cleaned with stiff brush.

All the anodes should be replaced with new.

1



e4. Skin Fittings and other through Hull Apertures:



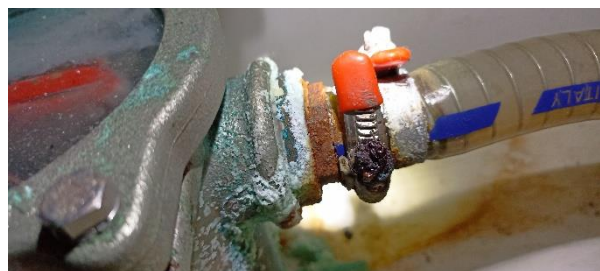
- 1: Shower Drain
- 2: Shower Drain
- 3: Sink Drain
- 4: Wc Flushing inlet
- 5: Wc outlet
- 5': Galley sink drain: Extra green corrosion.
- 6: Wc outlet
- 7: Sink Drain: Could not opened and closed.
- 8: Shower drain: Could not opened and closed.
- 8': Wc inlet
- 9: Air conditioning sea water inlet: **Seepage seen beneath the valve. (1)**
- 10: Generator seawater inlet
- 11: Shaft cooling
- 12: Engine inlet seacock
- 13: Transducer
- 14 Group: Automatic bilge pump, bilge pump, AC outlet:
- 15: Generator exhaust water
- 16: Generator drain
- 17: Engine exhaust (above waterline)

Most of the valves were opened and closed to full extent and was in working order. Most of them were screwed with double clips. **Engine and generator seawater hoses were old and they must be renewed.** The valves arrangement as could be seen from inside was at some part bronze and DZR brass. From outside some valves were inspected by snake camera



(4). Skin fittings were painted with antifouling, for sampling I have scrapped two of them and found that they were plastic (3) at the starboard side underwater part. **Ac inlet, Ac inlet filter (1) and genset sea water intakes (2) needs immediate attention.**

1



2



3



4

In conclusion all valves and skin fittings should be dismantled, inspected, cleaned, and changed with new if found necessary. Underwater plastic skin fittings advised to be replaced with DZR brass or bronze.

F. On Deck.

f1. Main Companionway and other Access to Accommodation

Main companionway (1) way was through a sliding hatch board with side opening doors which could also be operated from inside. It was cosmetically in good condition. Two flush deck hatches were Lewmar brand, gaskets checked, opened and closed, locked and un locked from inside, hatch stays were serviceable condition. Crew cabin hatch opened from outside and one at the port side arm was not functioning. No seepage observed. Most of the sheds and fly swatters (Oceanair brand) opened and closed found serviceable.

1



Crew cabin port side hatch arm should be screw down.

f2. Ports, Windows etc.:

Ports and windows were lying tight to the structure. Gaskets were serviceable, no leaks observed. Moisture readings taken at the adjacent point of the windows and the figures were high compared to rest of the hull below waterline readings. Window to hull connection points were keeping some amount of moisture. Starboard side and the cuisine curtain handles were broken.



f3. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:

Pulpit base and a stanchion base were examined from inside at the chain locker. Pulpit, pushpit and stanchions visually checked from outside and force applied by hand. The stanchion base was corroded as mentioned in d7 picture2.

f4. Ground Tackle and Mooring Arrangements:

The boat was equipped with a Lewmar vertical windlass and galvanized Delta anchor, the weight of the anchor could not be red, connected to a chrome swivel with a shackle. **The shackle pin was corroded (3) this should be changed with the new one.** Other side of the swivel was linked to the 12 mm galvanized chain (2). Chain was not laid and checked link by link.

Electric cable support should be fixed (1). Anchor base from inside was free from gelcoat crack. Chain locker was dry as could be seen from above.

Windlass, anchor remote from helm station, chain counter and the cable controller at the chain locker tested at the sea trial and found in working order. **In the absence of the service record it is recommended to service the windlass (4) before use.**

Bow and stern cleats used during the sea trial, bolted with nuts and supported by backing plates as seen from the chain locker, the one inspected was free from ply and corrosion.

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f5. Other Deck Gear and Fittings:

There were eyebolts (2) for lifelines on deck. And a cowl vent (1) on the castle between the saloon small hatches, opened and closed from inside.

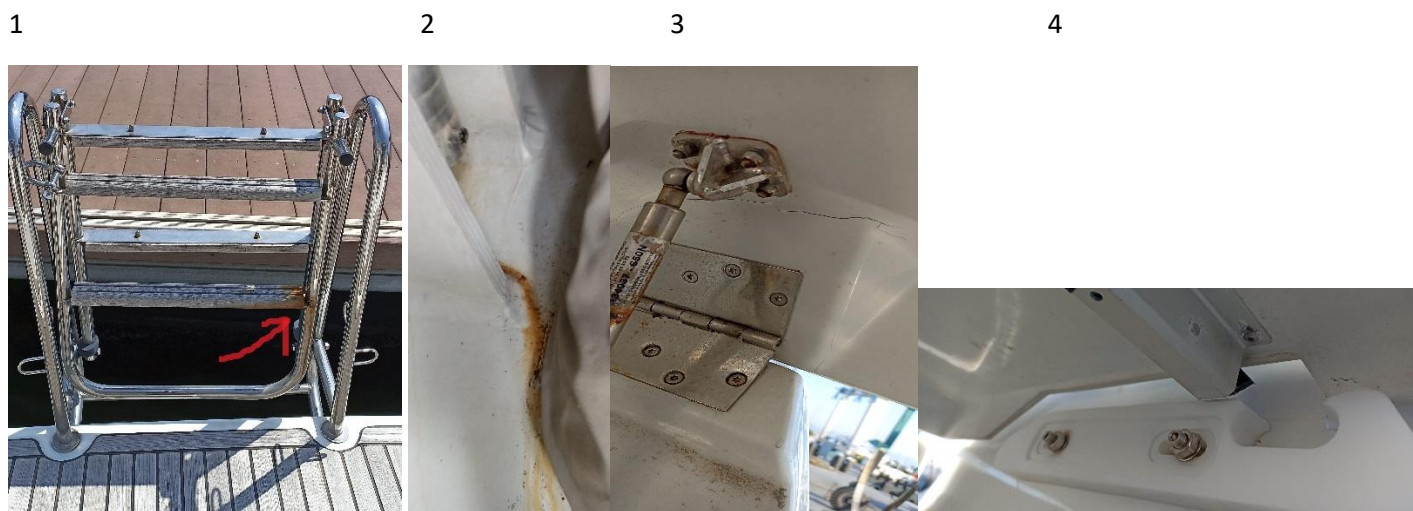


f6. Davits and Boarding Ladders:

The sea ladder was showing minor corrosion (1), this should be made good, it was not opened and tested, connection points to the electric platform was not showing significant gelcoat crazing.

Two telescopic davits were equipped at the quarter sides, I tried to extend and open the davits to the full extend however I could succeed. The davits' connection to the hull from outside inspection was intact, no movement observed, davits were not tested under load. From inside inspection it was seen that the davits were receiving water from the top section of the davit to the rear lockers (2). Davits water intake to the lockers should be prevented. Rear lockers should be dried.

The electric platform opened and closed both from the wheel panel control and the remote control. It was seen that the starboard side was not fitting properly (4) when closed position also when looked from inside the piston was showing minor corrosion and a stress crack seen under the bench of the platform.



Carbon boarding gangway not seen on board.

G. Rigging.

g1. Rigging Attachment Points:

The rig was set up hard. Forestay was bolted to the deck (1) via stem head fitting with stainless steel bolts on to the deck with washers and nuts. The plate was running down to the stem connected to the hull with the same way. The lower fore stay chain plate (2) was running through the deck and connecting to the wooden bulkhead (3) between the crew cabin and the chain locker. Moisture reading was high at this point from outside however it was lower from inside, when visually inspected mould seen on the filler at the connection of the ceiling and bulkhead at the chain locker . Cap Shrouds and lower Shrouds were connected to the hull with stainless steel chain plates with articulation of toggles, and stainless-steel turnbuckles. Shrouds to hull connection was closed with and could only be seen from the inside with snake camera (one side seen), as could be seen the steel was shiny (5). Backstay was connected to the transom through stainless steel u bolts on to the transom from quarters (2) with turnbuckles. Moisture readings were taken for all



connections from outside. No distortion or stress cracks was observed on deck joints, moisture readings did not suggest any significant moisture near the deck joints except the forestay area.

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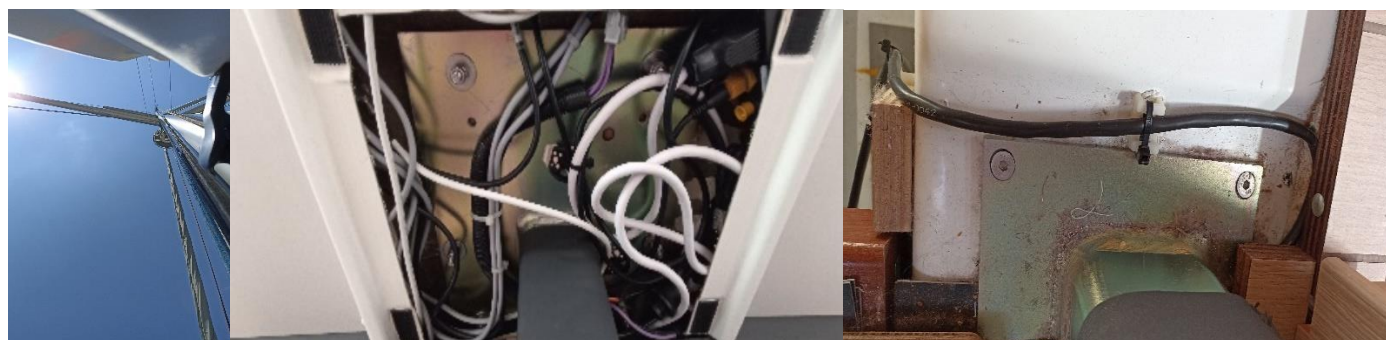
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Fore stay bulkhead connection (2) should be traced.

g2. Spars:

The boat was equipped with Sparcraft aluminum classical mast and Sparcraft boom. The mast was coach roof stepped, standing in column and undistorted (1), bolted through coach roof (2) and supported with a compression post that was stepping on to the structural grid (3) at the below, this area was stress crack free and no seepage or brown stain observed at the ceiling. Mast and boom anodizing was not breached, rivets and fastenings were not showing corrosion as could be seen from deck level. The mast was swung from deck level and no movement observed at the spreader sockets. Folding climbing steps on mast was in working condition. There was no winch on the mast.



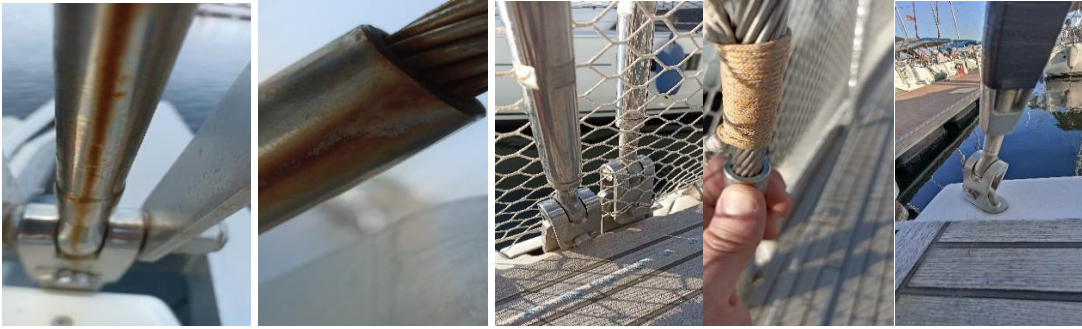
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g3. Standing Rigging:

Rust stain seen on the fore stay swage (1), other articulations at the toggles and turnbuckles were showing minor rust stains, those should be cleaned and polished as a preventive maintenance. No broken strands observed on the wires from deck level. Small rope wrapped (2) on to the port shroud should be removed, back stay terminals were taped (3) they should be removed, because they may help to develop corrosion.



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Fore stay swaged terminal (1) should be cleaned and traced. Standing rigging should be cleaned and polished regularly as a preventive maintenance. Wraps around the terminals should be removed.

g4. Running Rigging:

Halyards, sheet and ropes were presumed to be from the original. Cosmetically a bit stiff and faded. No significant chafe has observed. All sails opened and closed during the sea trial and running rigging was serviceable.

g5. Sails and Covers etc:

Genoa (Incidence) (3) , Fore stay sail (Technique Voile) (2) and full battened classical main sail were opened a in the sea trial. Furling systems of genoa and stay sail were smoothly functioned. The main sail raised and lowered while lowering the main sail at some points a bit hard, some lubrication can be applied. There was water trapped in the lazy jack therefore the main sail was stained due to long term wet storage (1). Stay sail was the best condition between the three sails. Some parts of the sail cover were ripped. Code zero roller was at the skipper cabin, code zero sail was not on the boat.

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Main sail should be cleaned. Main sail raising groove should be cleaned and lubricated periodically. Remove the sails if your boat is not to be used for a long time. Ripped parts of the sail cover should be repaired.

H. Safety.

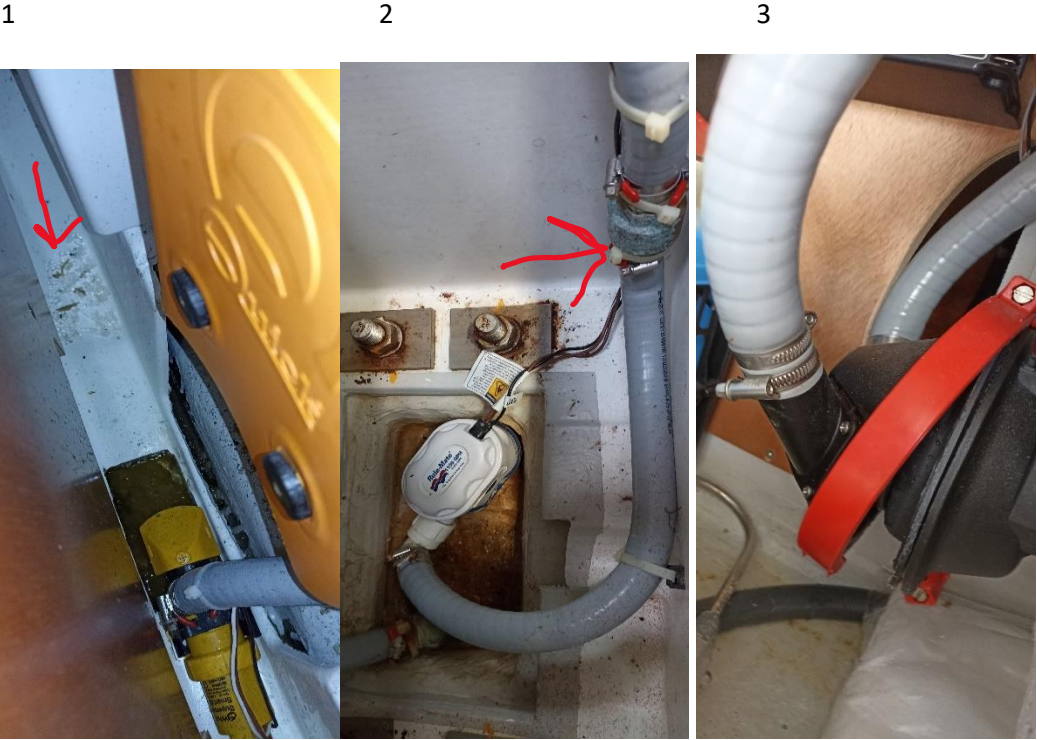
h1. Navigation Lights:

Navigation lights turned on and seen in working order. Anchor light could not be seen in daytime. The deck light under the radar was not working.

Led lights located under the spreaders were in working order.

h2. Bilge Pumping Arrangements:

Bilge pumping arrangement was from original. There were two electric and one manual bilge pump. The one at the bow thruster area and at other was placed at the keel well were electric bilge pumps. Electric bilge pump switch turned on from the electric panel and the electric motor sound heard however no waterflow could be seen where there was not enough water in the bilge well. The manual pump was placed at the starboard side pool area, it was tried but the red bracket was unscrewed (3). There was broken glass pieces at the bow electric bilge pump (1), the bilge hose connector was corroded (2).



The glass pieces should be cleaned from the bow electric bilge pump. Hose connector corrosion should be cleaned, and the manual bilge pump should be fixed.

h3. Firefighting Equipment:

Five extinguishers found on board; located at rear cabins, one at the bilge right in front of the port cabin, one at the fore cabin cupboard, one under the sink at the cuisine, one under the seat near to the map table at the saloon. Some has not been fixed. And some needs to be refilled or maintained. Fire bucket and blanket could not be seen. There was fuel split under the extra fuel tank which was located under the port sofa.

Fuel at the bilge under the extra fuel tank should be cleaned and dried. Extinguishers that need maintenance should be done. Fire blanket and bucket should be supplied. Fire extinguishers should be fixed against unintended movement.

h4. Lifesaving and Emergency Equipment:

8 person life raft (1) was on board, located at the stern side. Next service was indicated as May 2023. Also there was a boarding ladder (2) located at the port side pushpit, not tested. Life raft service should be done.

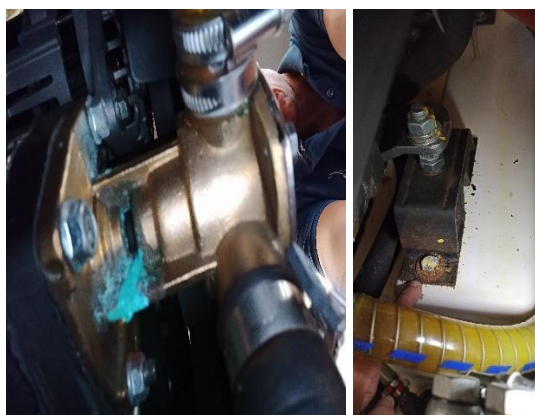




I. Engine.

i1. Engine and Installation:

The engine was a Yanmar 4JH110 direct shaft with E52532 engine number (1). Engine work hour was 603.2 hours. Engine service invoices was not on the boat. General isolation of the compartment was good **except the threshold sponge, it was released, it should be bonded. Impeller was liking (4). One engine mounting that was under the impeller a the port side was corroded, this should be maintained.** Oil sump visually checked. **Engine raw water filter should be cleaned. Oil drip observed by the Yanmar service Mr. Levent between the crank seal and gear seal during the sea trial, this should be maintained. Discolored engine raw water intake hose should be changed with new.** Exhaust hoses and the muffler visually checked; no corrosion observed. Fuel injectors and the v belt was covered, not seen. Oil dipstick checked, viscosity was good, no visual debris has seen. Shift cables checked on the engine, was in good condition.



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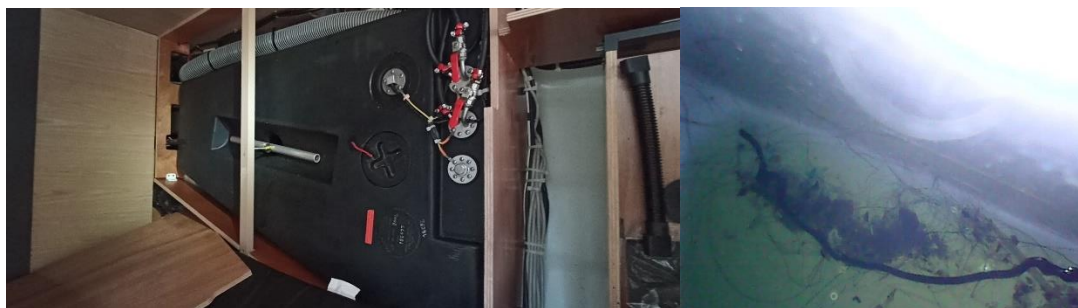
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i2. Fuel System:

Two plastic fuel tanks were seen under the stern cabin beds (1). Extra fuel tank was placed at the saloon port side bilge and equipped with a fuel pump (not tested) , as mentioned before there was fuel seen under the extra tank. the Shut of cocks were placed on the tanks. Engine fuel filter and the engine fuel strainers were metal therefore cleanness could not be observed. Pipework was flexible type. No fuel system-oriented problem observed during the sea trial.

1

2 Under the extra fuel tank



*******Fuel in the bilge under the extra fuel tank should be cleaned. *******

J. Accommodation and on-Board Systems.

j1. Accommodation General:

All cupboards visually inspected. Linings, dinner table, seat covers, furniture, cuisine, gimballed oven, sole panels were found clean and serviceable. No leaks from deck, no rot found at furniture and plywood bulkheads observed in the living quarters. Audio speakers were working. Under the fridge there was a stain observed presumed to be from the fridge drain (1).

1



Fridge drain should be checked.

j2. Gas Installation:

Oven, burners, and hood fume were in working order (4). Bubble tester was fitted from original and tested no leak was suggested. Gas bottle storage tested by water and drain was in working condition (3). Flexible hose inspected from bottle storage and right behind the gimbaled cooker, no cracks observed on the hose, gimbaled cooker hose length was adequate. Supply valve was functioning. Copper tubing was mostly unaccusable. No gas alarm found.



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The gas system or appliances were not tested as part of this survey. However no obvious hazards were identified and system considered fit for use after soundness testing.

Please note however that whilst the system complies with the standards prevailing when the boat was built it does not comply with current standards which are more stringent. The British Standard for gas installations is laid down in BS5482, Part 3 1999, "LPG in Yachts, Boats, and other Vessels, but this was superseded on 1/4/01 by a new European wide standard, BS ENO ISO 10239 (2000). There are significant differences between the two standards but both are acceptable. At present there is no mandatory requirement to update systems to conform to these standards, unless it is intended to use the vessel commercially (sailing school or charter use etc.) and thus seek Certification under the Safety of Small Commercial Sailing Vessels Code of Practice, or to use the vessel on Inland Waterways in which case she will have to conform to the Boat Safety Scheme.

Note however that Insurance proposal forms increasingly require a declaration by the Owner that the gas system conforms to **current** standards and if that is the case here it will be necessary to have the system assessed by a qualified gas engineer and some improvements will be required, (for example fitting of a cooker with flame failure devices on all the burners?)

A comprehensive booklet entitled "LPG Bottled gas for Marine Use" can be obtained from Calor Gas Ltd., Customer Support Centre, Tel: 0800 626 626. This contains all the relevant standards, advice on the Boat Safety Scheme requirements, and a "best practice" installation guide. Comprehensive advice in terms of what standards apply can also be found at www.calormarineshop.co.uk/rules-regs-answer.htm.

j3. Fresh Water Tanks and Delivery.

330L plastic freshwater tank placed under the fore cabin (1) bed, it was secured. Second freshwater tank was placed under the saloon table this could be seen under the starboard side sofa. Water tank valves (2) were placed at the starboard side under the sofa. Water pressure was in working order. Boiler was in working order. There was no grey water tank. City water could be able to be connected to the boat from the starboard helm station.

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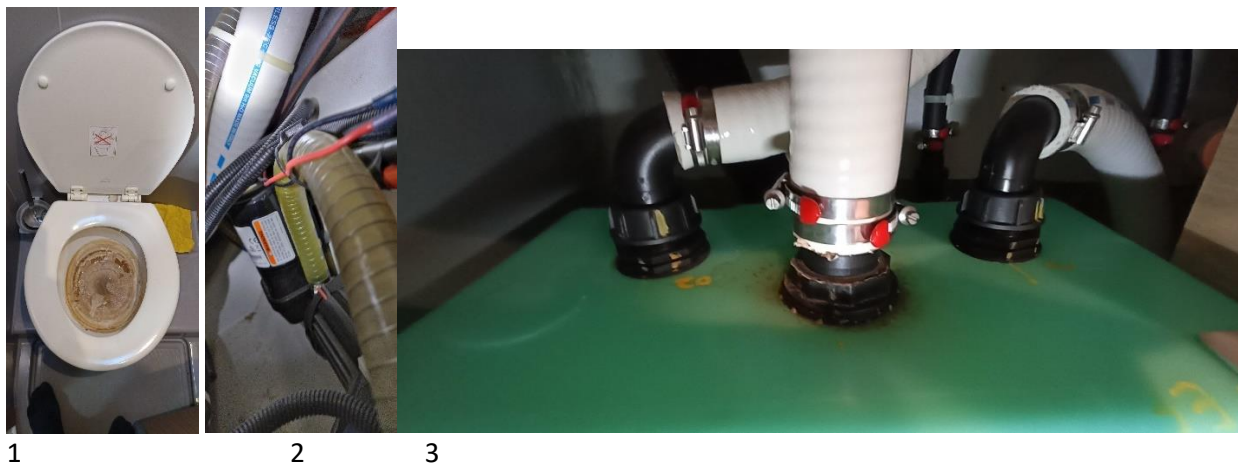


Fresh water system hoses will need to be replaced in the near future, discoloration observed.

j4. Heads:

Wastewater tanks were 80 L plastic. Jabsco electrical toilets were fitted. No significant toilet odor felt. Toilet bowls were dirty (1). Holding tank (3) hoses were double clamped and secured. Electrical toilets were in working order. Toilet water intake was through pumps and the hoses were not doing gooseneck instead they were tied (2), since this arrangement is at the sea level a longer gooseneck which goes far above the waterline would be safer. The seawater intake hoses were showing discoloration. Shower drain pumps tested and they were all in working order.

Underwater intakes are advised to have gooseneck above the waterline. Seawater intake hoses will need to be changed in near future.



j5. Electrical Installation:

12v and 24v Dc;

The boat had both 12v and 24v direct current (dc) system, equipped with 12 batteries. 4 batteries were dedicated to the bow thruster, they were covered and hard to reach therefore type could not be seen but this was a 24 v group.

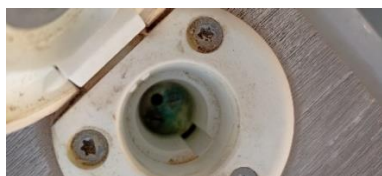
The rest of the battery banks were placed in front of the engine compartment at the bilge. 4 x 140 ah Exide AGM (13,5 V) for 12 v service batteries. 2 x 220 ah 24 v group for service battery bank (27,6 V). Engine start battery was Exide Start Pro 110 ah 12 v (measured 13,6 V). Generator start battery was Tudor 95 ah AGM.

Battery change over switches, battery isolator, three battery chargers, AC breakers and the inverter were all placed at the port cabin.

12 v AGM battery bank plastic cover was there but not placed other battery covers were in place. Battery terminals were clean. All batteries were secured with belts.

Electrical panel wiring was as from the factory settings.

The cockpit light tried but did not work, the plug was corroded (1), it should be cleaned. All deck winches were in working order.



1

230 V Ac

Two 220 inlet was placed at the rear of the starboard helms station, the one was dedicated for the air conditioning. Plugs were clean (1). All 220 plugs were tested and found in working order. The generator started in sea trial and air condition system tried and found in working order.

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Fischer Panda 10000i generator could be reachable from the aft cabins, underneath of the generator was clean and the bearings were intact. The generator run at the sea trial and air conditioning tried at the same time, both seen as

functioning condition. When first started from the generator control “service interval run out” message popped up. Generator working hour was 358.9 hour. **The generator seawater plastic filter was full of seaweed, the filter (3) should be cleaned, and the filter is advised to be changed with a metal filter which is better for the engine room installation. The related seawater intake valve was also defective, water seen at the perimeter. The related hose was also old and should be changed. It is prudent to change all seawater related hoses on boat. (Heads, machinery etc.)**

3



However, 240 V electrics not tested and please note this inspection does not constitute a guarantee of safety or conformity with any set standards. It is thus recommended that the safety of the system be confirmed by a qualified 240v electrician.

J6. Electronic and Navigation Equipment:

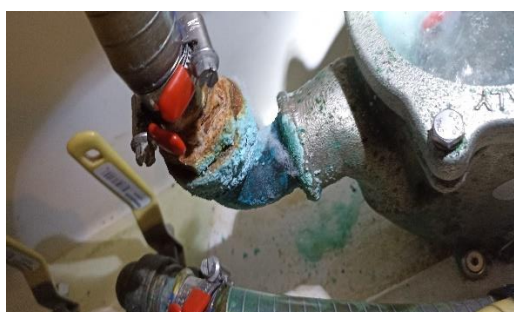
All instruments at the helm station were in working order, accuracy not tested. Vhf radio was in working order, tested.

J7. Heating and Refrigeration:

The boat was equipped with Domatic chilled water air conditioning (AC), the system had heating and cooling functions. AC was working with both 220 V shore power supply and generator supply. All cabins had their own outlet fans and control panel.

Domatic air conditioning (AC) seawater filter was corroded, this should be maintained or changed with new. The related seawater intake valve was also defective, the valve and the one next to it should be dismantled inspected and changed if found necessary, water seen at the perimeter of the valves. The related seawater hose was also old and should be changed. AC seawater pump outlet hose fitting was corroded, this should be maintained or changed (2).

1



2



Vitrifrigo fridge in the cuisine was operated and in working order. The doors of the fridge were closed for a while there fore there was some sign of mold. **Fridge should be cleaned and when not used the fridge doors should be open for ventilation.** Additional fridge in the cockpit table was in working order.

J8. Dinghy and Outboard:

Selva 9.9 outboard engine was on board, not tested. Selva fiber base service boat was on the deck.



Notes from Sea trial;

On the date of 24.06.2023 Saturday, the weather was 2 Beufort wind and sunny. Engine started and did not give any alarm from the engine panel. Full throttle values were as; 9 miles , 3250 rpm, 81 C, 4.2 bar oil pressure, 14 v engine voltage, 43 C fuel heat. Exhaust smoke was colorless. Full turns performed under full throttle, turning cycles were similar. Engine vibration and the sound was normal. Bow thruster, autopilot, navigation instruments were in working order. Anchor dropped and heaved, windlass, both controls and chain counter were working. Keel bolts and shaft seal observed during the sea trial, no seepage observed. Engine stopped, turned off and started in 1 minute the values 74 C, 2.2 bar, 13V , Fuel was 43 C.

All sails set, inspected, and found in serviceable condition. Ropes were stiff. **The port side lazy jack halyard was crossing by the spreader, it should be corrected.** Installing stays to the rope lockers at the pool would be practical to operate while managing the ropes. Electric deck winches were in working order.

Radio and Tv was in working order. 12:45 entered back into the marina.

