

REPORT

Walkthrough Condition Survey Report

1 Particulars of the Vessel

<i>Name Of the Vessel</i>	E●●●●m	<i>Flag</i>	USA
<i>Port of Hail</i>	Wilmington, Delaware	<i>Documents To The Vessel</i>	Boat Registration Certificate, No. DL●●●F, See Attachment 18.3 and 18.4.
<i>HIN</i>	FR-SP●●●●B●● HIN not affixed to hull starboard aft in breach of standards. Secondary HIN was located with help of manufacturer and was seen by Surveyor. HIN should be affixed in retro to hull in manner prescribed by ISO 1●●●●		
<i>Date of Manufacture</i>	201●	<i>Manufacturer</i>	Jeanneau/ SPBI/ France
<i>Length o A</i>	17.78m	<i>Type Of Vessel</i>	Sailing Yacht, Jeanneau 57, S057D
<i>Length o D</i>	17.28m	<i>Material hull, deck, superstructure</i>	GRP
<i>Draft</i>	2.25m	<i>B_{max}</i>	5.00m

2 Particulars of the Survey

<i>Survey's Scope</i>	Walkthrough Condition Survey
<i>Surveyor(s) on Site</i>	Capt. Naci Arıcı and Mr. Cem Baykent, BSc.
<i>Date, Time And Place of Survey</i>	14.●●.201●, 10:15 – 16:45, Göcek, Turkey
<i>Met Conditions during the Survey</i>	At times heavy rain, impairing work to some degree
<i>Those Present During Survey</i>	Capt. O●●● U●●●, Skipper; Mr. E●●● Ö●●●, Jeanneau Turkey
<i>Afloat/ On Hard</i>	Both
<i>Instructor</i>	Mr. G●●● Y●●●, Israel

3 Disclaimers, Conditions and Limitations affecting the Survey

In the framework of the requested Consultancy service, a Survey is carried out and a Report is prepared to the best of knowledge and according to professional assessment of the Surveyor/ Consultant for the Instructor/Client.

It should be noted however, that the Report neither can be considered as complete nor as irrefutable fact. Thus, the Consultant explicitly disclaims any liability which may arise due to the Consultancy, further to the best of knowledge and professional assessment of the Consultant and the Report will reflect the Consultant's personal opinion only.

This Report with contents and implications is and remains only a recommendation to the Client. Whether the Client wishes to consider the Report or not is solely according to the Client's own assessment.

The Report is prepared for the sole use of the Client from whom the instructions were received. The Consultant remains free of any responsibilities against any other parties.

The Report and its contents remain at all times the intellectual property of the Consultant and cannot be reused, copied, referred to, published, disseminated, sold and no action compromising the confidentiality of the Report must be carried out.

No parts of the vessel were dismantled.

No fastenings were removed for inspection.

No woodwork or other parts of the structure, which are covered, unexposed or inaccessible, have been inspected.

The vessel and its equipment have not been checked for elements of design, suitability for any particular purpose, or compliance with any rules, regulation, law, standard or code.

This Report does not constitute any form of warranty.

Machinery installations, auxiliary and ancillary equipment and other service systems, electronic equipment, pumping and plumbing, sanitation systems, navigational aids and other sundry items were visually inspected only – if not indicated otherwise.

Heavy rain impaired work to some degree, in particular no moisture content measurement could be carried out due to ongoing surface moisture.

The use of this report implies an acceptance of the above mentioned conditions.

4 **Table of Contents**

1	Particulars of the Vessel	2
2	Particulars of the Survey	2
3	Disclaimers, Conditions and Limitations affecting the Survey	2
4	Table of Contents	3
5	Introduction	4
6	General Impressions about the Vessel, including Modifications to her	4
7	The Seatrial	4
8	Hull and Machinery	5
8.1	The Hull and the Structural Members	5
8.2	Damaged Areas to Transom and Topsides	6
8.3	The Ballast Keel and its Attachment to the Hull	6
8.4	Superstructure	7
8.5	Cockpit	7
8.6	Seacocks and Deck Hardware	7
8.7	Steering System	8
8.8	Ground Tackle	8
8.9	Engines and Propulsion Members	8
8.10	Other Machinery	9
8.11	Electrical Equipment	10
8.12	Navigational and Monitoring Equipment	10
8.13	Communication Instruments	11
9	Sailing Equipment	11
10	Quarters	11
10.1	General	12
10.2	Saloon	12
10.3	Galley	12
10.4	Master Cabin	12
10.5	Port Aft Cabin	13
10.6	Starboard Aft Cabin	13
10.7	Crew Compartment forward	13
11	LPG System	14
12	Garage and Swimming Platform	14
13	Soft Covers	14
14	Safety Equipment	14
15	Tender	15
16	Various	15
17	More Images to the Vessel	15
18	Attachments	17
18.1	11.●●.200●, Volkswagen, Manufacturer's Certificate	17
18.2	16.●●.201●, Jeanneau, Builder's Certificate	18
18.3	28.●●.201●, State of Delaware, Boat Registration	19
18.4	28.●●.201●, State of Delaware Verification Letter	20
18.5	14.●●.201●, Oil Analysis, Main Engine	21
18.6	14.●●.201●, Oil Analysis, Reversing Gearbox	22
18.7	14.●●.201●, Oil Analysis, Generator	23

5 Introduction

On 09.●●.20●● Mr. G●● Y●●● instructed our office by email to survey m/y E●●●●m. We attended her on 14.●●.20●●.

Items requiring attention have been **highlighted** in this Report.

6 General Impressions about the Vessel, including Modifications to her



The Vessel is a production boat with little additional if any. The vessel is in good condition for her age and make.

7 The Seatrial

Deck Plan



With three men on board during the sea trial the vessel performed at approx 3400 revs with 8.9 knots SOG. The water tanks were 1/4, the fuel tank 3/8 full and the wind was 0 Bf.

During the seatrial the steering system, the autopilot, the dept sounder and the speed log were tested and were found in good order. Devices will be mentioned in the appropriate sections below.

8 Hull and Machinery

8.1 The Hull and the Structural Members

Submerged Hull No damages were noted at a visual inspection. The hull was percussion tested at 10-15 cm intervals and found to be free from delaminations. No blisters or that like were noted on a visual inspection. No moisture measurement could be carried out as in the time window of dry docking heavy rain resulted in a continuous water film on the hull. However, from the Surveyors' general experience no hydrolysis is to be expected at this kind of hull of this age. Still, **a moisture measurement should be carried out** at the next opportunity when the vessel will be dry docked for some time and under suitable weather conditions.

In the port aft guest cabin, under the berth and next to the internal frame **an unusual round area with somewhat contrasting colour to its environment and of less than 8 cm diameter has been noticed**. This area may be repair, but it is much more likely that this area is residual from some issue during the manufacture of the hull. Nothing unusual was noted in the corresponding hull area externally, although area was covered with antifouling. Area should be kept under observation.

The "Spider" An internal mould, also called a "spider" has been attached to the external hull by means of some adhesive. No damages to the attachment between the hull proper and the internal hull could be noted where the attachment is possible to be inspected.

Deck to hull joint This joint could be inspected at few, limited areas but was noted as appropriate. No water intrusion or damage to the deck to hull joint observed. **Insignificant delamination** is observed at the hull to transom joint, for instance on the hull part after the stainless steel fasteners. Such delamination should be inspected regularly, but not expected to grow into a structural hazard in time.

The condition of the bilges The bilges are dry and clean. Good amount of storage area with piston mounted floorboards are offered in the bilges.

One LPG cylinder noted in bilges. **This cylinder should be put into the LPG locker.**

Zinc Anodes and Bonding A shaft anode and a propeller anode were noted. The **propeller anode needs to be replaced in due course**. The shaft anode doesn't show any signs that indicate healthy anodic action. It is recommended **to replace the shaft anode** with a quality brand replacement, as well. No other anodes were noted.

Antifouling The Vessel is reported to have been launched in B●●● 20●● after antifouling was applied last. It is reported that the antifouling was International Micron Extra.

Surveyors note that the submerged hull was covered with tubular worms. **More AF should be applied in a better manner the next time the Vessel is coated.**

Topsides/Transom The topsides are painted in golden metallic (champaigne) colour. Decorative strips are made of suitable foil.

Topsides and transom have been damaged by numerous impact, chafe and scratches. These are numerous and are subject to the drawing under Section 8.2. Some damages are due to a mishandled anchor, others due to fender or jetty chafe, yet others due to uncontrolled impact of the tender.

The damages are minor and do not form any structural hazard. However their sheer quantity makes **Surveyors recommend spraypainting of entire topsides**, at least on the port side.

Decorative stripes can be replaced easily with new stripes.

Surveyors note in one area of about 30 cm, that the stripe has been replaced already. Tapping did not indicate towards concealing of some significant damage underneath.

Superstructure

The superstructure is white/crème coloured gelcoat. The condition of the superstructure is good. There are some minor scratches.

We have observed that the gelcoat around the port box near the port steering wheel has cracks. The cracks appear not to be structural but seem tension cracks on the gelcoat only. **The gelcoat at this area has to be repaired.**

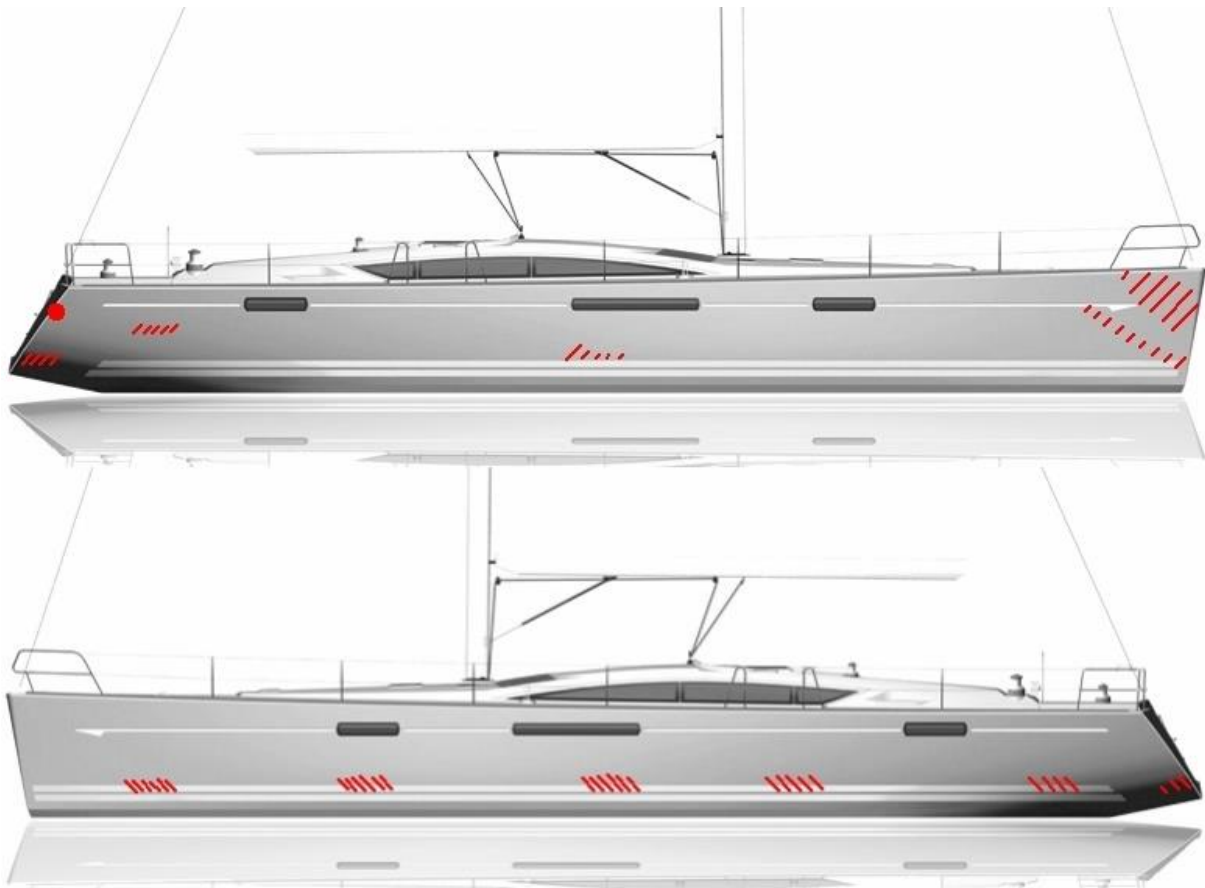
Bulkheads

Bulkheads can be inspected in limited areas. The bulkhead between the saloon and master cabin has a gap of approx 1-1.5 cm between the bilge floor and the bulkhead. The bulkheads are adhered to the spider frame using an excessive amount of elastic adhesive. Surveyors could inspect only limited hull/bulkhead joints but would not note any delamination at this stage. Surveyors comment that loosely fitted bulkheads and missing lamination between hull and bulkheads result in weaker consolidation of the structural members

Deck

The decks and cockpit are covered with teak deck. The condition of the teak deck is good.

8.2 Damaged Areas to Transom and Topsides



8.3 The Ballast Keel and its Attachment to the Hull

The ballast keel is of cast iron and has been attached to the hull in the usual manner by bolts sandwiching ballast keel, hull proper and the internal hull.

A grounding had been reported by our Instructor and ballast keel and hull around ballast keel were inspected carefully.

Traces of grounding were noted at the area where the ballast keel's leading edge meets the sole of the ballast keel and also under the ballast keel sole. Visible areas had been repaired by overpainting. This had happened apparently in limited time.

The hull around the areas where the leading edge and the trailing edge of the ballast keel meet the hull proper are strained most during grounding. These areas were inspected in a very careful manner externally and internally. No traces of the grounding strains whatsoever were noted in the inside. Externally it was noted that the mastic around the ballast keel to hull joint had been removed (probably in order to inspect the area underneath) and had been recovered with mastic. Apparently, as this had been done in a rush, the second mastic application was now coming off during our inspection. However, this is of no short or medium term consequence. It would be best that during the next dry docking period the area is left to dry out liberally, then the seam is cleaned off any mastic, as far as can be accessed with a scraper or similar, and then, after priming and protecting the metal with a coating the area can be remasticed with a suitable product.

The Skipper had mentioned the name of the Jeanneau agent, who had intervened after the grounding. We contacted this Mr. Mehmet Bilgin, well known to us, and we received from him reconfirmation that he had personally inspected the Vessel after the incident, that he had carefully tried to locate any damages to the hull, and failing to do so had just put on a slap of paint to the keel's leading edge and had remasticed the keel to hull joint in a hurry before re-launching the vessel.

We note that **keelbolts have never been torqued** and this should be also done the next time the Vessel rests on her ballast keel.

8.4 Superstructure

Side window seals require partial replacement.

8.5 Cockpit

Large and U-shaped cockpit area with a large table is suitable for the vessel. The cockpit is protected by a sprayhood and bimini. A lazaret with easy access to garage is found behind the helm consoles.

<u>Wheels</u>	2 x 5 spoked 100 cm diameter stainless steel tandem wheels with leather covers, both in good condition.
<u>Pedestals</u>	2 x white painted pedestals are located at the both sides of the aft of the cockpit. The pedestals are in good condition.
<u>Upholstery</u>	The cockpit sitting area upholstery such as cushions and mattress have been seen briefly in the starboard aft cabin due to rainy weather during the Survey.
<u>Main Engine Panel</u>	Main engine panel is in a very invisible position starboard aft in the cockpit. Rev counter and, more important, alarm lights not visible and skipper is depending on audio alarm only. Audio alarm should be kept in good condition as visual backup unreliable due to the above.
<u>Entertainment</u>	2 x speakers. Operational.

8.6 Seacocks and Deck Hardware

<u>Seacocks and Skin Fittings</u>	Four skin fittings were inspected in random manner and no dezincification was noted. All seacocks were operated successfully. Hoses below waterline are double clipped.
<u>Winches</u>	Four electric winches were noted. All were inspected from outside. Two could be inspected from below decks. Condition noted as satisfactory.
<u>Cleats/Bits and Other Fittings</u>	All fittings found in appropriate number, location and in good working order.
<u>Stanchions/</u>	Rust oozing out under some stanchion bases point towards ongoing oxidation under

- Handrails** **stanchion bases.** Stanchions should be drawn, cleaned, inspected and bases refitted in a good manner.
- Stemhead Fitting** Suitable for the Vessel. However, it appears that the anchor must have been fallen off the bow fitting at least once. A retaining bridge over the bow fitting is to be considered.
- Bashing plate, possibly a retrofit, appears rather rusty and indeed bashed. **A better design in better materials may be considered in due course.**

8.7 Steering System

- Rudder** Minor damages on the rudder's leading edge noted, possibly due to a tangled chain. **Area should be well primed and painted during the next dry docking.** Moderate play was detected at rudder shaft bearing. **Bearings should be replaced in due course.**
- Emergency Tiller** The Vessel is equipped with an emergency tiller.
- Autopilot** Operational. Raymarine X-30 type autopilot with Raymarine ST70 display is noted.

8.8 Ground Tackle

- Anchor Windlass** Lewmar 24V 2000 W Anchor windlass operational. The windlass has a 120A breaker.
- Bow Anchor** Lewmar 40 kg delta type anchor, suitable.
- Kedge Anchor** 27 kg kedge anchor with chain lead and hawse noted in garage.
- Chain** Reportedly 100 m x 12 mm galvanised cable. The first 60 meters of the chain is marked. Chain marking plan is attached to the hatch of chain locker. **Shackle connecting anchor and chain requires attention.**
- Mooring Lines and Equipment** Mooring lines, fenders and anchoring equipment are suitable for the Vessel.

8.9 Engines and Propulsion Members

- Main Engine** Volkswagen Marine TDI 140-5. Oil sample of the generator was sent into SOS/CAT labs. Result is satisfactory and "no intervention required." See table in Attachment 18.5 for the test result.

Rating	Type	Serial Number	Operation Hours
104 kw	AVWXN02.5 TDI	A●●●●●, seen on builder's certificate	556

<u>Raw Water Pump</u>	Some minor raw water leakage noted.								
<u>Engine Mounts</u>	Starboard aft mount noted as somewhat corroded. Unit requires attention.								
<u>Raw Water Strainers</u>	Well maintained.								
<u>Exhaust lines</u>	No exhaust leakage noted in the engine exhaust line.								
<u>Engine Room Blowers and Ventilation Louvre</u>	Extractor fan in engine room operational. Ventilation vents are located over the stern under the transom steps.								
<u>Integrity of the Fuel Pipe/ Conditioning/ Filtering System</u>	Well laid with Volvo Penta diesel/water separator filter before the engine.								
<u>Gearbox</u>	ZF 45 A, Oil sample of the gearbox was sent into SOS/CAT labs. Result is satisfactory and "no intervention required." Oil sample of the generator was sent into SOS/CAT labs. Result is satisfactory and "no intervention required." See table in Attachment 18.6 for the test result.								
<table><tr><th>Manufacturer</th><th>Type</th><th>Ratio</th><th>s/n</th></tr><tr><td>ZF</td><td>45 A</td><td>2:1</td><td>2●●●●●●, read on unit</td></tr></table>		Manufacturer	Type	Ratio	s/n	ZF	45 A	2:1	2●●●●●●, read on unit
Manufacturer	Type	Ratio	s/n						
ZF	45 A	2:1	2●●●●●●, read on unit						
<u>Prop</u>	3 Blade, Flex-O-Fold folding propeller with rope cutter add-on in good condition.								
<u>Stuffing Box</u>	Not inspected but assessed to be dry.								
<u>Cutlass bearing and shafts</u>	Appears visually in good order. No play is noted at the cutlass bearing. The elastic adhesive mastic around the cutlass bearing sleeve – hull joint needs replacement. No excessive vibration noted during sea trial.								
<u>Shaft Bracket</u>	Appears visually in good order. The elastic adhesive mastic around the bracket – hull joint needs replacement.								
<u>Bow Thruster</u>	Max Power 24V 16 HP Bow Thruster, operational.								

8.10 Other Machinery

<u>Hot Water Boiler</u>	60 l hot water boiler connected to engine heat exchanger and AC power noted as operational.
<u>Fuel Tank</u>	Approx. 420 l capacity moulded plastic fuel tank located at the mid-section of the aft cabins is well fitted. No leaks noted.
<u>Fresh Water Tankage</u>	3 x 310 l capacity moulded plastic fresh water tanks appear well fitted. No leaks noted.
<u>Fresh Water Pump</u>	Twin 24V fresh water pumps with accumulator tank is operational.
<u>Deck Washing Pump</u>	Deck washing pump is operational.
<u>Bilge Pumps</u>	2 x Electric Bilge pumps and one manual bilge pump are all operational.
<u>Air Conditioning</u>	Cruisair 52.000 but total capacity air conditioning. The system is in good working order.
<u>Water Closets</u>	3 x electric water closets with 3 x waste water holding tanks are in good working order. 1 x manual closet (crew quarters) in good order.
<u>Plumbing</u>	Appropriate and no leaks noted.

Black and Grey Water No grey water tank on board. Sinks and washbasins drain directly overboard. 4 x 85 l gravity black water tanks, one for each toilet are noted.

Bathing Shower Showers with foot activated shower pumps. In good working order.

8.11 Electrical Equipment

Panels Well fitted and suitable for the Vessel.

Differential Current Tripper Under garage, port side. Tested and operational.

Navigation Lights Suitable

Compass Light(s) Not tested

Batteries 1 x 50 Ah Optima Battery for Engine, 1 x 60 Ah Optima Battery for 12V Service, 8 x 120 Ah Dryfit gel 24V service battery bank. All appear in working order and secured. It should be considered that the batteries are now 3 years old and should be monitored regularly.

Genset Cummins - Onan 9.5 kw 230V 1500 rpm generator. The generator is located at the bilge in front of the companionway. Due to congested installation, servicing the generator is rather difficult. Therefore, generator service should always be carried out under crew's inspection.

We have noted chloride presence in raw water of the generator. This is an indication of sea water leakage to the raw water cooling system of the generator and needs immediate attention.

Oil sample of the generator was sent into SOS/CAT labs. Result is satisfactory and "no intervention required." See table in Attachment 18.7 for the test result.

Submerged exhaust of genset was soothed somewhat. This may be considered as normal.

Op. Hours	Rating	Serial Number	Reported Last Service Date
817	9.5 kW	E●●●●●●●	02.●●.20●●

Battery Charger 2 x 24V 60 A, 1 x 12V 25 A Battery chargers are in working order.

Inverter 1800 W Xantrex inverter is in good working order.

TV Satellite System Raymarine 4 kW satellite dome located at the starboard aft on pole. The satellite system is seen as tracking both Turksat and Eutelsat satellites. System may require alignment if desired to track other satellites.

8.12 Navigational and Monitoring Equipment

Magnetic Compass Operational

Other Compasses Fluxgate compass Raymarine, operational

Sounding Equipment Raymarine, operational

Speedlog Raymarine, operational

Radar, Plotter, GPS, Raymarine E140w, all in god working order. Chart insert believed to cover

Graphic Displays

Eastern Med.

Radar mast starting to corrode. Radar cable protections at transom are perished and should be replaced at once.

Paper Charts and Pilot Books

Some navigation paper documents seen on board.

8.13 Communication Instruments**VHF**

Raymarine Ray 55E VHF with two stations in good working order.

9 Sailing Equipment**Mast and Boom**

Sparcraft spars, Farnor furler. Mast and boom adequate. Some chafe damages to the leading edge of the mast. Mast is keel stepped. Some **very minor corrosion at the keel step** noted. This is believed to be due to very minor water ingress from the mast collar and should be monitored at this stage in regular manner.

Chainplates

Adequate. Shroud chainplates collected to one point on each side. Very **minor rust oozing out under the chainplate deck fittings**. Issue needs to be monitored and if increase is noted one of the chainplate deck assemblies needs to be dismantled in order to inspect whether metal is wasting in progressive manner or not.

Backstay chainplates are **slightly out of alignment with the respective backstay**, starboard more so than port.

Standing Rigging

Sparcraft Rigging. Adequate. **Surface rust noted and should be removed by rust converting agents**. Some bottlescrews were not secured at the time of the inspection. This was due to dismantling requirements for dry docking. All split pins should be checked for presence. One snap shackle noted to have been snapped on the thread on a bottlescrew. This is **very bad practice as the thread is damaged and the bottlescrew will thus gall at the next occasion**.

Running Rigging

Adequate

Sails

Two sails, brand "Incidences" have been rolled out and seen from deck as in adequate working order.

10 Quarters**Vessel Plan**

10.1 General

This vessel is subdivided into following areas: A saloon with a galley to port and with a chart table/ navigation area to starboard. One master cabin to bows with annexed heads and shower. Twin aft guest cabins with annexed heads showers. Forward is a crew quarter with separate deck hatch entry.

Some hardware all around noted as starting to corrode. **Hardware should be treated with light oil and all compartments should be aired consequently.**

**Portholes Portlights,
Hatches and Deck
Access Openings**

In good order, free from corrosion or leak marks.

10.2 Saloon

Companionway

Operating.

Floors

Minor scratches and blemishes.

**Wood/ Veneer
Finishes**

Generally in good order.

Roman blinds

In good working order.

Dining Table

Foldable, in good working order.

**Port and
Starboard Seating**

With convertible bar in good working order. Seat fabric clean and free from blemishes.

Lighting

Operational.

Air Conditioning

Cruisair 2 x 12.000 but capacity. The system is in good working order.

**Entertainment
System**

Philips flat screen TV 32". DVD/CD/MP3 player at the saloon, 2 x speakers at the cockpit and 2 x speakers at the saloon. All operational.

10.3 Galley

General

Galley is located at the port side of the saloon entrance. U-shaped and large which is suitable for the vessel.

Oven/ Microwave

3 ring stainless steel LPG gimballed hob and oven is operational, but heavily scratched due to vigorous and excessive cleaning. Sharp Microwave is operational.

Fridge

Chest type fridge operational.

Dishwasher

Electrolux Energy Saver dishwasher operational.

Extractor Hood

Brandt brand extractor hood operational.

**Crockery and
Cutlery**

Suitable, but far too large dimensions for the dishwasher.

Finishes

In good order.

10.4 Master Cabin

Wood/ Veneer

In good order, **some scratches next to TV set.**

Finishes**Floorboards** In good order.**Roman Blinds** In good working order.**Lighting** Operational.**Air Conditioning** Cruisair 1 x 12.000 but capacity. The system is in good working order.**Entertainment System** 22" flat screen TV, operational.**Heads and Shower Compartment** In good order**10.5 Port Aft Cabin****Wood/ Veneer Finishes** Some blemishes from floor level up to 60 cm above.**Floorboards** Scratches and some blemishes.**Roman Blinds** In good working order.**Lighting** Operational.**Air Conditioning** Cruisair 1 x 8.000 but capacity. The system is in good working order.**Heads and Shower Compartment** In good order**10.6 Starboard Aft Cabin****Wood/ Veneer Finishes** Some blemishes from floor level up to 60 cm above.**Floorboards** Scratches and some blemishes.**Roman Blinds** In good working order.**Lighting** Operational.**Air Conditioning** Cruisair 1 x 8.000 but capacity. The system is in good working order.**Heads and Shower Compartment** In good order**10.7 Crew Compartment forward**

Crew compartment has a separate access from a deck hatch and is equipped with heads and shower. Compartment is in reasonable order.

Air Conditioning Slave unit coupled to master cabin's controls.

11 **LPG System**

An LPG locker is fitted to the starboard aft of the cockpit area. Locker is drained appropriately. Hose is of appropriate quality and fitted appropriately. Gas valve noted. Compartment **should not be misused for other equipment.**

12 **Garage and Swimming Platform**

The garage door is controlled electrically and is in good working order. The garage has a tender retrieval winch, an electric powered compressor for dingy inflation and rollers located at the garage door for easing the tender launching/ retrieving operation. All the equipment are in good working order.

The garage door is also used as the swimming platform.

13 **Soft Covers**

Well fitted sprayhood and bimini cover noted.

14 **Safety Equipment**

Portable Fire Extinguishers

Single fire extinguisher is seen with inadequate capacity and expired.

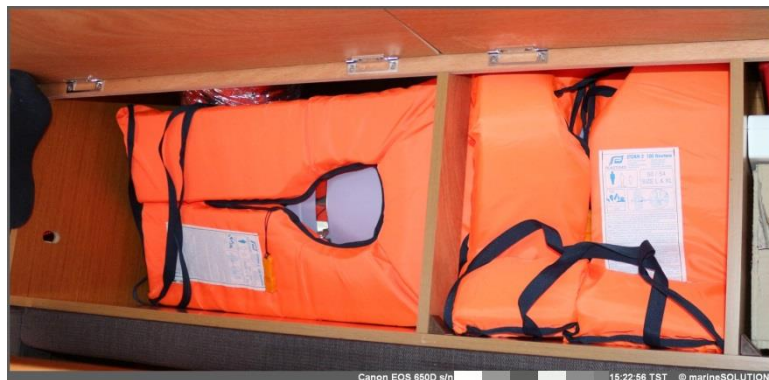
Liferaft

Plastimo Cruiser 6 (s/n ●●●●K●●●●). **Second liferaft is recommended when cruising with more than 6 persons on board.**



Life Vests

5 x Plastimo Storm 2, 100 Newtons. **More life vests required in accordance to the number of the cruising people.**



Life Rings/ Horseshoe Rings

One horseshoe ring at the port side transom.

Fire Blankets

Not seen.

<u>EPIRB</u>	Not seen.
<u>SART</u>	Not seen.
<u>Emergency Flares</u>	Not seen.
<u>First Aid Kits</u>	Not seen.

15 **Tender**

<u>General</u>	Zodiac Cadet 250 Rib Boat (s/n Z●●●) in good condition.
<u>Hull</u>	Polyester and PVC
<u>Engine</u>	Yamaha 8 HP Four Stroke outboard engine. Not tested.



16 **Various**

<u>Vessel's Handbooks</u>	Vessel's handbooks were present at the Vessel.
<u>Spares</u>	A box of spares were presented to the Surveyor.
<u>Distinguishing Identification Mark</u>	Next to the secondary HIN, the unusual round area with somewhat contrasting colour to its environment and of less than 8 cm diameter in the port aft cabin is believed to be a distinguishing mark. See Section 8.1, first subsection.

17 **More Images to the Vessel**



Naci Arıcı
Independent Surveyor

(For A List of Attachments see Table of Contents above)

18 Attachments

18.1 11.00.2000, Volkswagen, Manufacturer's Certificate

Volkswagen AG
Volkswagen Marine
D- 38231 Salzgitter

VOLKSWAGEN marine
SUPERIOR TECHNOLOGY

Herstellerzertifikat – Manufacturer's Certificate

Volkswagen Marine bestätigt die Richtigkeit der Angaben zur CE-Zertifizierung und aller Ausfertigungen von Abgasprüfzertifikaten der unterschiedlichen Länder.
Dieses Zertifikat ist gültig für alle aufgeführten Motortypen der Volkswagen Marine-Bootsdieselmotoren.
Volkswagen Marine confirms the accuracy of the information concerning CE-certification on all copies of emission certificates in various countries.
This certificate is valid for all Volkswagen marine diesel engines stated.

Motortyp / Engine type
Motorkennbuchstaben / engine

Zu CE-Zertifikat
To CE-certificate

Abgastypenprüfbescheinigung zu BSO II
Emission testing certification for BSO II

Modultyp für Abgas:
Module(s) used for exhaust

Motortyp / Engine type
Motorkennbuchstaben / engine

Zu CE-Zertifikat
To CE-certificate

Abgastypenprüfbescheinigung zu BSO II
Emission testing certification for BSO II

Modultyp für Abgas:
Module used for exhaust:

Motortyp / Engine type TDI
Motorkennbuchstaben / engine code

Zu CE-Zertifikat
To CE-certificate

Abgastypenprüfbescheinigung zu BSO II
Emission testing certification for BSO II

Modultyp für Abgas:
Module used for exhaust:
Modultyp für Sound:
Module used for sound:

Die Gültigkeit des Zertifikats besteht für die angegebene Motornummer / Abgaslestdatum!
The certificate is only valid for the stated engine number and delivery date!

Lieferdatum:
Delivery date:

Motornummer und Typ:
Engine-number and type:

Volkswagen Marine

JEANNEAU

BUILDER'S CERTIFICATE

I (we) : SPBI

Hereby certify that I (we) did build in the yard of :
BP 45 - 85170 DOMPIERRE SUR YON - FRANCE

On the year of 2008

Name of Vessel and Yard number : JEANNEAU 57 FR

Whether sail, steam or motor : SAILING YACHT WITH AUXILIARY ENGINE

Length : 17.28 M Breadth : 5.00 M Depth : 2.25 M

Particulars of engine (if any) : VOLKSWAGEN

Engine Number : A

I (we) further certify that I (we) built the aforementioned ship to the order of :
 Name in full: E
 Address : United States

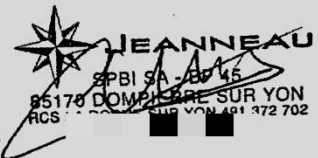
Description of occupation : Limited Company

Number of shares held : 100 %

(If more than one owner, state number of sixty fourths shares held by each.)
 (For joint owners who have not each bought a specified number of shares
 state joint venture of sixty four shares)
 Is (are) the first owner(s) thereof

Seal of Company and Signatures and status of witness to affixing of seal

When builders are a Limited Company, this certificate must be given under Seal of the Company. When builders are a firm of partners a member of the firm could sign as 'A.B., a partner of Messrs C.D. & E'.


 JEANNEAU
 SPBI SA - BP 45
 85170 DOMPIERRE SUR YON
 RCS : 491 372 702

Jeanneau - BP 529 - 85505 Les HERBIERS - Tel : 02.51.64.20.20 - Fax : 02.51.64.20.26 - <http://www.jeanneau.com>
 Siège social: SPBI - SA au capital de 50.903.000 € - BP 45 - 85170 Dompiere sur Yon - Tel : 02.51.31.78.10 - Fax : 02.51.31.78.20 - RCS : La Roche sur Yon 491 372 702 - TVA : FR 00 491 372 702

18.3 28...20... State of Delaware, Boat Registration

State of Delaware

BOAT REGISTRATION CERTIFICATE

1/28/
14:39:54

ADD NEW REGISTRATION

BRMI

REGNO D DECAL NO EXEMPT n COMPANY (Y/N) Y

NAME LAST FIRST MIDDLE / CORP A/O SOCIAL-SECURITY-NO

E M

E M

LIENHOLDER

EMAIL

MAIL ADDRESS

CITY

ADDRESS

CITY

PHONE

COUNTY 1

ST ZIP COUNTY

INS CODE

MAKE SPBI

TYPE 2

INSURED BY

YEAR 20

FUEL 2

LENGTH 05608

SANIT DEV 3

EXP YEAR 2013

HULL 4

HULL IDENT S

AGENT ID

PROP 2

USE 1

LAST RENEWAL DATE 02 / 28 / 2011

PREVIOUS REG#

ENTER 'N' FOR NO PRINT -OR- 'ENTER' TO CONTINUE Y

Enter-PF1--PF2--PF3--PF4--PF5--PF6--PF7--PF8--PF9--PF10--PF11--PF12--

HELP MENU QUIT

KTBS

WARNING!

Proper Display of Numbers

EXAMPLE: DL 1234 X

A

\$90.00

A

\$90.00

Now is the Time to

Insure Your Numbers are

Properly Displayed.

See Instructions on Back.

18.4 28.00.2000, State of Delaware Verification Letter



STATE OF DELAWARE
DEPARTMENT OF NATURAL RESOURCES
& ENVIRONMENTAL CONTROL
DIVISION OF FISH & WILDLIFE
89 Kings Highway
Dover, Delaware 19901

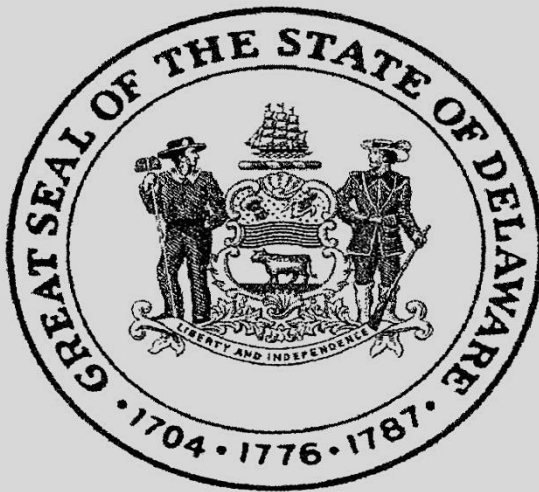
OFFICE OF THE
DIRECTOR

28, 20

To Whom It May Concern:

This letter is to verify the following vessel is registered in the State of Delaware.
The vessel is described as follows:

OWNER	E M
REGISTRATION NO	L
ISSUE DATE	28, 20
YEAR BUILT	2011
MAKE	JEANNEAU
HULL MATERIAL	FIBERGLASS
HULL NUMBER	5
LENGTH	56 FT 08 IN
VESSEL NAME	E M



Sincerely Yours

State of Delaware
Boat Registration Office

VHR/dh

Delaware's good nature depends on you!

MARINE SOLUTIONS

G.M.K BULVARI NO:43
TURGUTREİS/BODRUM/MUĞLA,

FAKS:

TELEFON:

NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS

KAPI NUMARASE : MY

KOMPARTMAN ADI : MOTOR

SERİ NUMARASI : MY

ÜRETİCİ : UNKNOWN

MODEL : UNKNOWN_UNKNOWN

ŞANTİYE : İZMİR

UZATILMIŞ GARANTİ :

ATÖLYE İSİMİ NO:

KOMPONENT SERİ NO :

KOMPARTMAN MODEL :

KOMPONENT ÜRETİCİ :

NUMUNE ETİKET NO :

YAĞ MARKASE : VOLVO

YAĞ TİPİ :

GARANTİ BİTİŞ TARİHİ :

BORUSAN MAKİNA

Cumhuriyet Mah. Güney Yanyol Cad. No:26
P.K
41400 Gebze, – Kocaeli
0 262 679 5656 / 0 262 679 5610
http://www.borusanmakina.com/

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ
1			556 HR	100 HR	Bilinmiyor			
Müşahade gerekli değil								
BAKIR DEĞERİNİ TAKİP EDİNİZ OKSİDASYON DEĞERİNİ TAKİP EDİNİZ								

Ağır Metaller (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mn	Ni	Ca	Mg	Zn	P
M	52	22	0	3	5	0	11	0	4	1	4	1187	8	537	67

Yağın Durumu/Parçacık Sayımı (sayı/ml)	ST	OXİ	NİT	SUL	W	A	F
M	3	23	8	16	N	N	N

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Aşınma, F = Yağlı, W = Su, P = Pasifite (Var), N = Negatif (Yok), T = Az, E = Aşın (Var), NİT = Nitrojen, OXİ = Oksidasyon, ST = Kurum, SUL = Süzgeç (Kükür), ISO = ISO Kodu, PFC = Yağlı İçerme Yönetimi, PFI = Parçacık Miktarı İndeksi, NAFI = Deniz Suyu, FLPI = Parçacık Miktarı, TAN = Toplam Asit No, TBN = Toplam Baz No, H2O = Karlı Fırlar - Su Tayini, V100 = Viskozite@100C, V40 = Viskozite@40C

Notlar: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir testlerdir. Araç veya ekipmanınızın atılma tarihine kadar herhangi bir garanti fidesi tasimamaktadır.

18.6 14.00.2000, Oil Analysis, Reversing Gearbox

MARINE SOLUTIONS

G.M.K BULVARI NO:43
TURGUTREİS/BODRUM/MUĞLA,

FAKS:
TELEFON:

NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS

KAPI NUMARASI : MY

KOMPARTMAN ADI : ŞANZİMAN

SERİ NUMARASI : MY

ÜRETİCİ : UNKNOWN

MODEL : UNKNOWN_UNKNOWN

ŞANTİYE : İZMİR

UZATILMIŞ GARANTİ :

ATÖLYE İSMİ NO:

KOMPONENT SERİ NO :

KOMPARTMAN MODEL :

KOMPONENT ÜRETİCİ :

NUMUNE ETİKET NO :

YAĞ MARKASI : UNKNOWN

YAĞ TİPİ :

GARANTİ BİTİŞ TARİHİ :

BORUSAN MAKİNA

CAT

Cumhuriyet Mah. Güney Yanyol Cad. No:26
P.K
41400 Gebze, – Kocaeli
0 262 679 5656 / 0 262 679 5610
<http://www.borusanmakina.com/>

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ
M			556 HR	556 HR	Bilinmiyor			
Müdahale gerekli değil								
BAKIR KURSUN VE PARÇACIK DEĞERİNİ TAKİP EDİNİZ								

Agama Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M	88	83	1	2	329	0	8	1	2	0	0	471	14	250	98

Yağın Durumu/Parçacı N Sayısı (Sayısı)	W	A	ISO
M	N	N	2115

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Aşınma, W = Yağın, W = Su, P = Parçacık (Yük), T = Aşın, E = Aşın (Yük), NT = Nitrojen, OX = Oksitasyon, BT = Kurum, SUL = Sülfür (Yük), ISO = ISO Kodu, PFC = Yağın İçerdiği Parçacık Miktarı, N = Nitrojen, FL = Parçacık Miktarı, TAN = Toplam Asit No, TBN = Toplam Baz No, KCO = Karbonat, Su Sayısı, V100 = Viskozite@100C, V40 = Viskozite@40C

Notlar: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir dizi testtir. Aracın veya bileşiminin arıza hallerine karşı herhangi bir garanti iddiası tasdik edilemez.

18.7 14.00.2000, Oil Analysis, Generator

MARINE SOLUTIONS

G.M.K BULVARI NO:43
TURGUTREİS/BODRUM/MUĞLA,

FAKS:
TELEFON:

NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS

KAPI NUMARASI : MY_

KOMPARTMAN ADI : JENERATÖR

SERİ NUMARASI : MY_

ÜRETİCİ : UNKNOWN

MODEL : UNKNOWN_UNKNOWN

ŞANTİYE : İZMİR

UZATILMIŞ GARANTİ :

ATÖLYE İSİMİ NO:

KOMPONENT SERİ NO :

KOMPARTMAN MODEL :

KOMPONENT ÜRETİCİ :

NUMUNE ETİKET NO :

YAĞ MARKASI :

YAĞ TİPİ :

GARANTİ BİTİŞ TARİHİ :

BORUSAN MAKİNA

CAT

Cumhuriyet Mah. Güney Yanyol Cad. No:26
1400 Gebze, - Kocaeli
0 262 679 5656 / 0 262 679 5610
<http://www.borusanmakina.com/>

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ
11			817 HR	200 HR	Bilinmiyor			
Müdahale gerekli değil								
NORMAL AŞINMA METALLERİ DEĞERLERİDİR.								

Ağır Metaller (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
11	3	13	0	0	1	0	18	1	1	1	0	2599	62	850	28

Yağ Durumu/Parçacı N Sayısı (Sayısı)	ST	OXI	NET	SUL	W	A	F
11	2	8	6	18	N	N	N

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Aşınma, W = Yağ, P = Parçacı (Yük), T = Aşınma, E = Aşınma (Yük), N = Nitrojen, OXI = Oksitasyon, ST = Kurum, SUL = Sülfür (Yük), ISO = ISO Kodu, PFC = Yağın İçerdiği Parçacı Miktarı, NCI = Parçacı Miktarı, TAN = Toplam Asit No, TBN = Toplam Baz No, KCO = Karbonat, Su Sayısı, VISO = Viskozite@100C, V40 = Viskozite@40C

Notlar: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir dizi testtir. Aracın veya ekipmanın arıza hallerine karşı herhangi bir garanti iddiası tasdik edilemez.