REPORT

Pre-Purchase Condition Survey Report

1 Particulars of the Vessel

Name Of the Vessel	S●●●●	*Flag*	British
Port of Hail	London	*Documents To The Vessel*	Certificate of Registry (See Attachment 23.2) Tonnage Certificate (See Attachment 23.1)
HIN	n/a	*Design Cat.94-25-CE*	n/a
Date of Manufacture	20●●	*Registration Number*	
Length oA	32.90 m	*Manufacturer*	Sanlorenzo SpA, Italy
Base line draft	1.28 m	*Type Of Vessel*	Sanlorenzo 108
Under propeller draft (full load)	2.43 m	*Material hull, deck, superstructure*	GRP
B_{max}	7.20 m	*Hull Number*	●●●
Nr. of Guests	10	*Nr. of Crew*	5
Particulars of Engines	Two internal combustion diesel engines, 16 cylinders each, for details see Section 9.		
Classification	RINA ✠ 100-A-1.1 "Y" (According to the Owner's Manual)		

2 Particulars of the Survey

Survey's Scope	Pre Purchase Condition Survey
Surveyor(s) on Site	Tufan Tunalı, Nav. Arch, Yusuf Civelekoğlu, CMI
Date, Time and Place of Survey	7.●●.20●●, 14:30 – 21:45, 8.●●.20●●, 10:00 – 19:15, 9.●●.20●●, 09:45 – 13:15[1] Porto Mirabello, La Spezia, on hard and at berth; and in the Bay of La Spezia, seatrial on 7.●●.20●●
Met Conditions during the Survey	Very hot, over 35 ^{0}C, and very humid.
Those Present during Survey	Staff from the manufacturing yard. Surveyor P●●● R●●● at times.
Afloat/ On Hard	Both
Instructor	Mr. O●●● E●●●, N●●●● ●●● T●●●

(For the Surveyors' Opinion please see Section 22 below.)

[1] All times here and on images: Turkish Standard Time, at the date of the Survey: TST = GMT + 3 h

3 Disclaimers, Conditions and Limitations affecting the Survey

The scope of this report is limited by the scope stated in Section 2.

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, no woodwork or other parts of the structure, which are covered, unexposed or inaccessible, have been inspected unless stated otherwise in this Report.

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.

The Vessel requires a professional crew, acquainted with her, to operate. While a crew was present at all times, at some instances the crew was not entirely familiar with the Vessel and, accordingly, could not demonstrate her capabilities entirely.

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.

No investigation into ownership and VAT status has been carried out.

By using this Report the Client confirms the acceptance of the above mentioned conditions.

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*marine***SOLUTIONS**
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

5 Introduction

On 31.●●.20●● Mr. O●●● E●●● acting on behalf of an interested party instructed our office to survey m/y S●●●●. We attended her on 07 to 09.●●.20●●. On 12.●●.20●● we supplied our instructor with a preliminary list of remarks. That list is now superseded with this report. Up to and including Section 20 items requiring attention have been highlighted in this Report. Section 21 is then a summary of these items, grouped as "urgent", "recommended" and "suggested".

6 View of the Vessel

7 The Hull, Structural Members and basic external Constituents

7.1 Submerged Hull

According to the Owner's Manual the submerged hull is in isophtalic resin and gelcoat with bottom layers in vinylester and is built with bulkheads and with both longitudinal and transversal stiffeners.

The submerged hull was inspected visually, by moisture readings and by tapping in a systematic manner and in many hundred locations.

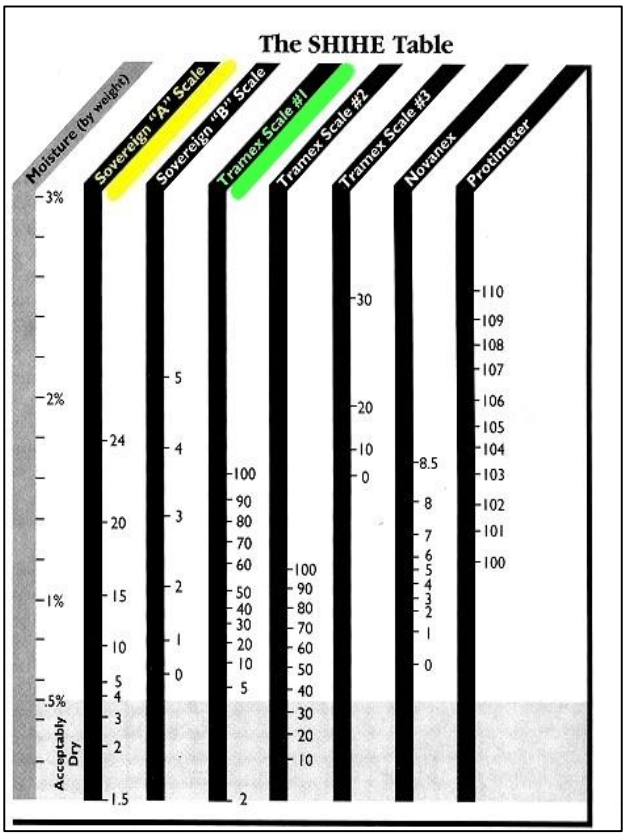
We were satisfied by the visual impression and by the sound of the hull with exceptions as described below.

The moisture content of the submerged hull was determined with a Tramex Skipper (serial number SN: 1035248) Scale 1 (green highlighted in the diagram below). There was no need to remove coatings.

Readings are considered in conjunction with the period of being ashore, the weather conditions, surface temperature and relative humidity at survey period.

To the right is the so called "The SHIHE Table[2]" where some popular moisture meters' readings are somewhat compared to each other and then some "moisture by weight" is assigned to each reading. So, for example 0.5% moisture by weight would correspond to 5 units on Tramex Scale 1, but to 4 units on the Sovereign A Scale. This moisture content must be considered as ideally dry, while the 100 units mentioned above correspond to about 1.6% moisture and far above the acceptable.

The purpose of this table is to facilitate some comparison of moisture readings possibly taken at different occasions.



The hull moisture readings were everywhere less than 5 units on Tramex Scale 1 with few exceptions as below. This is a very good standard.

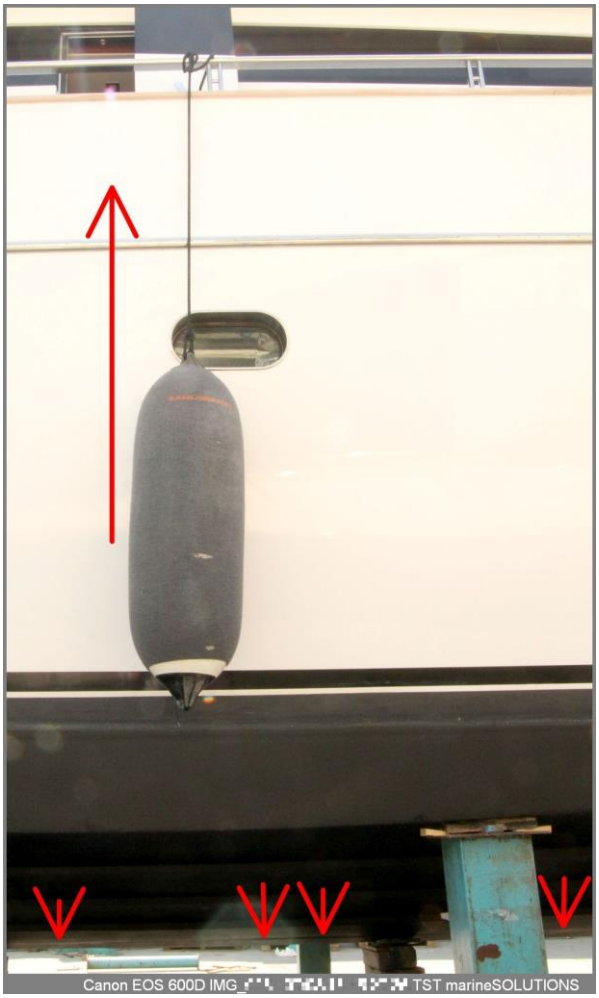
Furthermore, no damages were noted at a visual inspection and by percussion with following exceptions:

7.1.1 Hull Damage near to Keel

We noted an approx. 10 meter length concave deformed area approx. 40 cm to starboard of centreline and 15 – 20 cm wide. Within this there was an approx. 150cm x 30cm somewhat crudely patched area, 2 meters forward from saloon starboard side door vertical projection. This area is placed under a large structural fuel tank. We inspected corresponding

[2] See Professional Boat Builder, Maine, USA, June/ July 1993 issue, p. 43.

accessible areas from inside and were unable to locate any damages or hit marks. The outside appearance was rough, however, moisture content and tapping test results of this area were satisfactory. Area needs to be investigated from inside tank. Some further issues, possibly in relation with this damage and related to the props and shafts have been discussed in Section 22 below. Please also note our comments concerning recent rushed painting of bilges in the relevant Section.



Right: **Location of the repaired hull damage.**

7.1.2 Port main engine underwater exhaust cowl

We visually noted a roughly repaired damage on portside exhaust cowl and corresponding cracks in the related exhaust tube. In particular there was an approx. 50 cm longitudinal partial delamination along the portside exhaust cowl inboard. This could be due to improper pressure, exerted, for instance, by slings during drydocking. Furthermore, the area has been repaired in a rough and improper manner. We noted also elevated moisture, about 60 units on Tramex Scale 1, in the subject area.

Attachment of cowl to hull is affected, structure is not affected. In order to carry out repairs, the Vessel has obviously to be drydocked. This area needs to be repaired at the next occasion, in the interim the area must be closely followed up and must be repaired without delay should the damage starts to grow. No such damages were noted on the starboard main exhaust cowl.

Right: **Exhaust cowl repair (detail)**

See also Section 9.1.6.

Exhaust cowl repair (general view)

7.1.3 Bow thruster shapers

Slightly elevated moisture readings (Tramex Scale 1 20 – 40 scale units) noted around bow thruster shapers. Elevated moisture around bow thrusters is an issue encountered not rarely and is often due to the production method. To be followed up.

7.1.4 Further Area

We noted slightly irregular sounding area by tapping test approx. D = 50 cm on the aft portside underwater hull vertical area in alignment with the exhaust cowl. This area needs to be followed up.

7.2 Antifouling

Antifouling paint had peeled off in some areas of the shaft tunnels.

Furthermore, entire antifouling surface has turned porous and irregular due to frequent and inappropriate application.

Thought should be given to scrape back present antifouling paint and rebuilt protective epoxy coat, primer and antifouling from scratch.

7.3 Skin Fittings and Seacocks

7.3.1 Skin fittings

All skin fittings, with exception of the main engine intakes are in copper alloys, assumed to be bronze. All skin fittings were abraded and all surfaces were verified as shining in typical golden colour. No traces of dezincification were noted.

Main engines' seawater inlet thru-hull fittings to hull joint sealants, on the other hand, were damaged. See Image on the right. Need to be re-bedded at next drydocking. Moisture content around this fitting was measured as satisfactory and not higher than in the rest of the hull. See Section 7.1.

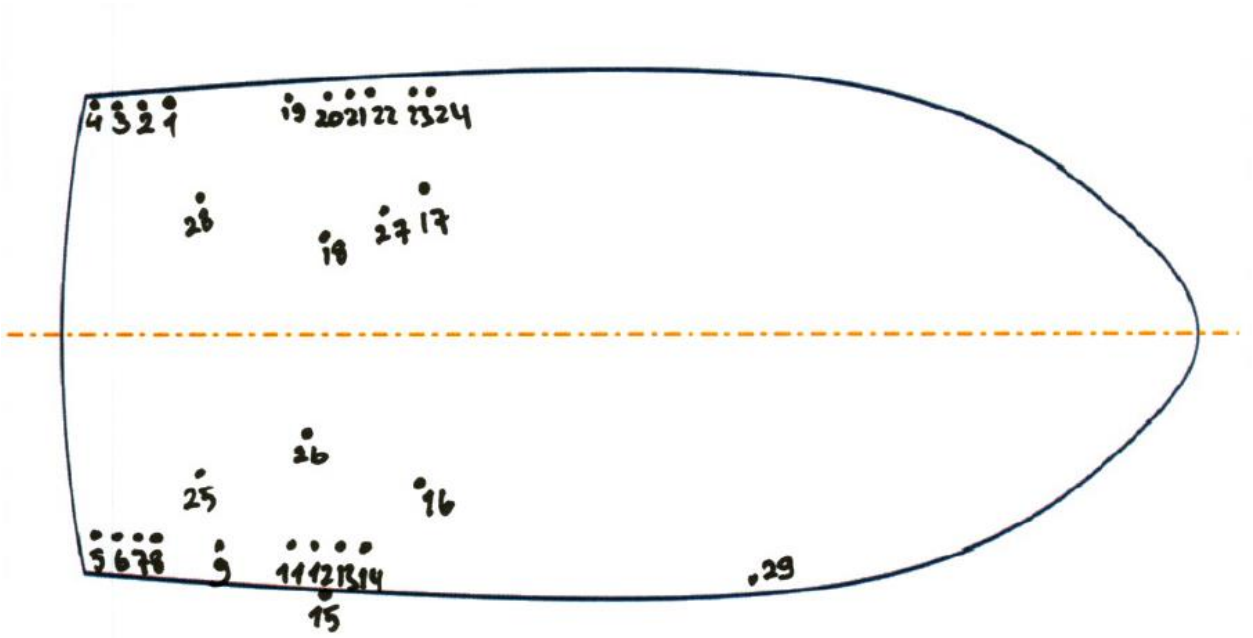
7.3.2 Seacocks

#	Seacock Type	Size[3]	Function	Tested Operational?	Cond. of Seacocks	Nr. of Clamps	Remarks
1	Ball	S	Discharge	yes	Tarnished	2	
2	Ball	S	Discharge	yes	Tarnished	1	Double the clamps
3	Gate	M	Discharge	yes	Good	1	Double the clamps
4	Gate	M	Discharge	yes	Good	1	Double the clamps
5	Gate	S	Discharge	yes	Tarnished	2	Rust at plumbing noted. Address issue.
6	Gate	M	Discharge	yes	Tarnished	1	Double the clamps
7	Gate	M	Discharge	yes	Tarnished	Plumbing	
8	Gate	M	Discharge	yes	Tarnished	2	
9	Gate	S	Discharge	yes	Tarnished	Plumbing	
11	Gate	S	Discharge	yes	Tarnished	Plumbing	
12	Gate	S	Discharge	yes	Tarnished	Plumbing	
13	Gate	S	Discharge	yes	Tarnished	Plumbing	
14	Gate	M	Discharge	yes	Tarnished	Plumbing	
15		L	Discharge	n/a	Corrosion leakage[4]	Plumbing	Elbow, no seacock.
16	Butte	L	Inlet	yes	Good	Plumbing	Handles corroding

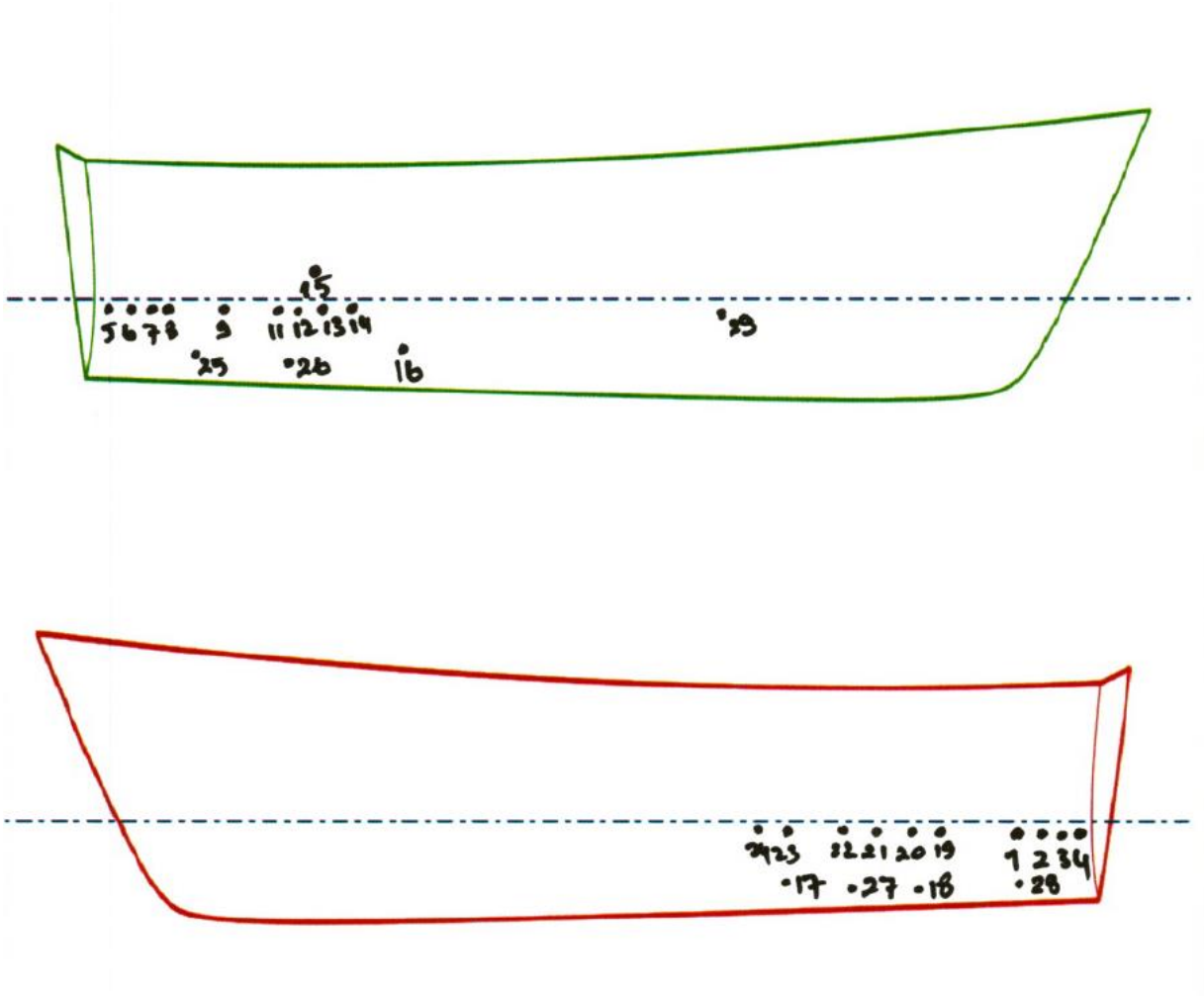
[3] Seacock group sizes: S: up to 1½", M: 1½" to 2 ½ and L: over 2 ½".

[4] This skin fitting has no seacock as it is located above the waterline. It is the seawater air discharge of the generator starboard. A corresponding fitting exists also on the port side – it has not been added to this table and to the drawing below. These fittings could not be inspected as they were covered by stainless steel deflector, which showed traces of corrosion. Deflectors should be taken off, area inspected, cleaned and the condition of the skin fittings should be verified as well. See also Section 7.8

	rfly[5]						
17	Butterfly	L	Inlet	yes	Good	Plumbing	Handles corroding
18	Gate	S	Inlet	yes	Tarnished	Plumbing	
19	Gate	S	Discharge	yes	Tarnished	Plumbing	
20	Gate	S	Discharge	yes	Tarnished	Plumbing	
21	Gate	M	Discharge	yes	Tarnished	Plumbing	
22	Gate	S	Discharge	yes	Tarnished	Plumbing	
23	Gate	S	Discharge	yes	Tarnished	Plumbing	
24	Gate	M	Discharge	yes	Tarnished	Plumbing	
25	Gate	S	Inlet	yes	Tarnished	Plumbing	
26	Gate	S	Inlet	yes	Tarnished	Plumbing	
27	Gate	S	Inlet	yes	Tarnished	Plumbing	
28	Gate	S	Inlet	yes	Tarnished	Plumbing	
29	Gate	S	Discharge	yes	Tarnished	Plumbing	Surface corrosion at plumbing noted. Address issue.



[5] Butterfly valves are equipped with locking handles. All handle locks' function has been tested positively.



7.4 Zinc Anodes and Bonding

The Vessel has been properly protected with sacrificial anodes on the transom, trim tabs and on the propeller tail ends.

Four transom anodes noted rather than two as per Manual. Change in the number and position of anodes is common occurrence when the Vessel's requirements are understood better over time. Anodes were reported to have been replaced three weeks ago. We noted that the anodes were already somewhat more worn than expected in this short time. On the other hand submerged metal parts did not show wear.

According to the Owner's Manual the shafts should be equipped with suitable anodes, which we did not note. If no particular reason to the contrary exists the shafts should be fitted with high quality anodes. See also Section 8 concerning the shafts.

The Vessel is fitted with a bonding system, which is connecting all metals under water with each other and forcing them to the

potential of the main engines. The bonding system is in need of attention as some wire diameters are not considered sufficient and as some wires are corroded and/or disconnected. See particularly Section 7.3. Bonding wires should also not be over-painted. Bonding system should be verified.

We have also noted poor connection of bonding copper strips, in particular on both shaft brackets, where the corresponding nuts were missing and the strips had been left unattached. The bonding should be completed and the good conductivity should be verified by a sensitive ohm meter. Reasons, why bracket connections have been left out may shed a light onto the history of the Vessel.

See example on previous page.

7.5 Deck to Hull Joint

Not accessed and not inspected. No tell tales of seepage or other deficiencies could be noted.

7.6 Bulkheads

Vessel has two watertight bulkheads fitted forward and aft of engine compartment. Passage to starboard generator compartment via watertight door. For tube passages through bulkheads, see remarks in Section 9.1.4.

7.7 Bilges

Right: **Example of crude over-painting of bilges.**

7.7.1 Overview

Bilges could only be surveyed to a minor part as structural tanks, installed tanks and other equipment was in the way of a thorough inspection. Also, lead plates in the bilges, fitted in order to reduce the sound level, were in the way of inspection.

We have noted very recent and hurriedly carried out painting of the bilges. No efforts have been carried out to prepare the bilges for this and indiscriminately rust, oil, salt… has been over-painted. See image to the right. This is believed to have been done to make the bilges look appealing for a very short time during the sale inspections. Such efforts do more harm than good as they cover important tell-tales.

7.7.2 Forward Bilge

Multiple tide marks and water at time of inspection noted. Source to be determined and eliminated.

7.7.3 Bilges under crew quarter stairs

Early spill from grey water tank's inspection hole was noted. Spill had severely corroded tank top and may have damaged a sensor. See Section 11.6.3

7.7.4 Side bilges under crew cabin port.

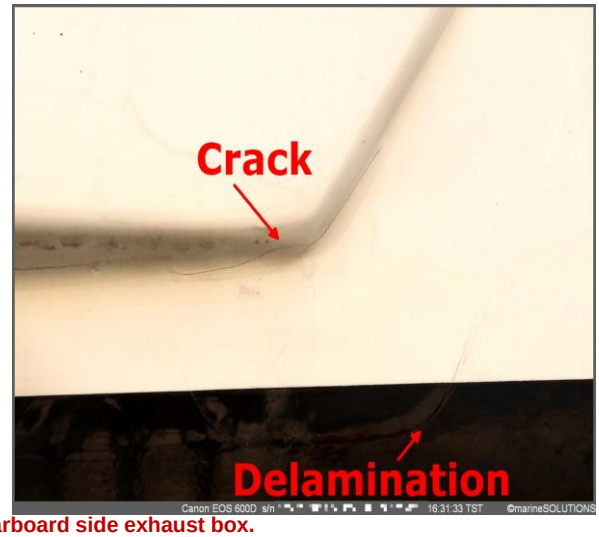
Not less than 50 litres of grey water noted in bilges. Area to be cleaned and source to be established. It is believed that this water may be related to the tank damage as per Section 11.6.3.

7.7.5 Side bilge under crew cabin starboard

Early water spill and rust markings were noted.

7.7.6 Bilge in engine compartment

Limited areas could be inspected. Prior to seatrial, noted as reasonably clean and dry. After sea trial some minor leak of the starboard shaft seal noted. See also Section 19. Some oily water noted after sea trial under both main engines as well. Believed to be condensate of main engine intercoolers.



Starboard side exhaust box.

7.8 Topsides and Transom

According to the Owner's Manual the topsides is in isophtalic resin and finished in gelcoat.

The condition of the topsides is in accordance of the age of the Vessel. In particular, remarkable quality of fairness noted for this size of vessel. Hard spots are almost not present. Almost free of damages, however, some fender dulling present as well as some dulling due to exposure to the elements.

Delamination and cracks at leading edges of both exhaust boxes noted. Issue should be kept under observation and should be repaired if they increase. There are two minor, poor quality repairs on the aft starboard over waterline exhaust box. Consideration should be given to address them in proper manner at some future time.

Rust leakage between hull and fairlead, which is located on the port side, vertically under satellite dome, noted. Fairlead to be removed and rebedded.

Condition of arbitrary aluminium tank vent

We noted that on the 07.●●.20●●, on forward starboard hull adjacent to the anchor bashing plate there was a paint touch up carried out. Repairs to gelcoated surfaces should be carried out with gelcoat and not with paint.

White stripe just above the waterline shows slight discolouration due to rust staining. Such areas can be cleaned with oxalic acid. Black painted stripe just above the waterline has heavy orange peel. Consideration should be given for a repainting in future.

Corrosion of the stainless steel generator over waterline deflectors on both sides noted. Removed, cleaned, passivated and to be rebedded.

Most aluminium tank vents on topsides were corroded and should be replaced in not too distant future.

Rubrails in stainless steel noted in good order and free of rust stains.

7.9 Main Deck

According to the Owner's Manual the main deck is in isophtalic resin and gelcoat, sandwiched with PVC core. Care should be exercised when fitting additional fittings in order not to expose the core to moisture.

The main deck is finished in teak planks. The timber quality and the workmanship are very good. With exception of some margin boards only cross cut timber free of knots has been utilized.

As to be judged from fittings in the forward sitting area the deck has been lightly sanded so far and there is still very much life to the deck planks.

We noted that some seams were detached from teak planks in particular in the forward cockpit, together with some damages to the seam mastic. The main deck needs to inspected carefully and necessary seam repairs should be carried out.

We noted an approx. 40mm crack on the teak plank adjacent to the starboard side hinge of forward cockpit hatch.

7.10 Deck Hardware and Machinery

7.10.1 Fairleads/ Cleats/Bits and Other Fittings

Four pairs of suitable fairleads noted. See our remark under Section 7.8.

Three pairs of suitable mooring bits noted.

7.10.2 Warping Winches

Two warping capstans located appropriately close to stern fairleads. Both are tested as operational. According to the Owner's Manual each is equipped with 3,000 W AC motors - this is deemed appropriate.

7.10.3 Stanchions/ Handrails/ Guard Wires

7.11 Bulwark and attached Members

Heavy undulation of bulwarks throughout noted - in contrast to the very fair topsides. Compare Section 7.8.

Bulwark forward starboard some 40 cm x 7 cm vertical convex deformed area almost over entire height of bulwark.

7.11.1 Capping Rail

Image above: **Smudgy and parting sealant under capping rail**

Capping rail design and joining was such that scarphs and fitted end caps had moved in spite of good quality teak. Regluing the scarphs could be considered.

The white sealing under the capping rail and sealing the capping rail and hull was smudgy. Need to be replaced with suitable sealant.

7.11.2 Bulwark Side Doors

Vessel is equipped with two, symmetric side doors, fitting into the bulwarks. Both are operational.

7.11.3 Bulwark Stern Doors

Vessel is equipped with two, symmetric stern doors, opening from the cockpit onto the ladders. Stern platform starboard door lock was damaged. Safety issue.

7.12 Forward Sitting Area

7.12.1 Seats and Upholstery

A U-shaped seat. Off-white artificial leather upholstery. In a good condition.

7.12.2 Table

No fitted table.

7.12.3 Locker

Located under seats and one further locker to port of superstructure. All noted as clean.

7.12.4 Hatch

The escape hatch seat between the sitting group and the capstans is fitted with a generous gutter, draining to forward. Hatch can be secured open and closed.

The hatch is delaminating from the frame glue lines and should be repaired by a joiner.

7.12.5 Entertainment System

For a summary description of the entertainment systems see Section 16.2.9.

In the forward sitting area the starboard speaker not sounding and portside speaker was sizzling. Issue to be addressed.

7.13 Aft Cockpit

7.13.1 Seats and Upholstery

Upholstery fabric stains noted, in spite of obvious cleaning.

7.13.2 Deck

See Section 7.9. Oily markings on some teak planks in cockpit port side. To be cleaned.

7.13.3 Table

Table surface dulling due to exposure. Re-varnishing may have to be considered.

7.13.4 Entertainment System

Two speakers are connected to the main Bose brand sound system, placed at saloon portside aft cabinet. In working order.

7.14 Hydraulic/ Telescopic Gangway (Pasarella)

The Vessel is equipped with a hydraulic telescopic gangway, located in the starboard aft area. Besenzoni S/N BES●●●●. The pasarella is operated from a touchpad in the aft cockpit.

The equipment is fully operational. Port side portable hand rail pasarella: Stanchion sockets are noted as somewhat rough.

Transition between hull and gangway case needs attention due to peeling off paint/ mastic issues. To be addressed by painter.

There were tension cracks on the gangway inboard teak board outer end. Issue to be kept under observation.

Starboard telescopic external light had been detached at one stage from stainless steel track and was jury repaired with epoxy. No major issue.

Telescopic motion piston housing chafing to underbed and being damaged. Corrosion noted on piston housing where the paint has chafed away.

In the generator room: Besenzoni gangway hydraulic hose fittings at the hydraulic centre side were corroded. We noted oil residues under the related oil tank. Tank and pump need to be serviced, cleaned.

Mechanical and hydraulic issues to be addressed at the next service opportunity. The Besezoni repair shop can cure them.

One teak step, located on the gangway cover damaged. Minor carpentry issue.

7.15 Tender Garage

A "garage" is located aft of the Vessel in between the emergency steering compartment (to port side) and the main generator compartment (to starboard side). The garage is housing the tender. See Section 15 for the tender.

7.15.1 Tender Crane

The garage is equipped with a sophisticated, telescopic crane, intended to move the tender out and in of the garage. The crane is operated by remote control and hydraulically. All functions are tested as operational.

Crane hydraulic hose chafe issue needs to be addressed.

Crane progressive corrosion needs to be checked by surface repairs and better ventilation.

Crane hydraulic system electro motor located in the steering compartment felt as very hot after reasonably short operation. Good operation to be verified.

Crane hydraulic centre leaks oil. To be cured.

7.15.2 Garage Safety

The garage is a closed compartment, at times exposed to gasoline fumes. A dedicated extension of the central fire fighting system into the garage has been noted. A gasoline fumes alarm has been noted, but not checked. See Section 14.5. A ventilation system has been noted on the drawings in the Owner's Manual. Ventilation and extraction ducts may be closed with two hand valves. Crew should know to keep ventilation valves open at all times, with exception of fire in the related compartments. Progressive corrosion of hydraulic components lets

*marine*SOLUTIONS
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
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suspect that the ventilation system may be insufficient, should be kept under observation and, if required, should be improved.

7.16 Stern Platform

Platform Teak Planking Stern platform, teak deck, forward margin plank, detached and seams failing in several places. To be addressed with rest of teak decking. Warped margin plank may need to be replaced.

7.16.1 Bathing Shower

Placed at starboard side gangway cover area board side. Fully operational.

7.16.2 Hydraulic/ Remote Controlled aft Doors

Two hydraulically controlled aft doors open into the starboard (generator) and port (watermaker) compartment. Both doors tested as operational with the remote controller on board.

There was corrosion and spray paint residues on hydraulic control valve unit of the transom doors and tender traveller. Corrosion need to be addressed as with the rest of the hydraulic units.

7.16.3 Hydraulic Swimming Ladder

The Vessel is equipped with a comfortable swimming ladder attached centrally to the swimming platform. Besenzoni SN ●●●●/DES●●●●●.

We noted several rusted areas on the swimming ladder. There was a crack on the third teak step from bottom. Issues could be cured at convenience.

7.17 Superstructure

7.17.1 Overview

According to the Owner's Manual the superstructure is in isophtalic resin and gelcoat, sandwiched with PVC core. Care should be exercised when fitting additional fittings in order not to expose the core to moisture.

Gelcoat is in good condition, the dulling is in accordance to the age of the Vessel.

7.17.2 Repairs

Gelcoat repair, likely from fabrication, on superstructure roof aft end vertic al finishing over transom, next to flagstaff and mainly to starboard. Visible only in certain, limited light conditions.

7.17.3 Superstructure Pedestal

Superstructure to deck joint. Raw GRP, delamination and hollow sounding area in forward curvatures of this pedestal. Re-lamination may be considered.

7.17.4 Master Cabin Windshield

Covered with back mesh cover with some missing press-studs. To be serviced.

We noted delamination of the laminated glass on the starboard side and some scratches, likely due to tooling. Recommended to live with it.

7.17.5 Wheelhouse Windshield

No damages noted from inside during the sea trail. Covered with black mesh when not in use.

7.17.6 Side Doors

The superstructure has four side doors, one leading to the galley, one to the master cabin passage, one to the engine compartment and one into a deck locker. Well-built pantographic doors with dogs. No significant seepage noted. Minor corrosion damages to the leading edges. Side doors can be locked.

7.17.7 Saloon Sliding Door

Well-built and operational. Locks in both open and closed position. Can be key locked.

7.17.8 Door leading to Flybridge Stairs

Starboard aft of superstructure. Lock key noted.

7.18 Flybridge

7.18.1 Wind deflector

Stainless steel/ glass deflector is in good order.

7.18.2 Guard Rails

Corrosion marks on the guardrail stanchions. Crew attention required.

7.18.3 Helm Station and Instrumentation[6]

Flybridge helm station is equipped with sufficient instrumentation in order to handle the Vessel over not too long times. Condition of the helm station is fine.

7.18.4 Access Hatch

Side sliding hatch in stainless steel and in glass, leading to wheelhouse, is well operational and can be locked.

7.18.5 Furniture and Upholstery

The furniture is reasonably well built, however has aged due to exposure to the elements.

Wooden furniture needs to be overhauled.

Upholstery fabric was stained, in spite of obvious cleaning.

7.18.6 Dinette Unit Starboard

Faucet operational. Damages to varnished surfaces. One prominent damage under sink. Blackening under wooden countertops. Some corrosion to hinges. Damages to timber around hinges.

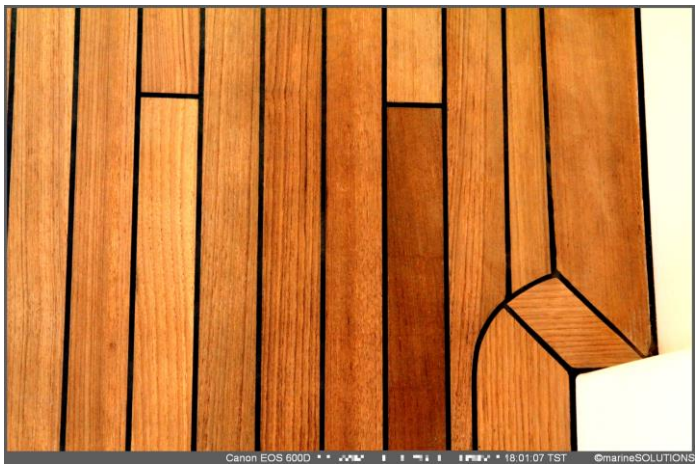
[6] Refer to Seatrial Section 19 for further information gathered at seatrial.

7.18.7 Locker under Helmsman's Seat

Dry and reasonably clean.

7.18.8 Sunroof

Opac N●/●/0●. The sunroof can be bunched towards the stern by virtue of electric driven gear and toothbelts. Operational. Push buttons to starboard aft end may need to be replaced in not too distant future due to some wear and tear.



7.18.9 Flybridge Teak Deck

Teak deck is of entirely different and inferior build in comparison to the main teak deck. See Section 7.9. The flybridge deck is made of timber with incoherent grain and cut, seals have given way visibly and extensively (at least 20%) and around margin boards in particular. Teak deck had been sanded just prior to inspection and dust was still well visible at places. Consideration should be given to reseal, repair, replace planks, or best to have the entire flybridge deck renewed.

7.18.10 Flybridge Crane

No flybridge crane is present in spite of some advertorial material and in spite of drawings in the Owner's Manual. In conjunction with the poor teak deck on the fly bridge the Surveyors have followed up the issue and can report that in April 20●● a suitable Opac Mare telescopic slewing crane model ●●●● has been delivered to the subject yacht, at that time in Marmaris Yat Marin. We have not noted any traces of the installation of such crane, though, but see need to note this peculiarity, as the equipment appears to have been delivered to the Vessel.

7.18.11 Settee

Damages to varnished surfaces, in particular to pedestals. Fabric slightly stained in spite of obvious cleaning.

7.18.12 Table

Table with variable height. Dulled varnish, in particular to table top. Varnish chipping off at margins. To be re-varnished.

7.18.13 Deckchairs

Teak. Somewhat rejuvenated by sanding.

7.18.14 Long chair

One noted in teak. Partially rejuvenated by sanding. Job should be completed.

7.18.15 Entertainment

Starboard side speakers were not sounding at flybridge ceiling. Issue to be cured.

Corroding aluminium mast requires attention

7.19 Instrument Bridge

Two domes located on the flybridge roof to port and to starboard. Instruments located on a structure above the centreline, which in turn is based on a further, four legged short bridge.

We noted starting corrosion marking on the steaming light's bracket. To be cleaned and repainted.

Raymarine CCTV mounting heavily corroded. To be replaced.

There was a missing instrument below the Raymarine CCTV. Its function is to be verified and its mounting base and a corroded cable connector should be removed as applicable.

Glomex terrestrial TV antenna was not fastened properly. It was operational. Replace if socket damaged.

We noted corrosion on the KVH Tracphone antenna cable connector. Gromet for cable passage required.

GPS antenna was not fastened properly.

8 Systems pertaining to Seaworthiness

8.1 Steering Systems

The Vessel is equipped, as usual with two rudder blades connected via two tillers with a crossbar and agitated by two hydraulic cylinders, which are operated by a hydraulic servo system, which can be addressed by two wheels, one in the wheelhouse and one on the flybridge and by self steering equipment.

In addition an emergency steering equipment is fitted. This equipment consists of a wheel in the aft port machinery compartment and an additional hydraulic piston attached to the port tiller. The system seems well designed, but, as usual, a good number of valves need to be agitated in order to change over from "normal" to "emergency". All is well marked, but crew needs to be accustomed to carry out this important operation.

8.1.1 Rudder Blades

Off centre located rudder blades machined in sheet metal, likely in stainless steel. No damages noted, but when tapped sound hollow. Thought should be given to fill up blades with suitable liquid in order to avoid internal corrosion.

8.1.2 Steering Servo and Autopilot

We noted some corroded areas and oil residues on steering system hydraulic centre. Hydraulic hose fittings were corroded. To be addressed with rest of hydraulic fittings.

Autopilot Raymarine. Operational. In wheelhouse by ST290 "pilot" unit. On fly by a repeater.

Starboard rudder tube lower flange

8.1.3 Tillers and Cross Linkage

At sea trial, see Section 19, we noted seawater leakage from starboard rudder tube lower flange fastening the rudder tube to hull. We were unable to inspect the port side flange at sea trial. However later v salt residue adjacent to the flange. We advise at next drydocking to remove the flanges, clean the surface and flange and installing back properly and with generous beads of sealant.

There were corroded and flaked off areas on both rudder arms.

A feedback variable resistor, located close to the port tiller and ahead of the autopilot feedback unit was not attached to the system. Its function should be understood as the rudder angle was indicated properly in the wheelhouse.

8.1.4 Emergency Steering System

Emergency steering system oil level needs to be checked

8.2 Ground Tackle

8.2.1 Bow Anchors

2 x stockless anchors, according to the Owner's Manual 115 kg each. Considered suitable for this Vessel.

Anchors appeared well galvanised, with exception of some chafe areas. Paint retouching may have been carried out.

8.2.2 Anchor Capstans

Vessel is equipped with two Lofrans capstans, operated by 3500 W 380 VAC electromotors. Operation of both capstans, in warping mode as well as driving the gipsies was carried out successfully.

A stainless steel pan under the capstans prevents mud and growth to spread over deck. Pan is properly drained.

Load relieves, in form of short lengths of suitable chains and shackles noted.

However, under load some slippage was noted, which required retightening of the clutch over and over again. One time the chain of the port side rattled over the gypsy but reengaged after some metres again. Units should be serviced. Gypsy wear should be verified, gypsy should be improved/ replaced.

Remote control units of the both anchor capstans and the related sockets are corroded and should be replaced.

Both capstans need to be serviced, particularly electro motors' corrosion need to be cleaned and motors need to be re-painted. See image on the right.

Starboard anchor capstan chain stripper is deformed and should be reshaped.

8.2.3 Chain and Cable

Stud link chains appear suitable. Their length was not verified but the pile sizes looked suitable. Chains need to be re-galvanized.

8.2.4 Hawse Pipes with Chain Wash

In good condition and operational.

8.2.5 Bashing Plates

Scratches and dents on both stainless steel anchor bashing plates noted. This is not unusual and is considered normal wear and tear.

8.2.6 Kedge

Not noted. It is good practice to carry at least one kedge of about 70% weight of the bowers with suitable chain and cable. A large and relatively light aluminium plate anchor with some chain lead may also be considered.

8.3 Bilge Pumps

8.3.1 Overview

The Vessel is equipped with several, independent bilge pumping systems. Crew should be drilled for the various options of these rather intricate systems.

8.3.2 Submersible Pumps

Each of the four bilges is equipped with a suitable submersible bilge pump, fed by the 24 VDC system. Every bilge pump is operated manually or by two level switches. The lower level switch activates the corresponding pump and the upper switch is a flooding switch and sets an alarm next to powering up the related pump.

We tested the engine room pump and the forward bilge pump successfully and noted also that they set records on the wheelhouse and the crew mess displays and that the flooding pumps would also turn on acoustic alarms.

8.3.3 Interchangeable central Bilge Pump and Fire fighting Pump

There are one central bilge pump and one fire fighting pump which are placed at aft port side of the engine room. These pumps are absolutely interchangeable. We note that both pumps are powered by 380 VAC. Thought should be given to convert one pump into 24VDC, in order to have more backup.

One of the pumps was tested positively.

8.3.4 Manual Bilge Pump

Manual bilge pump placed at aft portside half bulkhead. Removable handle needs to be placed and secured nearby the pump. Safety issue.

8.3.5 Main engine raw Water pump sucking Bilge Water

Both main engine raw water intakes are designed to be fed from the bilges. System is suitable to deal with major emergencies like large apertures to hull. Port valve operational, for the starboard valve the handle is missing. To be repaired/ replaced. Safety issue.

9 Main Engines, Propulsion Members

9.1 Main Engines[7]

The Vessel is equipped with two internal combustion diesel engines, 16 cylinders each and turbo aspiration.

No maintenance history of the engines could be obtained, further than all liquids had been replaced recently. See below.

9.1.1 General

	Rating	Type	Serial Number	Operation Hours
SB	1,790 HP	MTU 16V2000M93	5●●●●●●●	1165
Port	1,790 HP	MTU 16V2000M93	5●●●●●●●	1164

No oil samples were secured as the engine, generator and gearbox lubricants were reported about one month old and that they had run less than the 25 hours required for a meaningful test result. This was corroborated by unusually clean air filters.

Engines have operated less than 150 h/ year in average. This is a very acceptable rate.

After the sea trial there was sprayed water with black liquid (oil?) from booth engines' intercooler condensation discharge. See also Section 7.7.6.

9.1.2 Engine Mounts

No detachment or damage noted. No abnormal vibrations during seatrial noted. See Section 19.

[7] Refer to Seatrial Section 19 for further information gathered at seatrial.

9.1.3 Raw Water Strainers

Equipped with two butterfly valves for each engine, one before and after the strainer of each engine. All four operational. We noted corrosion on the valve handles. Need to be cured. We were unable to check inside of the strainers. However both seemed in good condition with no leakage.

9.1.4 Fuel Fillers/ Tanks/ Pipes/ Conditioning/ Filtering System

Vessel is fitted with two fuel fillers which are located in port and starboard side superstructure outer coaming lockers at main deck. Both were in good condition.

Vessel has an integrated structural fuel tank. This tank starts under the foremost end of the lower deck guest cabin passage and extends through the engine room forward bulkhead slightly into the engine room. Its capacity is reported as 11,200 litres. The tank is equipped with several manholes, which are tight. Penetration through the bulkhead is acceptable as the tank is structural.

Poorly carried out engine room fuel plumbing

In addition the Vessel is
equipped with two daytanks of suitable size, located forward starboard and port side of the engine compartment.

Engine room fuel plumbing is entirely inacceptable in places. This can be improved without difficulty.

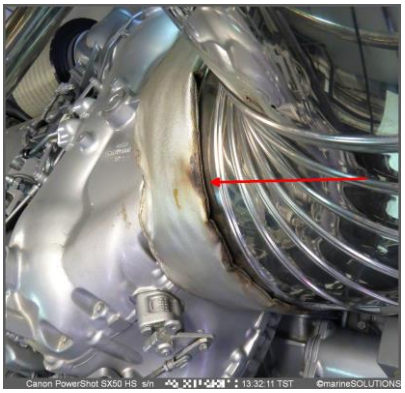
Some pumping flanging, in particular around the passage through the engine room aft and forward watertight bulkheads is substandard. No leaks noted, though.

9.1.5 Exhaust lines

Starboard exhaust line, gas leak noted. Lagging to be removed and area to be investigated for fitting failure, or failure of tubing. Safety issue.

Crack and painted over corrosion marks on the portside main engine GRP exhaust outlet noted. Local GRP repair to be considered. See also Section 7.1.2 above.

Exhaust bellows noted as sound.



Traces of exhaust line starboard gas leak

9.1.6 Exhaust Cowls

Both main engine exhaust cowls had been built/ were repaired in irregular manner – in contrast to the rest of the hull. See also remarks in Section 7.1.2.

9.2 Gearboxes

	Manufacturer	Type	Ratio	s/n
SB	ZF	3060A	3.000:1	5●●●●●
Port	ZF	3060A	3.000:1	5●●●●●

No issues noted.

9.3 Shafts and Bearings

Shafts D = 115 mm in Duplex steel. Surveyors measured the shaft diameter by taking the circumference with a suitable piece of rope.

However, according to the Owner's Manual the shaft diameters should be D = 110 mm.

Right: **Unusual thin metal tube of the shaft bearings.**

Surveyors noting unusual thin metal tube of the outer shaft bearings estimate the outer diameter of the bearings as about D_1 = 135 mm. D_1 for 115 mm bearings is, however, regular about 145 mm and 135 is a regular size for D = 110 mm shafts.

This makes Surveyors suspect whether a replacement of shafts has taken place in the history of the Vessel.

Shaft to outer cutlass bearing clearance appears slightly above normal. Outer cutlass bearing tubes slightly dezincified. Replacement to be considered at next drydocking.

9.4 Stuffing Boxes

Two Tides Marine SureSeal stuffing boxes noted with a refill box on each shaft. Whether the boxes were filled or not could not be checked.

No leaks were noted with exception of a slight leak on the starboard side at inspection after the seatrial. See Section 19. Replacement of the seal may be considered in due course.

9.5 Shaft Brackets

The shafts are held in position by two suitable shaft brackets made in bronze. Like with all underwater metals we sanded both brackets in few positions and did not note any dezincification.

When on hard we noted salt water ooze from starboard shaft bracket to hull joint. No water penetration into hull noted, though. Further potential inspection recommended considering issues covered under 7.1.1, 9.3, 9.5 and 7.7.

9.6 Props[8]

Propeller rims and surfaces were inspected visually and haptically and were found to be in good condition.

Following legend was read on the fitted props:

	Manufacturer	Type	Material	s/n
SB	Rolla	5-bladed RH	Ni-Br-Al alloy	C●●●
Port	Rolla	5-bladed LH	Ni-Br-Al alloy	C●●●

We contacted the prop manufacturer and received feedback that the fitted props had been manufactured in December 20●● and their dimensions were 5 x 1,330 x 1,220.

However, according to the Owner's Manual the Vessel should be fitted with a pair of 6 x 1,350 x 1,270 props, thus, the Vessel is equipped with five blade props instead of six blade ones, with less diameter and less pitch.

Accordingly, firstly, propellers were replaced after December 20●●, at least 18 months after the delivery of the Vessel, according to the tonnage certificate, see Attachment 23.1.

Secondly, the dimensions of the props are in the direction explaining the slight over-revving of the engines. See Section 19.5.

Thirdly, and most importantly, there must have been a reason to replace props. See discussion in Section 22.

10 Electrical Systems

The Vessel is fitted with three electric systems: 24 VDC for starters, some pumps and basic systems of seaworthiness. 380 VAC for power systems and 220 VAC mainly for domestic systems. Electrification has been carried out in a planned and coherent manner. Concurrence of 380 VAC and hydraulic systems have been noted.

Shore power and power from gensets are designed with a synchronizer in order to supply Vessel with synchronized and coherent power in efficient manner.

10.1 Switchboard

Main switchboard in portside generator room, opposite of the generator. Many sub-switchboards are distributed over the Vessel in logical locations, as part of a coherent and well-designed system.

10.2 Shore Power Connection

Equipped with Glendinning brand cable manager and adequate cable. Approx. 15 cm of cable cover was stripped and taped insulating tape at shore power end. Improve. Safety issue.

10.3 Gensets

	Manufacturer	Model	Rating	s/n	Op. hours
SB	Kohler	55 EFOZ	55 kW, 68.8 kVA	2●●●	4,062
Port	Kohler	55 EFOZ	55 kW, 68.8 kVA	2●●●	3,687

We noted rust oozing from alternator cover joints of the starboard generator. The water pump, likely the cause of the damage, had been replaced, but the damage justifies to have the generators maintained before the cocoons and the generator bases are damaged in more progressive manner. If the maintenance has to be carried out on the shop floor, this may turn into a sensitively expensive repair.

Operation hours deemed not excessive for this equipment.

10.4 Inverters

Not inspected.

[8] Refer to Seatrial Section 19 for further information gathered at seatrial.

10.5 Batteries

Vessel is equipped with stationary household batteries, generator starting batteries, main engine starter and main engine electronics batteries. All are located in the engine room.

We have carried out a condition measurement with a Busching 100265 (SN: 0●●●) Battery Analyser and a visual check. We note that the service batteries appear bloated[9]. Engine starter and engine control unit batteries need to be replaced. Household batteries, likely to be the first set of the Vessel, should be considered to be replaced as well.

10.6 Battery Chargers

Vessel equipped with five Mastervolt battery chargers located in the starboard side generator room.

Part No	Type	Input	Output	s/n
400●●	Charger Mass 24/25	230-240VAC	24VDC 25A 2 output	V●●●
440●●	Charge Master 24/30-3	120/230VAC	28.6VDC 30A	W●●●
400●●	Charger Mass 24/100-C IP23	230-240VAC 16A	28.50VDC 100A	V●●●
400●●	Charger Mass 24/100-C IP23	230-240VAC 16A	28.50VDC 100A	V●●●
400●●	Charger Mass 24/100	230-240VAC 16A	28.50VDC 100A	U●●●

All tested operational.

10.7 Navigation Lights

"AquaSignal" Ahlemann & Schlatter/ Bremen.

Suitable and tested operational with exception of "Not Under Control" light, according to the monitor at the lower helm to starboard not operational. To be verified and cured as required.

Some of the Fresnel lenses made in organic glass noted as crazed and dulling. Glasses to be replaced.

10.8 Searchlight

One searchlight starboard on instrument bridge noted. Operational.

10.9 Submerged Lights

Four underwater lights at transom noted. Some LED's on the light located close centreline on the portside not operating.

11 Other Systems

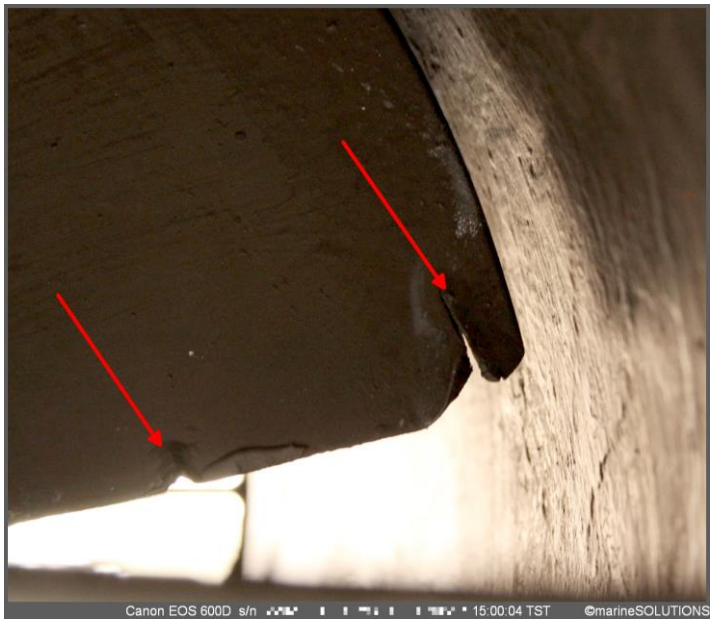
11.1 Engine Room Blowers

Four blowers were noted operational.

11.2 Bow Thruster

The Vessel is equipped with a powerful hydraulic bow thruster, Side Power 550 HYD/P-52, powered by two PTO's at the aft end of the main engines. This is an excellent configuration for a bow thruster.

Both bow thruster props fractured progressively. Both propellers to be replaced.



One, particularly battered bow thruster prop blade

[9] Due to limitations of the analyser no test of the stationary batteries by the Battery Analyser was possible. Only visual inspection carried out on the stationary batteries.

Missing bolt on the portside forward bottom of the protector grid to be replaced.

Bow thruster tunnel heavy antifouling build-up. Scraping and cleaning should be carried out with underwater hull cleaning as per Section 7.1.4.

Leak on, what is believed to be the bow thruster hydraulic line, located below the floorboards of the forward starboard guest cabin. Leakage should be repaired. See Section 16.9

Bow thruster oil tank cooler water pump in engine room needs to be secured.

We noted oil below of the bow thruster gearbox. Leakage should be found and repaired.

11.3 Trim Tabs

Trim tabs were in working order. However, they had been left over some time with circa 2 cm stroke down. As a result the ends of their pistons had accumulated some marine growth. This need to be cleaned before damages to the piston seals occur. If slightest damage has occurred (watch for oil film on water on down stroke at calm weather) the seals and possibly the pistons to be replaced. Feedback Bowden cables operational, still replacement due to damaged covers required.

We noted heavy corrosion on the trim tabs hydraulic hose fittings and some corroded areas on the related hydraulic pump unit as well. Whole unit needs to be serviced.

Heavy corrosion on fittings and hydraulic centre.

11.4 Fresh Water System

11.4.1 Desalination Plant (Water Maker)

Idromar water maker MC●●S rated with 420 litres/hour and with 710 operation hours located in emergency steering room at port side at transom.

Unit is tested as operational.

Water maker pan and membrane fittings badly corroded. There were salt residues and corrosion on membrane caps. Low pressure pump mounts were corroded – half-hearted attempts to clean were noted. The whole water maker unit needs to be serviced, preferably on the workshop bench.

11.4.2 Fresh Water Pumps

The Vessel is equipped with two 380VAC Gianneschi and one backup 24VDC Gianneschi freshwater pumps located at portside aft engine room. All were connected to the freshwater collector and were in working order.

11.4.3 Fresh Water Tankage

Structural fresh water tank, located under garage aft of engine compartment.

11.4.4 Hot Water Boilers

Two hot water boilers located forward port of crew quarters. Gianneschi type 150OR. One was noted as operational.

Boilers leaking from the pressure relief valve into the bilge in forward crew cabin. This bilge area was dirty and needs attention by crew.

There is a missing valve handle under boiler which is to be replaced.

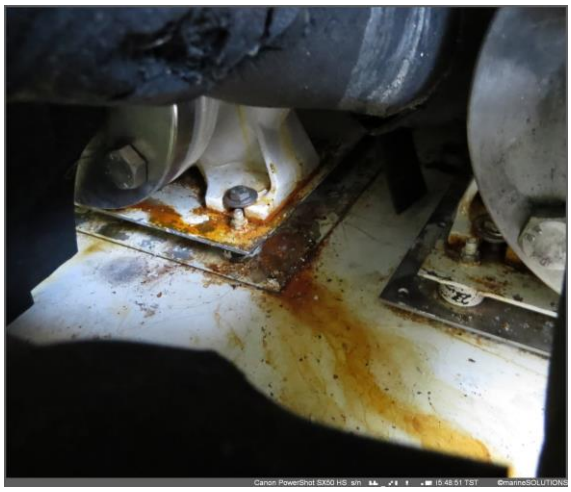
11.5 Air Conditioning

11.5.1 Overview

The Vessel is equipped with Condaria air conditioning system. There are two chiller units, located aft of the starboard generator and rated with 180.000 BTU and 98.000 BTU respectively.

All cabins and even some cabinets are equipped with fan coil units. Fan coil units are fitted with condensation pans and the condensation is directed to the grey water system.

During our survey the entire system was operational and, in spite of the extreme heat, was cooling the quarters satisfactorily. However, a full test measurement could not be carried out.



11.5.2 Compressors and Pumps

Progressive corrosion on the freshwater pump mounts, chiller unit pans, on the compressors' mounts and on the stainless steel indicators' holding plate was noted. A proper servicing should be carried out but can only be carried out after the units are dismantled.

11.5.3 Fan Coil Units

About 20 fan coil units fitted. About 10 could be checked and all were found in working order. We noted some corrosion of the pans and tarnishing of coil copper pipes. We noted splitting piping insulation particularly in starboard generator compartment. Some sections need to be re-insulated. We noted on several fan coil units that the intake air filters had been loosened, probably to increase the air flow on the particularly hot and sticky days of inspection. Filters should be replaced as required and should be refitted.

11.6 Black and Grey Water Systems

11.6.1 Water Closets

Seven fitted, all were in working order.

11.6.2 Plumbing

No leakage of plumbing was noted.

11.6.3 Tankage

According to the Owner's Manual total holding capacity is about 1,750 litres. Hereby about 1,000 litres can be switched between grey and black water holding. Large tank in the engine compartment bilges, smaller one under crew cabin steps and crew aisle.

Under crew quarter steps: Markings indicating heavy leakage from the greywater tank inspection hole. Markings had been partially over-painted recently. All manholes of grey and black water tanks to be inspected for further leakage/ seepage. All untight manholes to be opened up, and resealed properly, then tested under adequate test pressure. See also Section 7.7.3.

Corroded cables, believed to belong to tank sensor and believed to have been damaged due to the seepage. Requires repairing.

11.6.4 Sewage Treatment Plant

Hamann Mini L-Frame s/n ●●●. Tested as operational.

11.6.5 Black and Grey Water discharge

Black/ grey water discharge directly into sea is sensitive issue and valves should be marked such that possibilities of an inadvertent discharge should be minimized.

12 Navigational and Monitoring Equipment

12.1 Magnetic Compasses

Vessel is equipped with two magnetic compasses, one at each helm and of generous size. No swinging chart noted on board and we have noted 5° deviation between fluxgate compass and lower helm magnetic compass.

12.2 Fluxgate Compass

A Raymarine fluxgate compass is located in the forward portside guest cabin. This is a magnetic compass sensor and warning labels to keep away magnets and iron based metals should be put up.

12.3 Sounding Equipment

Two Airmar depth transducers are located in the forward portside and starboard side guest cabin. Operational.

12.4 Weatherfax

Vessel is equipped with Furuno weather fax antenna. No corresponding receiver noted.

12.5 Speedlog

Not noted.

12.6 Multidisplay

Wheelhouse: Raymarine ST290 tested as operational.

12.7 Radar, Plotter, GPS, Graphic Displays

Large open array radar antenna operational.

Radar and plotter tested as operational from upper helm.

Wheelhouse: Raymarine Marine Monitor M1500 tested operational. Raymarine E120 tested operational.

Wheelhouse: 2 x MTU main engine monitors, both tested as operational.

There was no electronic map on chart plotter. Charts to the cruising area need to be carried.

12.8 Paper Charts and Pilot Books

No paper charts noted. To be obtained.

12.9 Control Panel Displays

Two such displays noted, one in the wheelhouse, the other in the crew mess. Both noted as operational. Main control panel display's brightness insufficient to be seen at bright daylight. Monitor to be replaced/ upgraded.

12.10 Hard Monitoring System

In addition to the Control Panel Displays, in the wheelhouse to starboard hard monitoring panels for the navigation lights, bilge alarms and for the fire and smoke system have been noted as operational.

According to yard personnel this hard system must be considered as a backup for the "soft" Control Panel Displays.

12.11 Trim Tab Feedback Unit

Seen operational in the wheelhouse.

12.12 Raymarine Rudder Angel Indicator Unit

Seen operational in the wheelhouse.

12.12.1 Classical Monitors

Set of marine aneroid barometer, nautical clock and hydro/thermometer, to port aft bulkhead of wheelhouse noted. Internal temperature reading noted as 25.5 ^{0}C when the fan coil was set to 26 ^{0}C.

13 Communication Equipment

13.1 VHF

Operational at both helm stands. Ray240E.

13.2 Handheld VHF

Not noted. Two required.

13.3 CCTV

We tested engine room and aft cockpit starboard CCTV as operational. However we were unable to select and test the mast and other CCTV's. Issue to be verified and cured.

13.4 Internal phones

We noted an interphone control panel at flybridge. However, we did not succeed to test the system.

13.5 Satellite Phone

KVH Tracphone reportedly has no running contract. Needs to be re-established.

14 Safety Equipment

14.1 Labels for Lockers

Safety equipment locations should be labelled. Safety issue.

14.2 Portable Fire Extinguishers

According to Owner's Manual the Vessel should have 12 portable 2kg carbon dioxide, 1 portable 5 kg carbon dioxide and 3 portable 6 kg dry powder.

We noted following portable fire extinguishers on board:

Location	Type	Condition
Forward crew quarter area. Starboard side, between top loader freezer and aft bulkhead.	2kg powder	Expired. Needs to be serviced/replaced.
Forward portside guest cabin. Inside of cabinet.	2kg powder	Serviced in B●● 20●●.
Forward starboard guest cabin. Inside of cabinet.	2kg powder	Serviced in B●● 20●●.
Aft starboard side guest cabin. Inside of cabinet.	2kg powder	Serviced in B●● 20●●.
Owner's cabin. Inside of cabinet.	2kg powder	Serviced in B●● 20●●.
Captain's cabin. Inside of cabinet.	2kg powder	Serviced in B●● 20●●.
Crew mess. Loose.	6kg powder	Serviced in B●● 20●●.
Starboard generator room. Near freshwater tank, in a cardboard box	3 x 2kg powder	Two of them expired. Need to be serviced.

Engine room aft portside bulkhead, near fire fighting pump	6 kg powder	Needs to be serviced/replaced.
Engine room at aft starboard bulkhead, starboard side of battery bank	6 kg powder	Needs to be serviced/replaced.
Portside generator room. Below of the generator	5kg carbon dioxide	Serviced in B●● 20●●.
Starboard generator room. Near aircon chiller unit	6 kg powder	Needs to be serviced/replaced.

We note that no re-inspection dates were noted on any portable or stationary extinguishers.

Dry Powder type of fire extinguishers is the most economic type, but its harm may compete at times with fire damage. All extinguishers must have be in a designated and marked location. All extinguishers must be secured properly. The fire extinguisher plan must be revised and must be shown on a distribution plan. Safety issue.

14.3 Stationary Fire Extinguishers in the Emergency Steering Room

Location	Type	Condition
At forward port bulkhead	2 x 40 l carbon dioxide	Serviced in B●● 20●●.
At forward bulkhead	No describing label	Serviced in B●● 20●●.
At forward port bulkhead	No describing label	Serviced in B●● 20●●.

14.4 Fire Blankets

One noted in the galley. One further for the crew mess is recommended.

14.5 Alarm Equipment

Some smoke detectors were tested as not operational. Need to be addressed. Safety issue.

Gasoline Fumes Detector seen in garage. Not tested.

14.6 Liferafts

Vessel is equipped with two liferafts, located at aft starboard and port side of flybridge. Both are Eurovinyl "Leisure Liferaft", rated for 10 persons each.

Starboard s/n 7●●●. Next Service Date B 20●●. Name of the Vessel not noted on shell.

Port side s/n 7●●●. Next Service Date B 20●●. Name of the Vessel not noted on shell.

Both related Hammar hydrostatic releases have expired in B●● 20●●. Starboard s/n 0●●/●● F●●●/1●●. Port side s/n 0●●/●● F●●●/1●●.

14.7 Life Vests

Missing life vests to be obtained and placed into marked locations. Vessel's name to be marked on vests in suitable manner.

14.8 Visual Signals

Safety: Missing signal flares, hand held flares, first aid kit, smoke signals to be obtained and placed in marked locations.

14.9 Life Rings/ Horseshoe Rings

Two suitable liferings located on flybridge at each side aft. Both equipped with lanyard and marking light. Lights tested as operational. Vessel's name to be marked on rings.

14.10 EPIRB

ACR EPIRB 406MHz, Model Number RLB-38 Cat.I, FCC ID: B●●●●R-●●●●6, IC:●●●●●●●. We found it with cover removed. Fixed at flybridge starboard aft. To be inspected B●● 20●●.

*marine***SOLUTIONS**
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

HydroFix hydrostatic release, valid until B●● 20●●.

14.11 MOB Buoy

Not seen. Crew should be well acquainted with the MoB functions of the navigation equipment.

14.12 First Aid Kits

Safety issue: None noted. Required.

15 Tender

15.1 Overview

Zodiac RIB, PROJET 420 TC4 (EU), 4.20 m, water jet powered. Was only inspected in garage and on platform, as far out as the tender crane would permit.

Hull Nr: Z●●● HIN: FR-X●●●●●

15.2 Hull

Was inflated. Mother Vessel's name to be marked on hull.

15.3 Engine

Visually in good condition. Cranked powerfully on hard.

15.4 Various

Some corrosion of the swimming ladder. Severely pitted steering wheel socket. Minor damage to upholstery.

No lashing facility noted. Required.

16 Quarters

16.1 Overview[10]

16.1.1 Furniture in General

The Vessel is fitted with high quality furniture in mahogany/ mahogany veneer. The finishing is in satin varnish. On removable structures we noted that the substrate is kept particularly light, reducing overall weight of the Vessel significantly.

Table top and countertop in main saloon in high quality hide. Seating upholstery finishing in fabric.

It is noted that during the inspection all saloon and dining area furniture had been piled in two areas and could not be thoroughly inspected.

16.1.2 Portholes

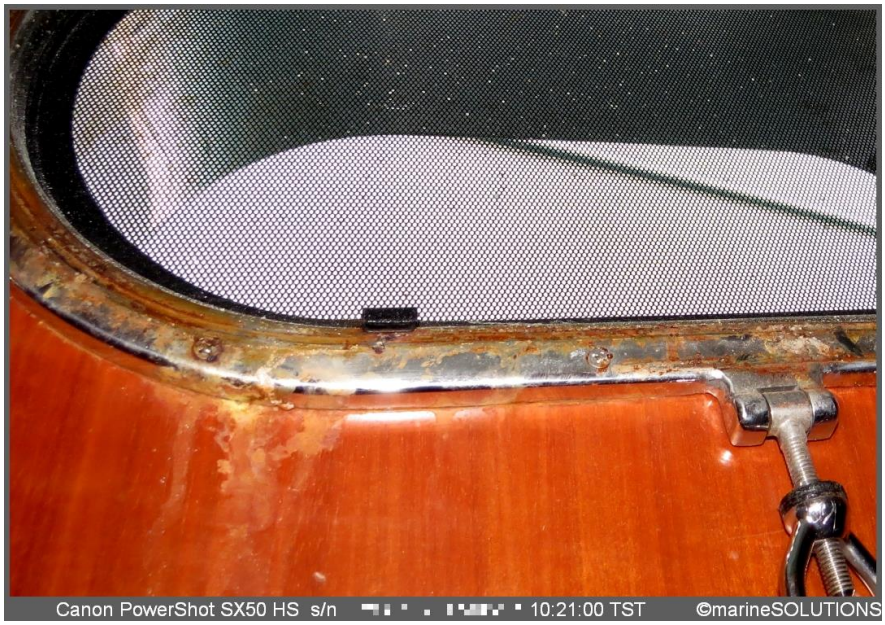
Vessel is equipped with suitable sized and designed portholes with storm shutters.

Corrosion and pitting on most of the portholes' stainless steel outer frames noted. Frames to be cleaned with suitable agents.

Almost all stainless steel portholes are leaking rusty water from gasket to the cabins' ceiling walls. Gaskets to be replaced and kept smooth. Area to be cleaned.

Rust, porthole outer frames

Typical rusting leak from porthole gasket



[10] Refer to Seatrial Section 19 for further information.

16.1.3 Furniture Finishing

Many varnished areas are getting opaque, in particular around the margins where the varnish may be somewhat thicker than elsewhere.

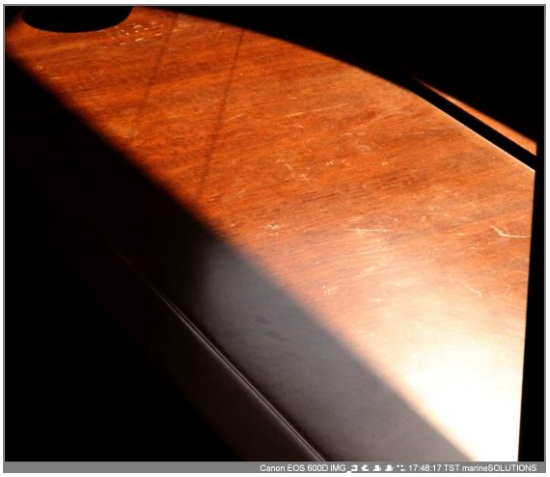
Some varnished boards are turning into a "leopard pattern", with interchanging dark and light cloudy areas.

Interested parties may need to decide whether they can accept this "patina" or not, as an attempt of thorough rejuvenating of these areas is a complex, expensive issue, which may or may not end up with the desired result.

Furthermore, panels and wooden frames showed minor but numerous and disturbing damages throughout the Vessel's quarters. These were impact damages, where (usually) a small area of D < 5 mm had chipped off, and the adjacent varnish had started to lift and had turned opaque. There were also many regular scratches of a few cm length or less. A very few major damages were also noted. Services of a skilled artisan should be secured to retouch carefully and patiently all these areas.

Leopard pattern at side ceiling varnish

A typical damage with D ≈ 5 mm



A densely scratched area of the furniture

16.1.4 Cabinet and locker door hardware

All cabinet doors are fastened with magnets and not with latches, as it should be. In a seaway doors may open and lead to harm to party and to equipment.

16.1.5 Floorboards

All floorboards under the guest cabins and some floorboards under the crew cabins have been built in light and sound absorbing, good quality materials.

Some floorboards can only be lifted by suction lifters. For quick bilge inspection suction lifters to be placed in labelled and quickly accessible locations. Safety issue.

16.1.6 Sound levels

Some squeaking sounds during seatrial, originating from movement of furniture were noted but deemed as normal.

16.1.7 Odour

Heavy odour noted on lower deck, in crew quarters and in guest cabins. Proper cleaning of cabinets, lockers, fridges, freezers and in particular of bilges considered as sufficient to cure this issue. Improvement of the grey water and black water tanks are required. See Section 11.6.

16.2 Saloon/Dining

16.2.1 Overview

There is an excessive (> 1 mm) movement at starboard window wooden frame. We noted various damages in the size of 5mm to 10 mm on the wooden side panels. There were various scratches and some delamination on the saloon to master cabin floor. We noted varnish “curtains” on the TV wooden cover panel.

16.2.2 Floors

Saloon floors were covered with some protector papers. We were able to inspect two sections. Alone in these sectors (ca 2 m^2 in total) we noted various damages from 5mm to 10mm and several scratches on the floors. In general, services of a retoucher should be solicited to address the damages to the varnished surfaces.

Right: **Divider hide condition**

16.2.3 Divider and Dining Table

The divider between saloon and the dining area and dining table is covered with hide. These are stained and scratched. A leather specialist’s opinion to be sought.

16.2.4 Lockers

Several lockers equipped with ample glass and crockery holders in organic glass. No cutlery and crockery noted in any locker.

AC connection box at starboard locker, aft of side door needs attention.

16.2.5 Seating

Could not be inspected in detail.

16.2.6 Blinds

All saloon windows equipped with electrically driven, retractable Roman blinds. Only one blind on the portside was not operational.

16.2.7 Lighting

Dining table light made with decorative glass slates. We noted some of them were vibrating and making noise at sea trial.

16.2.8 Saloon Door

See Section 7.17.7.

16.2.9 Entertainment System

Sharp Aquos TV 45". Operational. Out of use covered with two vertically sliding wooden veneer covers.

SeaTel TV Control Panel noted in starboard aft locker. Not operated. Contract reported as expired.

16.3 Aisle to Galley

16.3.1 Side Door

Tested as operational.

16.3.2 Service Elevator

Tested as operational.

16.3.3 Wine Cooler

Miele KWT ●●● UG-1. Powered up.

16.4 Galley

16.4.1 Floor

Believed to be in natural stone. Fair.

16.4.2 Countertop

In natural stone and in good condition. Some detachment from bulkhead noted at starboard end. Related sealant is damaged. Reseal.

16.4.3 Hob

Miele glass hob. Tested as operational. Heavy scratches on glass. Replacement to be considered.

16.4.4 Oven

Gaggenau EB 385 or 388. Tested as operational. Somewhat worn. Replacement to be considered.

16.4.5 Extractor Fan

Operational. To be kept free of grease at all times.

16.4.6 Fridge and Freezer

Generous fridge and freezer space. Ice cube dispenser. F●●●●. Fridges and freezers are smelling. They were noted as turned off without keeping their doors ajar. Cleaning and maintenance required. Forward fridge has a jury clamp fixed at bottom as it may be opening up at sea. A better detail to be considered.

16.4.7 Dishwasher

Tested as operational.

*marine*SOLUTIONS
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

16.4.8 Lockers

Operational. Require good cleaning.

16.4.9 Crockery and Cutlery

Few items noted.

16.5 Aisle to Cabins

16.5.1 Stairs to Cabins and to lower Helm

Some step lights are defect and to be replaced.

16.5.2 Floors

Some scratches. One prominent area where the veneer has blistered over ca. 20 cm x 3 cm. To be reglued.

16.5.3 Curtains

Manually operated Roman blinds.

16.5.4 Day Toilet

Operational.

16.5.5 Cupboard Port

Junction box 230 VAC, disconnected grommet.

16.6 Wheel house

Finished in mahogany and high quality artificial leather. Scratches.

16.7 Owner's Cabin

16.7.1 Windshields, Windows, Curtains and Rollos

Retractable electrical roman blinds and rollos were operational individually. However, neither rollos nor blinds could be controlled synchronously – although marked so on the remote controls. To be cured.

We noted several damages and delaminations on the dashboard and on the windscreen joinery. To be cured by a suitable repair shop.

Right: **delaminations on the dashboard and on the windscreen joinery**

16.7.2 Wood Finishes

There were various dents and opaqueness on the wooden walls. To be cured by a suitable repair shop.

16.7.3 Cupboards/Storage

We noted some glued on hook and loop fasteners (Velcro) on the countertops. Removing these may cause damage to the surface.

Vanity drawer on port side in good order.

16.7.4 Lighting

Operational.

16.7.5 Seats

Two seats forward on both sides are in good condition.

16.7.6 Double Bed

In good order. Both sides equipped with electromechanically agitated grates. Both sides operational by corded controls.

16.7.7 Carpets

Floors covered with good quality carpets. Carpet in the aisle in front of walk in cabinet was missing at the time of the survey.

16.7.8 Entertainment

TV is retracted by a lift. Lift can be positively operated by remote control and also by switches located port under the unit.

16.7.9 Walk in Cabinet

There is a digital safe in walk in cabinet. Password required.

16.7.10 Heads

Marble margin to port and close to the water closet darker than the rest of the marble. Treatment, or in case of failure, replacement to be considered.

16.8 Forward Portside Guest Cabin

There was a missing object on the forward cabin bulkhead, port side of the bed with white fixing tapes remaining on the wall. Residues need to be removed very carefully, as likely to cause damage to substrate during removal.

There was grey water with approx. 35 cm depth in bilge below bed. See Section 7.7 and 11.4.4.

We were unable to locate any life vest. Safety issue.

16.8.1 Wood Finishes

Some superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls.

16.8.2 Carpets

Floors covered with good quality carpets.

16.8.3 Curtains

Retractable roman blind was operational.

16.8.4 Lighting

Adequate and all in working order.

16.8.5 Entertainment

Sharp 26” TV, Teac multimedia player, Canton Hi-Fi system and Humax satellite receiver. All in working order.

16.8.6 Heads

Here an escape hatch with help ladder opens to galley. Escape hatch functional with retractable ladder. A marking should be placed. Safety issue.

A cracked marble margin board at shower floor noted.

Three ceiling lights were not lightning.

16.9 Forward Starboard Guest Cabin

We noted oil in the bilge, below the port bed. This oil may be leaking from the bow thruster's hydraulic hose. To be cured.

16.9.1 Wood Finishes

Some superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls and board side cabinet door edges.

16.9.2 Carpets

Floors covered with good quality carpets.

16.9.3 Curtains

Retractable roman blind, operational.

16.9.4 Lighting

Adequate and in working order.

16.9.5 Entertainment

Sharp 20" TV, Teac multimedia player, Canton Hi-Fi system and Humax satellite receiver were operational.

16.9.6 Heads

There was an approx. 15 cm crack on the shower floor at marble margin.

Water leakage noted from showerhead. To be cured. Oil traces in the bilge, below the port bed. This oil may be leaking from the bow thruster's hydraulic hose. To be cured.

16.10 Aft Portside Guest Cabin

16.10.1 Wood Finishes

Colour change on the walls. Leopard effect on some boards.

16.10.2 Carpets

Floors covered with good quality carpets.

16.10.3 Curtains

Retractable roman blind, operational.

16.10.4 Lighting

Adequate and in working order.

16.10.5 Entertainment

TV and hi-fi powering up.

16.10.6 Heads

Minor oxidation on the mirror.

Minor crack on the shower floor at marble margin. Consider to replace.

16.11 Aft Starboard Guest Cabin

We noted inadequate looking bulkhead fittings as in engine room. See Section 9.1.4.

16.11.1 Wood Finishes

Some superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls and board side cabinet door edges.

16.11.2 Carpets

Floors covered with good quality carpets.

16.11.3 Curtains

Retractable roman blind, operational.

16.11.4 Lighting

Damaged section, switch on the lower bed's side. Replace.

Adequate and in working order lightening.

16.11.5 Entertainment

Sharp 20" TV, Teac multimedia player, Canton Hi-Fi system and Humax satellite receiver were operational.

16.11.6 Heads

Approx. 15 cm crack on the shower floor at marble margin. Consider to retouch/ replace.

16.12 Crew Mess with Galley

16.12.1 Overview

Following the stairs from the galley one arrives at the crew mess and aisle. Aisle ends in the forward storage cabin with the emergency access to the forward deck.

16.12.2 Stairs

Stairs have to be lifted in order to access crew mess forward floorboards under a storage area. Retaining stick for lifted stair section can only be secured in a low receptacle reducing the access. A stainless steel receptacle on the suitable stairs is to be considered.

16.12.3 Floors

Removable floorboard sections are required to be labelled for quick removal at time of urgent bilge inspection.

16.12.4 Sitting Group

Table with natural stone top and PVC covered seats.

16.12.5 Countertop

In natural stone. A prominent damage towards forward bulkhead. Faucet and sink operational.

16.12.6 Oven/ Microwave

Miele. Powers up.

16.12.7 Fridge and Freezer

Top loader fridge in mess: Lid hinge and shock absorber broken. To be fixed. Bad smell to be cured as usual.

16.12.8 Dishwasher

DIHR Gastro 500s. Powers up.

16.12.9 Hob

Two plate Miele glass hob. Operational.

16.12.10 Extractor Fan

Operational.

16.12.11 Washing Machine

Miele. Softronic W●●●● WPS. Powers up.

16.12.12 Dryer

Miele Softronic T●●●●. Powers up.

16.12.13 Monitoring

Seanergy Alarms Monitor, operational .

Came Security Video Explorer. Believed to be linked to the Seanergy Alarms Monitor.

16.12.14 Entertainment

Sharp flatscreen TV. Powers up.

Monitoring system seen.

16.12.15 Further

Minor household electrical gadgets noted.

16.12.16 Crockery and Cutlery

Few, makeshift items noted only.

16.13 Captain's Cabin

16.13.1 Wood Finishes

Leopard pattern of some wooden panels. Opaqueness at wooden panel edges. To be addressed by a skilled paint shop.

16.13.2 Lockers

Conflict between door handle and locker door. Scratches to be repaired. Conflict to be cured.

Lock of safe, placed in cabinet locker, was broken. To be addressed by a locksmith.

Cabinet locker lock had been removed and stored in drawer. To be refitted.

16.13.3 Carpets

Floors covered with good quality carpets.

16.13.4 Curtains

Retractable roman blind, operational.

16.13.5 Lighting

Damaged section at switch group on the lower bed's sidewall. Replace.

Adequate and in working order lightening.

16.13.6 Library

Owner's Handbook, MTU manuals, Hamann Manual.

16.14 Portside Crew Cabin

16.14.1 Furniture

There were blushing and faded out areas at the cabin board sidewalls. We noted approx. 20cm damage at the middle of the cabin door. Cabinet lock was missing.

Cabin door stopper was corroded and its magnet was missing.

16.14.2 Carpets

Carpet was in reasonable condition.

16.14.3 Curtains

Rustic curtains were in good order.

16.14.4 Lighting

Lower bed reading light was not fixed and its handle was missing.

16.14.5 Heads

WC floor is a varnished wooden floor. Varnish had faded and there were blisters in some areas. There was an approx. 25cm x 40mm peeled off varnish at the WC floor, in front of the sink cabinet. Varnish needs to be renewed.

Shower was separated from the WC with shower curtain.

We noted pitting on soap dispenser.

Air ventilation screen at the shower ceiling was blocked with dust.

Sink cabinet door forward was not closing properly. Its hinges need to be re-aligned.

16.14.6 Further

There was damaged section at switch on the lower bed's sidewall.

Switch located lower bedside table was not fixed.

A fire extinguisher was missing. See Section 14.2.

16.15 Starboard Crew Cabin

16.15.1 Furniture

There were opaque and faded out areas at the cabin board side. Cabinet lock was missing.

16.15.2 Carpets

Carpet was in a reasonable condition with some stains.

16.15.3 Curtains

Rustic curtains were in good order.

16.15.4 Lighting

There was a damaged section at switch panel on the lower bed's sidewall.

16.15.5 Heads

Shower was separated from the WC with shower curtain. Shower curtain is torn.

WC floor varnish had faded and there were blisters in some areas.

We noted oxidation forward bottom side of the mirror.

Sink cabinet doors' magnet holders were heavily corroded.

16.15.6 Further

A fire extinguisher was missing. See Section 14.2.

17 Soft Covers

17.1 On Flybridge

All in reasonable order.

17.2 Antenna Bridge Cover

Not applicable.

17.3 Upholstery Cover

Cockpit and forward seating and fly seating covers were in reasonable condition. Small tears noted at cockpit cover.

18 Various

18.1 Fenders

Sufficient fenders with socks noted. One fender was deflated and may have a puncture.

18.2 Mooring Lines and Equipment

Adequate mooring lines were noted.

18.3 Vessel's Handbooks

Well structured handbook. Two copies available, one at chart table and one in the Captain's Cabin. Equipment handbooks are in the crew mess.

18.4 Spares

None noted.

19 The Seatrial

A seatrial was performed on 07.●●.20●● 18:30 – 19:30 local time.

19.1 Parameters

The Vessel was mainly heading South East to East (about 125^0) and later reciprocally North West to West (about 305^0).

The engines and the Vessel were monitored with the monitoring equipment on the lower bridge, which were deemed trustworthy[11] but also verified. The true wind was orthogonal to the courses, from South West to West (about 215^0) and light, about 10 - 11 knots only.

The daily fuel tanks showed 3.364 litres, about "7/8 full",

the main fuel tank was with 791 litres, about "empty",

the water tank was with 1.000 litres, "half full"

and there were 8 males on board during the seatrial.

According to the Owner's Manual the light ship displacement is 110.000 kg and the full loaded displacement 131.000 kg. Prior to the seatrial the Vessel had been weighed by the scale of P●●● M●●●'s travellift as 129.200

[11] Refer to section 7.18.3 for further information.

kg. While these scales are not designed for assessing displacement, we can be safe to judge that the Vessel was more than half loaded.

The underwater hull and propulsion trains of the Vessel were newly cleaned. The condition of the submerged hull must be considered as "average" for performance purposes.[12]

19.2 Performance

The two engines started readily from cold without any excessive smoke. When underway no fuming was noted in the engine space, see however Section 9.1.5, and no leaks from the engine water, fuel systems were evident. Ahead and reverse gears engaged normally.

The engines, after fully warming up, were operated with suitable increments from idle to full speed on a straight course and then on the reciprocal course with suitable decrements. See table below. Engines turned up to 2500 revs (starboard engine) and 2490 revs (port engine) slightly above the nominal maximum of 2450 revs. See notes in Section 19.5.

At that time the Vessel performed v_{max} 29.3 knots on the course out and 28.4 knots on the way inbound, averaging 28.8 – 28.9 knots. The speed was checked with the surveyors' mobile device and the accuracy of the on-board GPS was verified[13]. Trimming was attempted but did not lead to increase of performance.

Difference in v_{max} somewhat large, but acceptable.

The sound level of the Vessel at cruising speed was measured as 95 dB in various locations of the main saloon[14]. Some squeaking sounds during seatrials, originating from movement of furniture were noted but deemed as normal.[15]

According to the Owner's Manual the Vessel's speed is rated as 27 knots.

Her speed performance is very acceptable.

19.3 Steering System

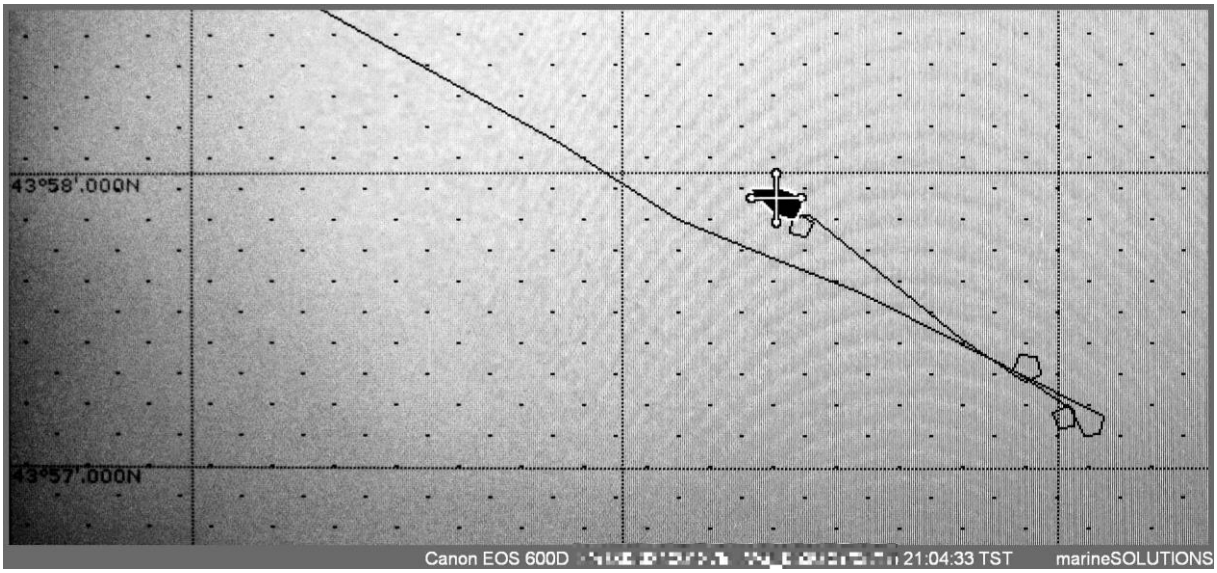
During the seatrial the revs were synched at 1500 rpm and a tight turn first to starboard then to the port side and then again to starboard were performed. The vessel performed the turns smoothly and without additional vibrations, within a turning radius of less than 180 metres on both bows. Some minor leaks in the rudder tubes were noted. See Section 8.1.3.

[12] Reference section 7.1 for further information.

[13] Refer to section 12.7 for information.

[14] 50 dB when a/c is turned on, 60 dB with both generators running in addition. All measured with Voicemeter App and these two data taken with Vessel at port.

[15] Refer to section 16.1.6 for information.



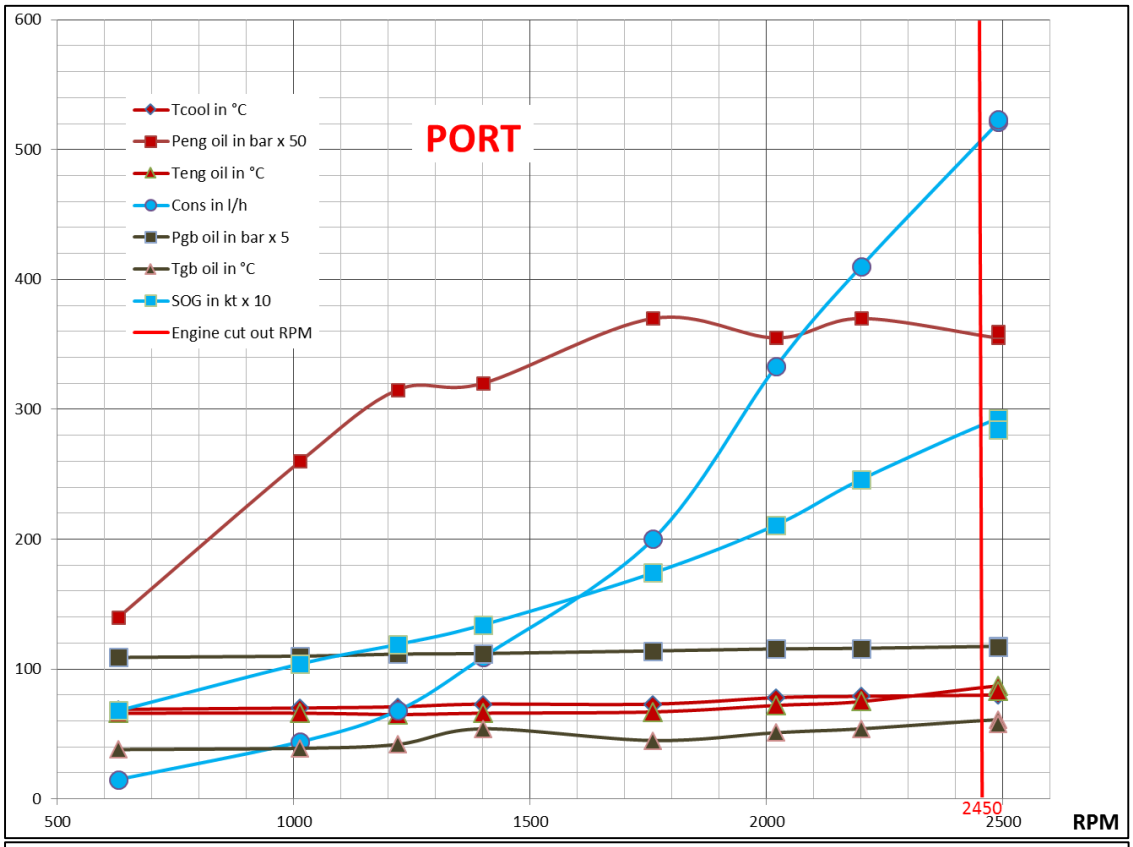
19.4 Trim tabs

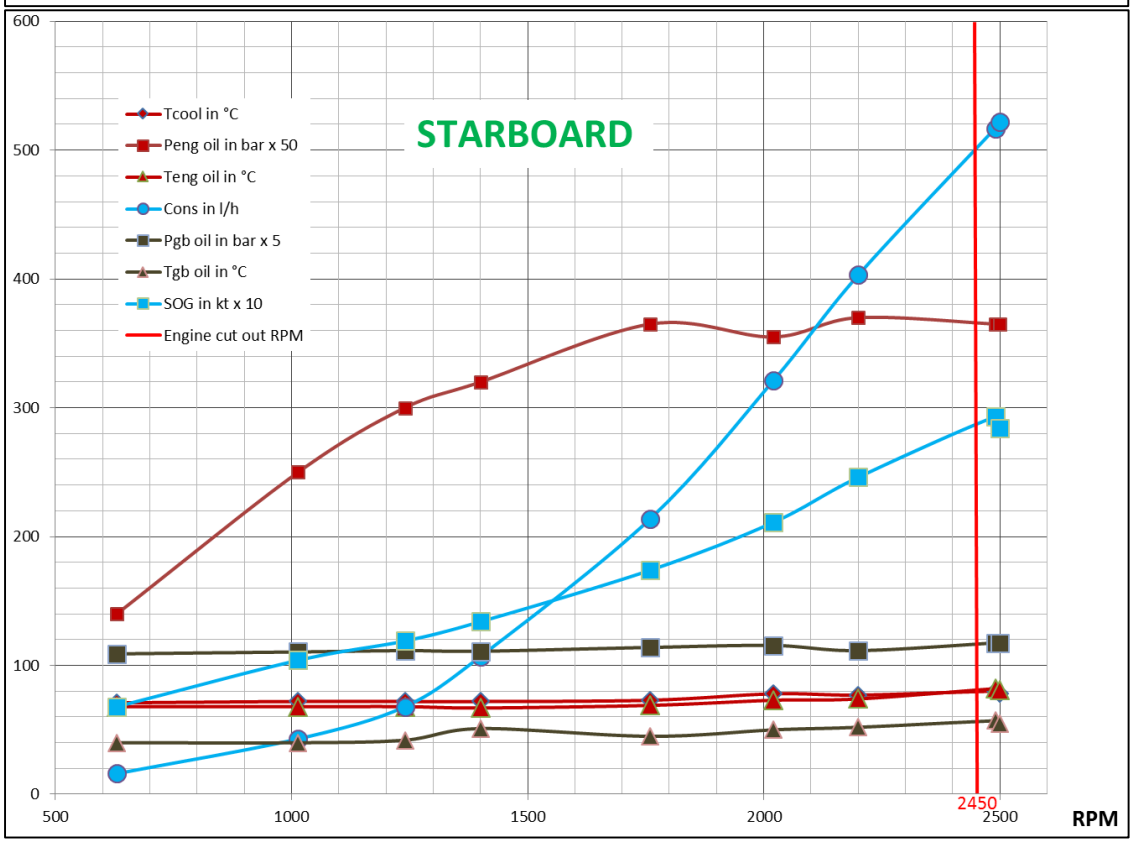
Trim tabs operated under load satisfactorily. See Section 11.3.

19.5 Sea Trial Engine Performance Data

	t_{camera}	18:30:00	18:38:00	18:46:00	18:54:00	19:02:00	19:10:00	19:18:00	19:26:00	19:30:00
	COG in ^{0} True	125	125	125	305	125	125	125	125	305
	SOG in kt x 10	68,0	104,0	119,0	134,0	174,0	211,0	246,0	293,0	284,0
	SOG in kt	6,8	10,4	11,9	13,4	17,4	21,1	24,6	29,3	28,4
port	RPM	630	1014	1220	1400	1760	2020	2200	2490	2490
port	T_{cool} in ^{0}C	69	70	71	73	73	78	79	80	80
port	$P_{eng\ oil}$ in bar	2,8	5,2	6,3	6,4	7,4	7,1	7,4	7,1	7,2
port	$T_{eng\ oil}$ in °C	66	66	65	66	67	72	75	87	83
port	Cons in l/h	15	44	68	109	200	333	410	521	523
port	Load in %	19	27	34	40	55	71	80	100	100
port	$P_{gb\ oil}$ in bar	21,8	22	22,3	22,4	22,8	23,1	23,2	23,5	23,4
port	$T_{gb\ oil}$ in °C	38	39	42	54	45	51	54	61	58
Starboard	RPM	630	1014	1240	1400	1760	2020	2200	2490	2500
Starboard	T_{cool} in °C	71	72	72	72	73	78	77	80	78
Starboard	$P_{eng\ oil}$ in bar	2,8	5	6	6,4	7,3	7,1	7,4	7,3	7,3
Starboard	$T_{eng\ oil}$ in °C	68	68	68	67	69	73	74	82	81
Starboard	Cons in l/h	16	43	68	107	214	321	403	517	522
Starboard	Load in %	21	27	33	39	58	70	80	98	100
Starboard	$P_{gb\ oil}$ in bar	21,8	22,1	22,3	22,2	22,8	23,1	22,3	23,5	23,5
Starboard	$T_{gb\ oil}$ in °C	40	40	42	51	45	50	52	57	55

The Seatrial Data. All data is from 11.●●.20●●and measured with on board instruments but the speed was verified with an independent GPS. Time laps between each increment/ decrement was at least

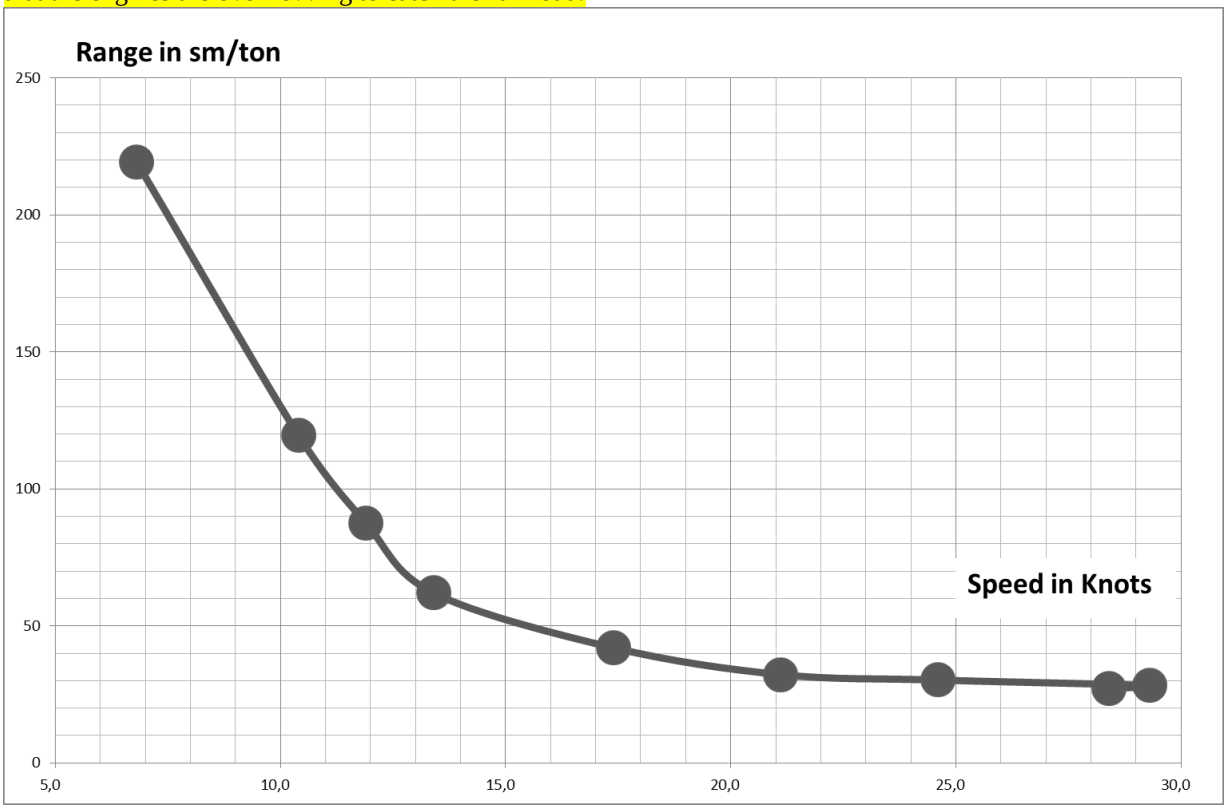




Seatrial data plotted the Port engine (above) and the Starboard engine (below) - in both instances as a function of the respective engine revs. For better visibility, the engine oil pressure, the gearbox oil pressure and the Speed over

Ground have been displayed with x50, x5 and x 10 respectively. No inconsistencies or unexpected differences between engines noted.

The manufacturer's published engine parameters have not been studied in detail, however, the behaviour of the engine parameters are considered as predominantly symmetric between engines and as expected. Note slight over revving, 40 – 50 revs, of both engines at full throttle. Issue should be consulted with an engineer, experienced with these engines, but is believed to be within acceptable limits. As the Vessel was fitted after December 2008 fitted with propellers of lesser diameter, pitch and blade number (see Section 9.5) it is believed that the engines are over revving to catch the full load.



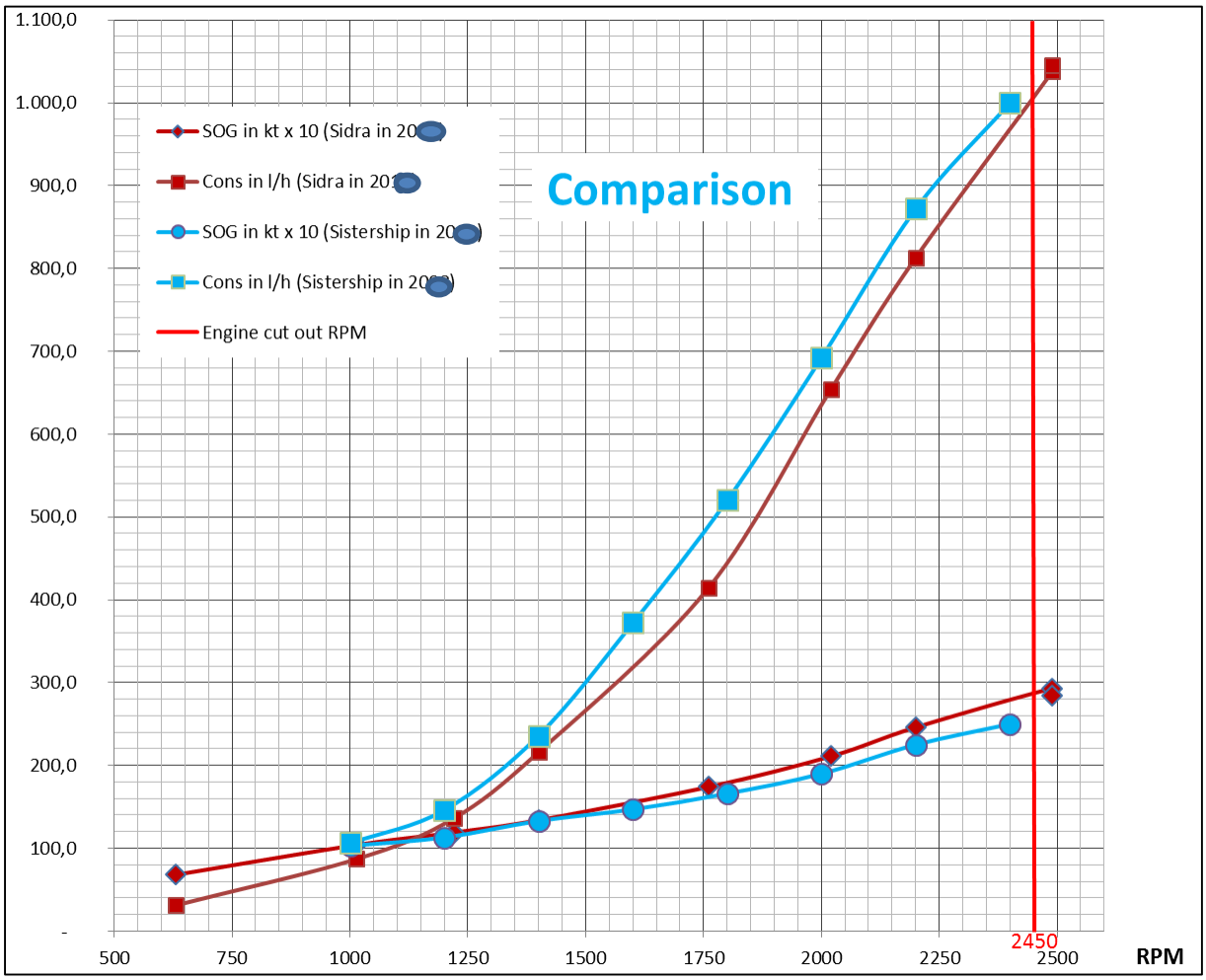
Derived Range (per ton bunker) of Vessel. In the cruising operation range of Vessel about 50 sm/tons is performed.

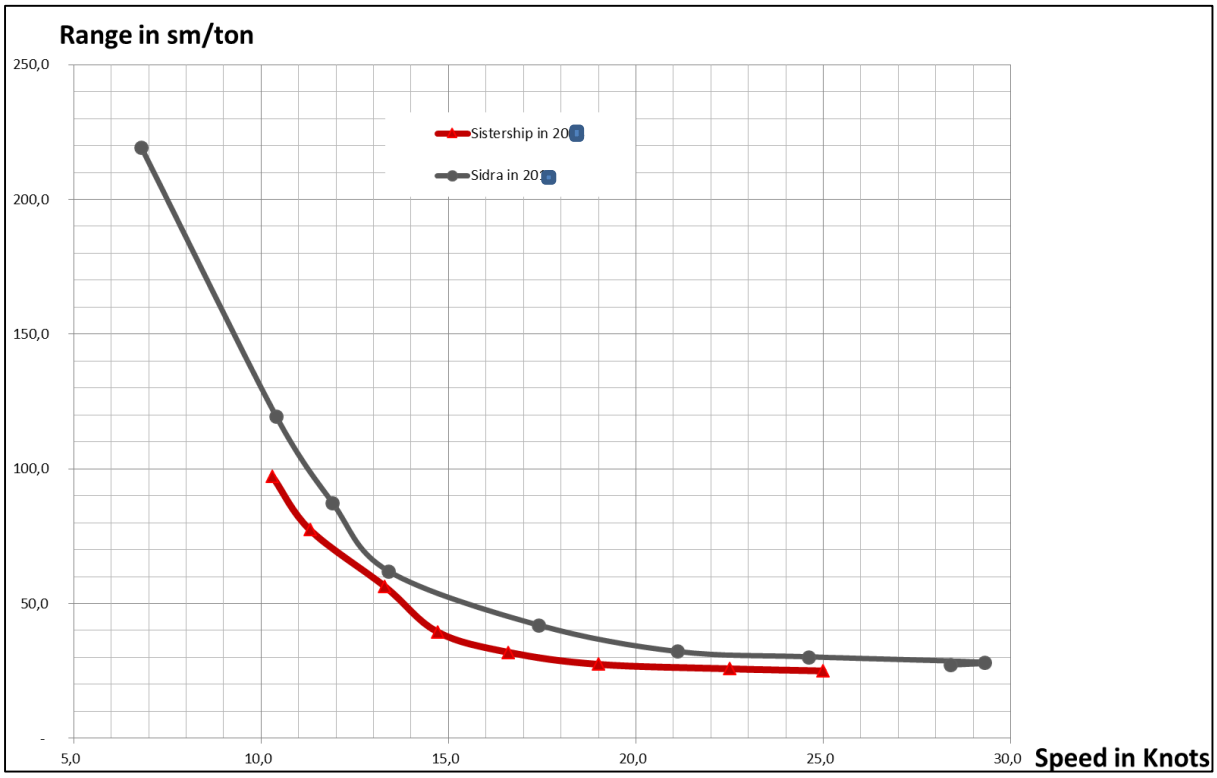
Engines were noted as fluid tight, if not noted otherwise in Section 9. Engine and propulsion performance deemed satisfactory.

19.6 Performance Comparison with Sistership SL

We had access to a seatrial for a sistership. We know that it must have been SL ●●●, and that that seatrial was carried out on 25.●●.20●● with 12 knots winds from SO and with the sea state F1. No info about the load of the Vessel, her fouling condition and other parameters could be obtained. However, as the data appeared reasonable we performed a comparison and can conclude that at the same engine revs our subject Vessel performed up to 2 knots better than her sistership, hereby consuming up to 80 l/h less.

In spite of the missing parameters a comparison appears sensible.





19.7 Sea Trial Conclusions

The sea trial did not indicate any serious faults with the engines and transmission, nor any other parts of the vessel. All electronics operated normally although not all functions were tested.

The Vessel performed well throughout the seatrial.

20 Class Issues and earlier Inspections

According to the Owner's Manual the Vessel has been built to RINA ✠ 100-A-1.1 "Y". This is a very high qualification, indicating that the Vessel is meeting recognized standards of many flag states and is suitable for seagoing service in a wide sense. Furthermore, it indicates that the Vessel must have been built under the direct surveillance of the class society.

However, on the Vessel neither a Certificate of Class nor a Stability Booklet was noted. Furthermore, in order to upkeep class, the Vessel must undergo certain, periodic class surveys, like annual, intermediate and class renewal surveys.

The classification status of the Vessel should be well established, and, if applicable, the possibility of reclassification should be considered.

No recognized and valid classification impairs the commercial use of the Vessel, now, as well as in her future.

We note that a surveyor M●●●● R●●●● has been involved in the Vessel's building and has supplied several lists of remarks, likely from a semi-independent vantage point, at least in the period 19.●●.20●● – 23●●.20●●, likely over more extended time.

21 List of Work Recommended

Basically, this section is a repetition of the findings above. Next to summarizing also a different grouping has been carried out here: Section *Urgent Recommendations* cover issues, which pertain to safety, seaworthiness and preservation of value in a direct manner. These issues should be carried out without delay and before guests are permitted on board and any cruising is undertaken. *Recommendations* are issues, which must be carried out in somewhat timely manner, at the next docking or latest within twelve months or such other time scale as may be specified, in order to curb the damages from extending, or further damages occurring, often resulting also in loss of value. *Suggestions* are issues, which occurred to Surveyors as opportunities to implement in order to ensure continuous smooth running of the Vessel and value preservation over time. For information and consideration but not of particular significance to safety or operation at this stage.

21.1 Urgent Recommendations

Bulwark stern starboard door lock needs to be repaired. See Section7.11.3.

Removable handle of the manual bilge pump needs to be placed and secured nearby the pump. Safety issue. See Section 8.3.4.

Main engine raw water intakes. Starboard valve handle is missing. To be repaired/replaced. Safety issue. See Section 8.3.5.

Starboard exhaust line, gas leak noted. Lagging to be removed and area to be investigated for fitting failure, or failure of tubing. Safety issue. See Section 9.1.5.

Shore Power Connection. Approx. 15 cm of cable cover was stripped and taped with insulating tape at shore power end. This needs to be improved. Safety issue. See Section 10.2.

Safety equipment locations should be labelled. Safety issue. See Section 14.1.

See Section 14.2 for all the portable fire extinguisher required actions. All extinguishers must be in a designated and marked location. All extinguishers must be secured properly. The fire extinguisher plan must be revised and must be shown on a distribution plan. Safety issue. See Section 14.2.

Smoke detectors were tested as not operational. Need to be addressed. Safety issue. See Section 14.5.

Missing signal flares, hand held flares, first aid kit, smoke signal to be obtained and placed in marked locations. See Section 14.8.

For quick bilge inspection suction lifters to be placed in labelled and quickly accessible locations. Safety issue. See Section 16.1.5.

Life vests not satisfactory. Safety issue. See Section 16.8, for example.

21.2 Recommendations

Roughly repaired damages on portside exhaust cowl and corresponding cracks in exhaust tube. Approx. 50 cm longitudinal partial delamination along portside cowl inboard. Attachment of cowl to hull is affected, structure is not affected. This area needs to be repaired at the next occasion, in the interim the area needs to be closely followed up. See Section 7.1.2.

Slightly elevated moisture readings (Tramex Scale 1 20 – 40 scale units) noted around bow thruster shapers. To be followed up. See Section 7.1.3.

We noted slightly irregular sounding area by tapping test approx. D = 50 cm on the aft portside underwater hull vertical area in alignment with the exhaust cowl. This area needs to be followed up. See Section 7.1.4.

Antifouling is peeling off in places and has become porous due to frequent and inappropriate application. Thought should be given to scrape back present antifouling paint and rebuilt protective epoxy coat, primer and antifouling. See Section 7.2.

Main engines' seawater inlet thru-hull fittings to hull joint to be rebedded. See Section 7.3.17.3.1

Shafts should be fitted with high quality anodes. See Section 7.4.

The bonding system is in need of attention as some wire diameters are not considered sufficient and some wires are corroded and/or disconnected. Bonding system should be verified. Poor connection of bonding copper strips on both shaft brackets were noted, were the corresponding nuts were missing and strips left unattached. Bonding should be completed and the good conductivity should be verified. See Section 7.4.

Lower deck bilges has multiple tide marks. Source needs to be determined and eliminated. 7.7.2.

The bilge under the crew quarter stairs has had a grey water spill which has corroded the tank top and may have damaged a sensor. See Section 7.7.3.

Side bilge under crew cabin port should be cleaned and the source of the grey water is to be established. See Section 7.7.4.

Minor leaks of the starboard shaft seal noted in bilge in the engine compartment. Thought should be given to replace the related seal. See Section 7.7.6

Delamination and cracks at leading edges of both above water exhaust boxes noted. Issue should be kept under observation and should be repaired if they increase. There are two minor, poor quality repairs on the aft starboard over waterline exhaust box. Consideration should be given to address them in proper manner at some future time.7.8.

Rust leakage between hull and fairlead, which is located on the port side, vertically under satellite dome, noted. Fairlead to be removed and rebedded.7.8.

Black painted stripe just above the waterline has heavy orange peel. Consideration should be given for a repainting in future. See Section 7.8.

Corrosion of the stainless steel generator over waterline deflectors on both sides noted. Removed, cleaned, passivated and to be rebedded. See Section 7.8.

Most aluminium tank vents on topsides are corroded and should be replaced in not too distant future. See Section 7.8.

We noted that some seams were detached from teak planks in particular in the fo'c'sle, together with some damages to the seam mastic. The main deck needs to inspected carefully and necessary seam repairs should be carried out. See Section 7.9.

Capping rail design and joining was such that scarphs and fitted end caps had moved in spite of good quality teak. Regluing the scarphs could be considered. 7.11.1.

The white seal under the capping rail and sealing the capping rail and hull is smudgy and is parting. Need to be replaced with suitable sealant.7.11.1.

The forward escape hatch should be repaired. See Section 7.12.4.

The forward sitting area starboard speaker not sounding and portside speaker was sizzling. Issue to be addressed. See Section 7.12.5.

Oily markings on some teak planks. To be cleaned. See Section 7.9.

Table in the aft cockpit has gone dull due to exposure. Consider to re-varnish. See Section 7.13.3.

Transition between hull and gangway case needs attention due to peeling off paint/ mastic issues. To be addressed by painter. There were tension cracks on the gangway inboard teak board outer end. Issue to be kept under observation.7.14.

Besenzoni gangway: Telescopic piston housing chafing to underbed and being damaged. Corrosion noted on piston housing where the paint has chafed away. Hydraulic hose fittings at the hydraulic centre side were corroded. We noted oil residues under the related oil tank. Tank and pump need to be serviced, cleaned. Mechanical and hydraulic issues to be addressed at the next service opportunity. The Besezoni repair shop can cure them. One teak step, located on the gangway cover damaged. See Section 7.1.4.

The tender crane hydraulic hose chafe issue needs to be addressed. Crane progressive corrosion needs to be checked by surface repairs and better ventilation. Crane hydraulic system electro motor located in the steering compartment felt as very hot after reasonably short operation. Good operation to be verified. Crane hydraulic centre leaks oil. To be cured. 7.15.1.

*marine***SOLUTIONS**
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

A gasoline fumes alarm has been noted in the garage, but not checked. Progressive corrosion of hydraulic components lets suspect that the ventilation system may be insufficient, should be kept under observation and, if required, should be improved.7.15.2.

Stern platform, teak deck, forward, margin plank, detached and seams failing in several places. To be addressed with rest of teak decking. Warped margin plank may need to be replaced. See Section 7.16.

There is corrosion and spray paint residues on hydraulic control valve unit of the transom doors and tender traveller. Corrosion need to be addressed as with the rest of the hydraulic units.7.16.2.

There is a crack on the third teak step up from the swimming ladder. Issue could be cured at convenience. See Section 7.16.3.

Superstructure pedestal relamination/ improvement needs to be carried out. See Section 7.17.3.

Master cabin windshield covered with back mesh cover with some missing press-studs. To be serviced. We noted delamination of the laminated glass on the starboard side and some scratches. Recommended to live with it. See Section 7.17.4.

Wooden furniture on the flybridge needs to be overhauled. The upholstery fabric was stained in spite of obvious cleaning.7.18.5.

Damages to varnished surfaces to the dinette unit. One prominent damage under the sink. Blackening under wooden countertops. Some corrosion to hinges. Damages to timber around hinges. See Section 7.18.6.

Sunroof: Push buttons to the starboard aft end need to be replaced in not too distant future. See Section7.18.8.

Consideration should be given to reseal, repair, replace planks or best to have the entire flybridge deck renewed. See Section 7.18.9.

The flybridge table has dulled and the varnish is chipping off at the margins. To be re-varnished. See Section 7.18.12.

Long chairs sanding need to be completed. See Section 7.18.14.

Starboard side speakers were not sounding at flybridge ceiling. Issue to be cured. 7.18.15.

The streaming light's bracket on the instrument bridge has corrosion marking on it. To be cleaned and repainted. See Section 7.19.

Raymarine CCTV to be replaced. There was a missing instrument below the CCTV. Its function is to be verified and its mounting base and a corroded cable connector should be removed as applicable. See Section 7.19.

Antenna Arch: Glomex terrestrial TV antenna was not fastened properly. It was operational. Replace if socket is damaged. We noted corrosion on the KVH Tracphone antenna cable connector. Gromet for cable passage required. GPS antenna not fastened properly. See Section 7.19.

The steering system needs a good number of valves to be agitated in order to change over from" normal" to "emergency ". All are well marked, but the crew needs to be accustomed to carrying out this important operation. See Section 8.1.

Thought should be given to filling up all rudder blades with suitable liquid in order to avoid internal corrosion. See Section 8.1.1.

We noted some corroded areas and oil residues on the steering system hydraulic centre. Hydraulic hose fittings were corroded. To be addressed with rest of hydraulic fittings. See Section 8.1.2.

At sea trial we noted seawater leakage from starboard rudder tube lower flange fastening the rudder tube to hull. We were unable to inspect the port side flange at sea trial. However later we noted salt residue adjacent to the flange. We advise at next drydocking to remove the flanges, clean the surface and flange and installing back properly and with generous beads of sealant. See Section 8.1.3.

Emergency steering system oil level needs to be checked. See Section 8.1.4.

Under load some slippage was noted with the anchor capstans. Units should be serviced. Gypsy wear should be verified, Gypsy should be improved/replaced. Remote control units of the both anchor capstans and the related sockets are corroded and should be replaced. Both capstans need to be serviced, particularly electro motors'

*marine***SOLUTIONS**
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

corrosion need to be cleaned and motors need to be re-painted. See image on the right. Starboard anchor capstan chain stripper is deformed and should be reshaped. See Section 8.2.2.

The anchor chains needs to be re-galvanised. See Section 8.2.3.

Anchors: It is good practice to carry at least one kedge of about 70% weight of the bowers with suitable chain and cable. A large and relatively light aluminium plate anchor with some chain lead may also be considered. See Section 8.2.6.

The vessel has several independent bilge systems. The crew should be drilled for the various options of these rather intricate systems. See Section 8.3.1.

The engine room fuel plumbing is entirely inacceptable in places. This can be improved without difficulty. See Section 9.1.4.

Crack and painted over corrosion marks on the portside main engine GRP exhaust outlet noted. Local GRP repair to be considered. See Section 9.1.5.

Both main engine exhaust cowls had been built/were repaired in irregular manner – in contrast to the rest of the hull. See section 9.1.6.

Shaft to outer cutlass bearing clearance appears slightly above normal. Outer cutlass bearing tubes slightly zincified. Replacement to be considered at next drydocking. See Section 9.3.

There was a slight leak on starboard side stuffing box during the seatrial. See Section 19. Replacement of the seal may be considered in due course. See Section 9.4.

It was noted that salt water oozed from the starboard shaft bracket to hull joint. No water penetration into the hull was noted though. Further inspection is recommended. See Section 9.5.

Noted rust oozing from alternator cover joints of the starboard generator. The related water pump had been replaced, but the damage justifies having the generators maintained before the cocoons and the generator bases are damaged in more progressive manner. If the maintenance has to be carried out on the shop floor, this may turn into a sensitively expensive repair. See Section 10.3.

We noted that the service batteries appear bloated. Engine starter and engine control unit batteries need to be replaced. Household batteries, likely to be the first set of the Vessel, should be considered to be replaced as well. See Section 10.5.

The “Not Under Control” light, according to the monitor at the wheelhouse and to starboard, is not operational. To be verified further and cured as required. Nav. lights: Some of the Fresnel lenses made in organic glass noted as crazed and dulling. Glass to be replaced. See Section 10.7.

Both bow thruster props fractured progressively. Both propellers to be replaced. Missing bolt on the portside forward bottom of the protector grid to be replaced. Bow thruster tunnel heavy antifouling build-up. Scraping and cleaning should be carried out with underwater hull cleaning as per Section 7.1.4. See Section 11.2.

Leak on, what is believed to be the bow thruster hydraulic line, located below the floorboards of the forward starboard guest cabin. Leakage should be repaired. See Section 11.2.

Bow thruster oil tank cooler water pump in engine room needs to be secured. We noted oil below of the bow thruster gearbox. Leakage should be found and repaired. See Section 11.2.

Trim Tabs: There is marine growth on the end of their pistons due to them being left circa 2 cm stroke down. This need to be cleaned off before damages to the piston seals occur. If slightest damage has occurred the seals and possibly the pistons have to be replaced. Feedback Bowden cables operational, still replacement due to damaged covers required. Heavy corrosion noted on the trim tabs hydraulic hose fittings and some corroded areas on the related hydraulic pump unit as well. Whole unit needs to be serviced. See Section 11.3.

Water maker pan and membrane fittings badly corroded. There were salt residues and corrosion on membrane caps. Low pressure pump mounts were corroded – half-hearted attempts to clean were noted. The whole water maker unit needs to be serviced, preferably on the workshop bench. See Section 11.4.1.

Boilers leaking from the pressure relief valve into the bilge in forward crew cabin. This bilge area was dirty and needs attention by crew. See Section 11.4.4.

There was progressive corrosion on the freshwater pump mounts, chiller unit pans, on the compressors' mounts and on the stainless steel indicators' holding plate. Proper servicing should be carried out but can only be carried out after the units are dismantled. See Section 11.5.2.

Fan coil units. We noted splitting piping insulation particularly in starboard generator compartment. Some sections need to be re-insulated. We noted on several fan coils that the intake air filters had been loosened, probably to increase the air flow on the particularly hot and sticky days of inspection. Filters should be replaced as required and should be refitted. See Section 11.5.3.

Under crew quarter steps: Markings indicating heavy leakage from the grey water tank inspection hole. All manholes of grey and black water tanks to be inspected for further leakage/seepage. All untight manholes to be opened up, and resealed properly, then tested under adequate test pressure. Corroded cables, believed to belong to tank sensor and believed to have been damaged due to the seepage. Requires repairing. See Section 11.6.3.

The magnetic sensor for the Raymarine fluxgate compass located in the forward portside guest cabin, should have warning labels to keep away magnets and iron based materials put up around it. See Section 12.2.

There is a Weatherfax antenna however, no corresponding receiver noted. See Section 12.4.

There was no speed log noted. See Section 12.5.

Black/grey water discharge directly into sea is sensitive issue and valves should be marked such the possibilities of an inadvertent discharge should be minimised. See Section11.6.5.

There was no electronic map on the chart plotter. Charts to the cruising area need to be carried. See Section 12.7.

No paper charts noted. To be obtained. See Section 12.8.

The two main control panel display's brightness insufficient to be seen in bright daylight (one in Wheelhouse, the other in the Crew Mess). Monitor to be replaced/upgraded. See Section 12.9.

Tested engine room and aft cockpit CCTV as operational. Unable to select and test the mast and other CCTV's. Issue to be verified and cured. See Section 13.3.

Fire blanked is recommended for the crew mess. See Section 14.4.

The name of the vessel should be added to the Liferafts. Both related Hammar hydrostatic releases have expired in June 2015. Need to be addressed. See Section 14.6.

Missing life vests to be obtained and placed into marked locations. Vessel's name to be marked on vest. See Section 14.7.

Name of Vessel to be marked on life rings. See Section 14.9.

Mother Vessel's name to be marked on tender hull. See Section 15.2.

No lashing facility noted for tender. This is required. See Section 15.4.

It was noted that during the inspection all saloon and dining area furniture had been piled into two areas and could not be thoroughly inspected. See Section 16.1.1.

Portholes: Corrosion and pitting on most of the stainless steel outer frames noted. Frames to be cleaned with suitable agents. Almost all stainless steel portholes are leaking rusty water from gasket to the cabins' ceiling walls. Gaskets to be replaced and kept smooth. Area to be cleaned. See Section 16.1.2.

Heavy odour noted on lower deck, in crew quarters and in guest cabins. Proper cleaning of cabinets, lockers, fridges, freezers and in particular of bilges considered as sufficient to cure this issue. Improvement of the grey water and black water tanks are required. See Section 11.6.

There is an excessive movement at starboard window wooden frame. We noted various damages in the size of 5 mm to 10 mm on the wooden side panels. There were various scratches and some delamination on the saloon to master cabin floor. We noted varnish "curtains" on the TV wooden cover panel. See Section 16.2.1.

Saloon floors: These were covered at the time of inspection with some protector papers. We were able to inspect two sections. Alone in these sectors (ca 2 m^2 in total) we noted various damages from 5 mm to 10 mm and several scratches on the floors. In general, services of a retoucher should be solicited to address the damages to the varnished surfaces. See Section 16.2.2.

*marine***SOLUTIONS**
GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

The divider between saloon and the dining area and dining table is covered with hide. These are stained and scratched. A leather specialist's opinion to be sought. See Section 16.2.3.

No cutlery and crockery noted in any locker. AC connection box at starboard locker, aft of side door needs attention. See Section 16.2.4.

Saloon: One blind on the portside was not operational. See Section 16.2.6.

We noted some lighting was vibrating and making noise during sea trial. See Section 16.2.7.

The galley countertop has detached in placed from the bulwark. This needs to be resealed. See Section 16.4.2.

Some step lights from stairs to cabin are defected. To be replaced. See Section 16.5.1.

Some scratches. One prominent area where the veneer has blistered over ca. 20 cm x 3 cm. To be re-glued. See Section 16.5.2.

Passage to Guest Quarters: Junction box 250 VAC in cupboard port, disconnected grommet. See Section 16.5.5.

Owners Cabin: Neither rollos nor blinds could be controlled synchronously – although marked so on the remote controls. To be cured. We noted several damages and delaminations on the dashboard and on the windscreen joinery. To be cured by a suitable repair shop. See Section 16.7.1.

Owners Cabin: There were various dents and opaqueness on the wooden walls. To be cured by suitable repair shop. See Section 16.7.2.

Owner Cabin: We noted some glued on hook and loop fasteners (Velcro) on the countertop. Removing these may cause damage to the surface. 16.7.3.

Owners Cabin: Carpets in the aisle in front of walk in cabinet were missing at the time of survey in the owners' cabin. See Section 16.7.7.

Owners Cabin: Digital safe requires password. See Section 16.7.9.

Owners Cabin: Some of the marble is darker than the other in the head. Treatment needed or in case of failure then replacement to be considered. See Section 16.7.10.

Owners Cabin:There is white tape fixing on the wall in the portside guest cabin. Residue needs to be removed very carefully as likely to cause damage to substrate during removal. There was gray water with approx. 35cm depth in the bilge below. See Section 16.8.

Forward Portside Guest Cabin: Superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls. See Section 16.8.1.

Forward Portside Guest Cabin: A marking should be placed to indicate escape hatch with retractable ladder. There was cracked marble margin board as shower floor. Three ceiling lights not working. See Section 16.8.6.

In the forward starboard guest cabin oil was noted in the bilge. To be cured. See Section 16.9.

Forward Starboard Guest Cabin: Some superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls and board side cabinet door edges. See Section 16.9.1.

Forward Starboard Guest Cabin: Water leakage noted from showerhead. To be cured. Oil traces in the bilge, below the port bed. This oil may be leaking from the bow thruster's hydraulic hose. To be cured. See Section 16.9.6.

In the portside guest cabin the wood finishes change colour on the wall. Leopard effect on some boards. See Section 16.10.1.

Portside Guest Cabin: Minor oxidation on the mirror in the head and minor crack on the shower floor at marble margin. Consider to replace. See Section 16.10.6.

Aft Starboard Guest Cabin: We noted inadequate looking bulkhead fittings in the aft starboard guest cabin as in the engine room. See Section 16.11.

Aft Starboard Guest Cabin: Some superficial scratches and minor dents. Some opaque and faded areas at the cabin and WC board sidewalls and board side cabinet door edges. See Section 16.11.1.

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GMK Bulvarı 43, 48960 Turgutreis, Turkiye
☎ +90 (252) 382 92 22 Fax +90 (252) 382 92 33
E-mail: surveyors@marinesol.org

Aft Starboard Guest Cabin: There was a damaged section switch on the lower bed's side. Replace. See Section 16.11.4.

Aft Starboard Guest Cabin: Approx. 15 cm crack on the shower floor at marble margin in the head. Consider to retouch/ replace. See Section 16.11.6.

Crew Mess and Galley: Stairs have to be lifted in order to access crew mess forward floorboards under a storage area. Retaining stick for lifted stair section can only be secured in a low receptacle reducing the access. A stainless steel receptacle on the suitable stairs is to be considered. See Section 16.12.2.

Crew Mess and Galley: Removable floorboard sections are required to be labelled for quick removal at time of urgent bilge inspection. See Section 16.12.3.

Crew Mess and Galley: Fridge Freezer lid hinge and shock absorber is broken. To be fixed. Bad smell to be cured as normal. See Section 16.12.7.

Few, makeshift items of crockery and cutlery noted in the Crew Galley only. See Section 16.12.16.

Leopard pattern on some wooden panels noted in Captain's cabin. Opaqueness at wooden panel edges. To be addressed by a skilled paint shop. See Section 16.13.1.

Captain's Cabin: Conflict between door handle and locker door. Scratches to be repaired. Conflict to be cured. Lock of safe, placed in cabinet locker, was broken. To be addressed by a locksmith. Cabinet locker lock had been removed and stored in drawer. To be refitted. See Section 16.13.2.

Captain's Cabin: Some damaged at the switch group on the lower bed's sidewall. See Section 16.13.5.

In the portside crew cabin there were blushing and faded out areas at the cabin board sidewalls. We noted approx. 20cm damage at the middle of the cabin door. Cabinet lock was missing. Cabin door stopper was corroded and its magnet was missing. See Section 16.14.1.

Portside Crew Cabin: WC floor is a varnished wooden floor. Varnish had faded and there were blisters in some areas. There was an approx. 25cm x 40mm peeled off varnish at the WC floor, in front of the sink cabinet. Varnish needs to be renewed. Shower was separated from the WC with shower curtain. We noted pitting on soap dispenser. Air ventilation screen at the shower ceiling was blocked with dust. Sink cabinet door forward was not closing properly. Its hinges need to be re-aligned. See Section 16.14.5.

Portside Crew Cabin: There was damaged section at switch on the lower bed's sidewall. Switch located lower bedside table was not fixed. A fire extinguisher was missing. See Section 16.14.6.

In the Starboard Crew Cabin there were opaque and faded out areas at the cabin board side. Cabinet lock was missing. See Section 16.15.1.

Starboard crew cabin shower curtain is torn. WC floor varnish had faded and there were blisters in some areas. We noted oxidation forward bottom side of the mirror. Sink cabinet doors' magnet holders were heavily corroded. See Section 16.15.5.

Fire extinguisher is missing from the starboard crew cabin. See Section 16.15.6.

Upholstery cover has some small tears at aft cockpit cover. See Section 17.3.

On the Vessel neither a Certificate of Class nor a Stability Booklet was noted. Furthermore, in order to upkeep class, the Vessel must undergo certain, periodic class surveys, like annual, intermediate and class renewal surveys. The classification status of the Vessel should be well established, and, if applicable, the possibility of reclassification should be considered. No recognized and valid classification impairs the commercial use of the Vessel, now, as well as in her future. See Section 20.

21.3 Suggestions

Minimum two handheld VHF need to be provided. See Section 13.2.

Interphone system and equipment need to be addressed. See Section 13.4.

KVH Tracphone has no contract. Needs to be re-established. See Section 13.5.

SeaTel TV contract needs to be renewed, if required. See Section 16.2.9.

Hob in the galley has heavy scratches on. Replacement to be considered. See Section16.4.3.

Oven in galley is somewhat worn. Replacement should be considered. See Section 16.4.4.

The galley fridges and freezers are smelling. They were noted as turned off without keeping their doors ajar. Cleaning and maintenance required. Forward fridge has a jury clamp fixed at bottom as it may be opening up at sea. A better detail to be considered. See Section 16.4.6.

The lockers in the galley require good cleaning. See Section 16.4.8.

22 Summary of Observations and Surveyor's Conclusions

This is a well-built vessel to a thoroughly thought through concept and she is coherent. In some aspects she is built in accordance to ship's concepts rather than to a "yacht approach".

There are not many cut corners and materials and initial workmanship are predominantly to a high standard.

Documentation to the Vessel is done well.

According to the Owner's Manual she has been built to class and this should be kept up.

Small, but extensive damage to furniture should be addressed. This is a cosmetic issue, but difficult to cure only by skilful artisans.

Vessel has a structural damage and a strange repair to hull. This goes together with replaced props and possibly shafts, some issue with the shaft brackets, removed and not properly reattached grounding stripes and extensive and hurriedly retouching of bilges. Issue should be inspected from tank interior prior to purchase. Damage has been partially repaired in unprofessional manner and deserves proper and full repair and class approval.

Inspected and edited by Tufan Tunalı, Nav. Arch.
Surveyor, IAMI

Inspected and reviewed by Dr. Yusuf Civelekoğlu
Sr. Surveyor, CMI

(Attachments)

23 Attachments

23.1 30.●●.20●●, Tonnage Certificate

SUR. 53C

INTERNATIONAL TONNAGE CERTIFICATE (1969)

RINA No. [redacted]

issued under the provisions of the

INTERNATIONAL CONVENTION ON TONNAGE MEASUREMENT OF SHIPS (1969)

under the authority of the Government of the

United Kingdom of GREAT BRITAIN and NORTHERN IRELAND

for which the Convention came into force on the 18th [redacted] 19[redacted]

by

[redacted]

IMO Number

Name of ship	Distinctive number or letters	Port of registry	Date (*)
S[redacted]	/	LONDON	20[redacted]

(*) Date on which the keel was laid or the ship was at a similar stage of construction (Article 2(6)), or date on which the ship underwent alterations or modifications of a major character (Article 3(2) (b)), as appropriate.

MAIN DIMENSIONS

Length (Article 2(8))	Breadth (Regulation 2(3))	Moulded Depth amidships to Upper Deck (Regulation 2(2))
30,30	7,20	3,33

THE TONNAGES OF THE SHIP ARE:

GROSS TONNAGE 207

NET TONNAGE 62

THIS IS TO CERTIFY that the tonnages of this ship have been determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969.

The undersigned declares that he is duly authorized by the said Government to issue this certificate.

Issued at: [redacted] on [redacted] 30th, 20[redacted]

[redacted]

Form STAITC_UK - 12.[redacted]

SPACES INCLUDED IN TONNAGE

GROSS TONNAGE			NET TONNAGE		
Name of Space	Location	Length (m)	Name of Space	Location	Length (m)
Underdeck	/	/	NT = 0,30 GT		
Round house	1st tier	20,48			

EXCLUDED SPACES (Regulation 2 (5))	NUMBER OF PASSENGERS (Regulation 4 (1))
	Number of passengers in cabins with not more than 8 berths ..... /
	Number of other passengers ..... /
	MOULDED DRAUGHT ..... 2,50 (Regulation 4 (2))
An asterisk (*) should be added to those spaces listed above which comprise both enclosed and excluded spaces.	

Date and place of original measurement [redacted] - Ameglia (SP) [redacted]

Date and place of last previous remeasurement

REMARKS:

/

23.2 27.●●.20●●, Registry Certificate

CERTIFICATE OF BRITISH REGISTRY

The Merchant Shipping Act 1995
The Merchant Shipping (Registration of Ships) Regulations 1993, as amended

PARTICULARS OF SHIP

Name Of Ship	S[redacted]			
Official Number	[redacted]		Radio Call Sign	[redacted]
IMO Number / HIN			Port	LONDON
Type Of Ship	PLEASURE YACHT			
Method Of Propulsion	MOTOR			
Engine Make & Model	MTU			
Total Engine Power	3580.00	kW		
Length	32.90	metres		
Depth	3.33	metres	Breadth	7.20 metres
Gross Tonnage	207.00		Net Tonnage	62.00
Registered Tonnage	0.00			
Year of Build	20[redacted]			
Name of Builder	SANLORENZO S.p.A			
Country of Build	ITALY			

This Certificate was issued on 27[redacted] 20[redacted] at 10:40:50

This Certificate expires on 26[redacted] 20[redacted]

Signed [redacted]

For and on behalf of the Registrar General of Shipping and Seamen

by the Maritime and Coastguard Agency, an Executive Agency of the Government of the United Kingdom

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For the purposes of registration there are 64 shares in a ship.

Name and address of owner(s)	No of shares
[redacted]	64

IMPORTANT INFORMATION

- A Certificate of Registry is not proof of ownership
- Details of registered mortgages are not shown.
- The Registry must be informed immediately:
  - *of any changes to the ships particulars or ownership;*
  - *if the vessel is lost.*
- The certificate must be surrendered to the Registry if the ship ceases to be a British registered ship.
- A duplicate must be obtained if the certificate is lost or becomes illegible.
- For further information contact the

Registry of Shipping and Seamen
Anchor Court, Keen Road
Cardiff
United Kingdom CF24 5JW
Telephone: 029 20448800
Fax: 029 20448820

DEPARTMENT FOR TRANSPORT

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