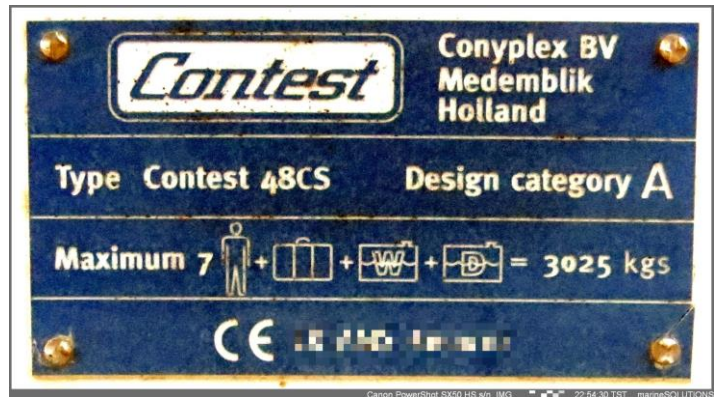

REPORT

Pre-Purchase Condition Survey Short-Report**1 Particulars of the Vessel***Name Of the Vessel* s/y A●●●●●●●● I●*Flag* Denmark*Port of Hail* H●●●●●●k*Documents To The Vessel* n/a. See Section 7*HIN**Manufacturer* Conyplex BV*Type* Sailing Yacht 48CS*Date of Manufacture* 20●●*Length oA¹* 14,83 m*Draft* 1,89 m.*B_{max}* 4,25 m.*Material hull, deck, superstructure* FRP*CE Plate***2 Particulars of the Survey***Survey's Scope* Pre-purchase condition survey with short report of deficiencies only*Surveyor(s) on Site* Mr. Tufan Tunalı, Naval Architect and Marine Engineer*Date, Time and Place of Survey* 28. ●●.20●●, 08:45 – 22:10, ●●●●●●●●, Denmark*Met Conditions during the Survey* Rainy at times and fresh breeze*Those Present during Survey* Mr. P●●●● M●●●●●●●● (the Owner) and Mr. H●●●● P●●●● (from the Brokerage)*Afloat/ On Hard* Both*Instructor* Mr. J●●●● S●●●●●●●●**(For the Surveyors' Opinion please see Section 18 below.)**¹ All dimensions are taken from the owner's manual of the Vessel.

3 Disclaimers, Conditions and Limitations affecting the Survey

All work undertaken is done so strictly in accordance with our Terms and Conditions, a copy of which is available at <http://marinesol.org/standard-terms-and-conditions/>. Copies are also available on request.

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.

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.

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

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5 Introduction

On 19. ●●.20●● Mr. J●●●● S●●●●●●●● instructed our office to survey s/y A●●●●●●●● I● in S●●●●●●, Denmark. I attended her on 28. ●●.20●●.

6 General Images and Layout² of the Vessel

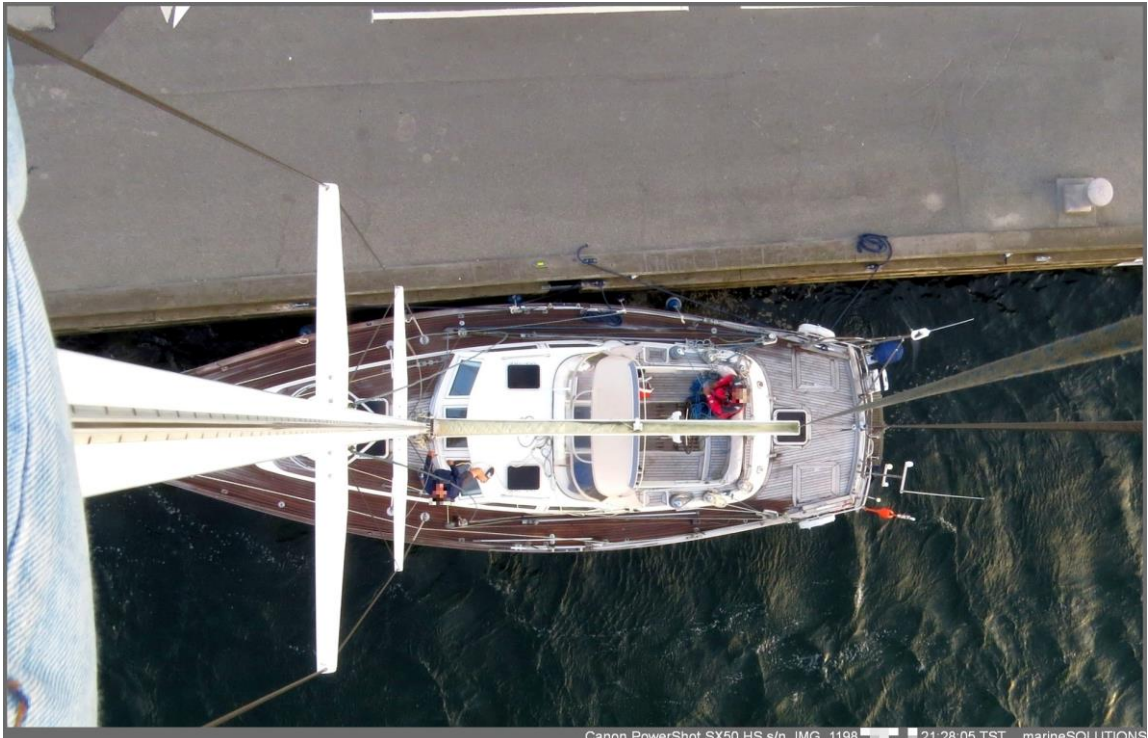


Canon PowerShot SX50 HS s/n IMG_0684 12:14:19 TST marineSOLUTIONS

² Layout images are taken from the German owner's manual of the Vessel.



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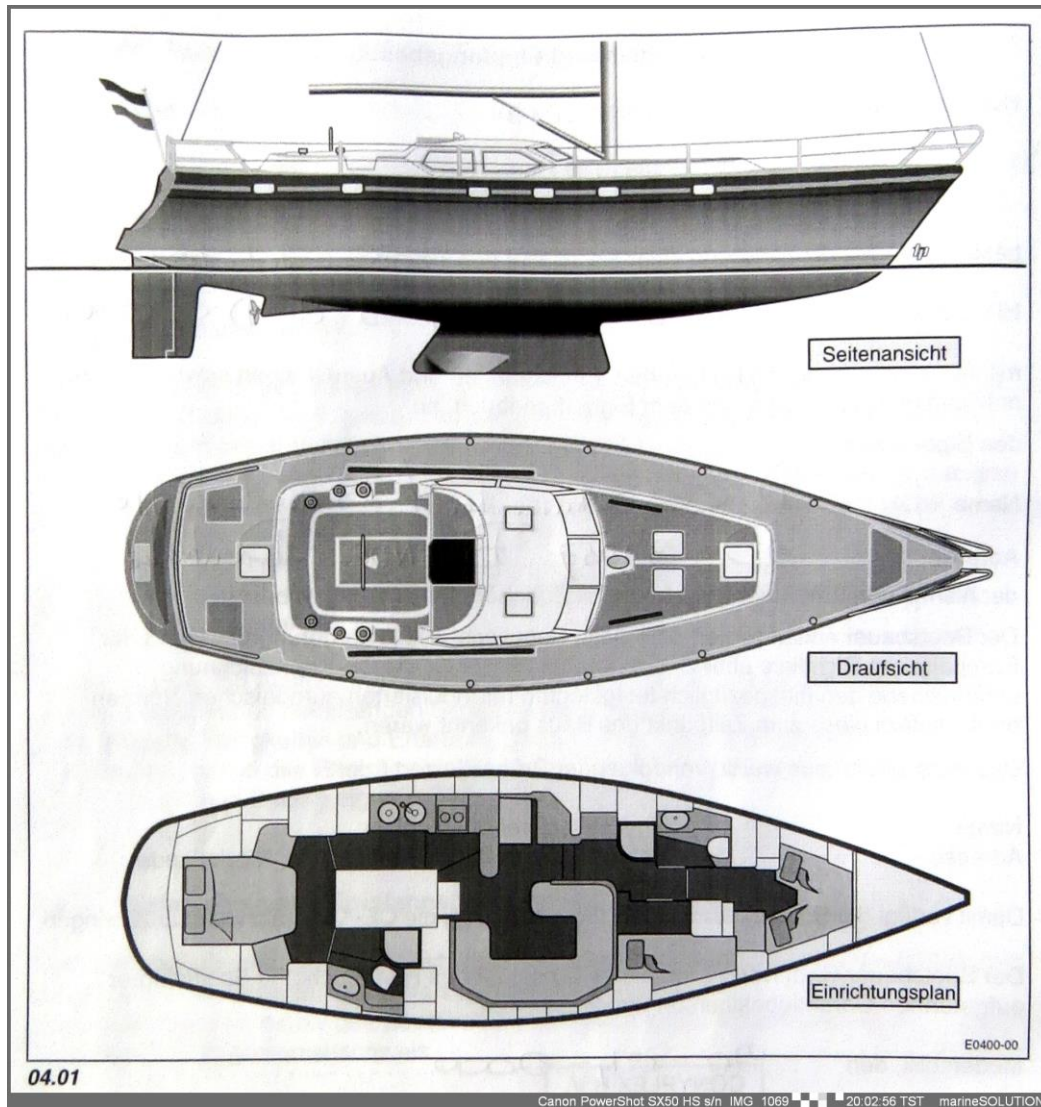


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Last printed 19.10.2017 17:13:00



Above Top: **Starboard profile view**. Middle: **Main deck layout**. Bottom: **Lower deck layout**. Documents to the Vessel. Layout images are taken from the German owner's manual of the Vessel.

7 Documents to the Vessel

- 7.1 There were two owner's manuals on board. One is in German for a Contest 48CS where the other one is in English but for a Contest 44. An English version of the owner's manual for a Contest 48CS can be obtained from the manufacturer if needed.
- 7.2 In Denmark vessels less than 20 Gross Tons are not required to have registration documents³. It is reported that the Vessel had a non-registry type document, but the document could not be obtained from the owner during reporting. **It would be beneficial to obtain that document.**

No documents to ownership have been inspected. According to the Owner VAT for the Vessel has been paid. Documentation to that effect has been requested from the Broker but could not be supplied at the time of report writing. **Solid original documentation to ownership and that Danish VAT has been paid should be obtained prior to any transaction.**

³ "Registration in the Register of Shipping is mandatory for Danish pleasure craft with a gross tonnage of or above 20. Danish pleasure craft with a gross tonnage between 5 and 20 can be admitted to the Register of Shipping on a voluntary basis, typically in connection with mortgaging."
<http://www.dma.dk/SynRegistrering/SkibsregistreringAfgifter/skibsregistretFritid/OptagelseFritidsskib/Sider/default.aspx>

8 The Seatrial

A sea trial was performed on 28. 10.2017 between 08:25 – 09:10 with the Vessel under motor as well as under sail. The wind was from East Northeast and around 5 Beauforts. There were three males on board.

8.1 On Motor

The performance of the Vessel on motor was tested mainly heading to North Northwest (about 340°) and the wind was blowing from about the starboard beam direction. The engine was turned up to 2480 revs and at that time the Vessel performed up to 8.6 knots. At full revs the Vessel was also tested on the reciprocal course and the Vessel performed similarly with 8.5 knots at the best.

Both measurements were SOG, thus with GPS. The similarity of speed on reciprocal courses ruled out any significant tidal speed component.



Above: Image taken during the seatrial on motor



Above left: Maximum revs at full throttle. Above right: Maximum speed over ground at full throttle.

8.2 Under Sail

The Performance of the Vessel under sail was tested with setting the mainsail, the genoa and the jib, all without reef. I inspected the sails in a limited manner from deck and evaluated their condition as good. I was unable to locate any damaged/repared sections.

The heading was first to North (about 15°) and then after a tack, to East Southeast (about 115°). The wind was from East Northeast and around 5 Beauforts. The Vessel performed up to 7.9 knots under sails.



Above left: **Starboard tacking during seatrial.** Above right: **Maximum speed over ground under the sails heading to North (about 15°)**

8.3 Seatrial Conclusion

Engine top revs of about 2480 was slightly below the rated revs of 2600, which I consider as normal and within acceptable limits. Engine and propulsion performance I considered as satisfactory.

The performance of the Vessel under the sails I evaluated as satisfactory.

She had good steering ability under the present weather conditions both on motor and under sail.

8.4 Oil Analysis Reports

I took oil sample from the engine and sent them in to SOS/CAT labs for oil analysis. Below is the oil analysis report for the engine.

Please note that although the oil analysis reports may be capable of showing several critical issues about the equipment, some of the comments of the lab are relied on declared information of the present owner such as operation hours of the oil, oil brand etc. I advise constant monitoring of the oils and carrying out further oil analysis before each oil replacement and/or yearly.

MARINE SOLUTIONS
G.M.K BULVARI NO:43
TURGUTREİS/BODRUM/MUĞLA,
FAKS:
TELEFON:
NUMUNE TİPİ : Yağ

FİRMA ADI : MARINE SOLUTIONS
KAPI NUMARASI :
KOMPARTMAN ADI : MOTOR
SERİ NUMARASI :
ÜRETİCİ : PERKINS
MODEL : M135_PERKINS
SANTİYE : İSTANBUL-BGS
UZATILMIŞ GARANTİ :

ATÖLYE İŞEMİRİ NO :
KOMPONENT SERİ NO :
KOMPARTMAN MODEL :
KOMPONENT ÜRETİCİ :
NUMUNE FİTİKET NO :
YAĞ MARKASI :
YAĞ TİPİ :
GARANTİ BİTİŞ TARİHİ :

BORUSAN CAT
GEBZE ORGANİZE SANAYİ BÖLGESİ 1500
1501 GEBZE, – Kocaeli
0 262 679 5656 / 0 262 679 5610
http://www.borusanmakina.com/

LAB KONTROL NO	NUMUNE TARİHİ	ANALİZ TARİHİ	MAKİNA SAATİ	YAĞ SAATİ	YAĞ DEĞİŞTİ Mİ	İLAVE YAĞ	İLAVE YAĞ BİRİMİ	FİLTRE DEĞİŞTİ
M450-	29	05	HR		Bilmiyor			

Müdahale gerekli değil NORMAL AŞINMA METALLERİ DEĞERLERİDİR.

Aşınma Metalleri (ppm)	Cu	Fe	Cr	Al	Pb	Sn	Si	Na	K	Mo	Ni	Ca	Mg	Zn	P
M450-	0	0	0	0	0	0	0	0	0	31	0	1597	866	1486	1213

Yağın Durumu/Pasajları	ST	OXI	NIT	SUL	W	A	F
M450-	0	13	8	18	N	N	N

Ag = Gümüş, Al = Alüminyum, B = Bor, Ca = Kalsiyum, Cr = Krom, Cu = Bakır, Fe = Demir, P = Fosfor, K = Potasyum, Mg = Magnezyum, Mo = Molibden, Na = Sodyum, Ni = Nikel, Pb = Kurşun, Si = Silikon, Sn = Kalay, V = Vanadyum, Zn = Çinko, A = Ateşsiz, F = Yalıt, W = Sü, P = Pasız (Hız), N = Negatif (Hız), T = Ac, E = Açık (Hız), NT = Nitrojen, OXI = Oksidasyon, ST = Kurum, SUL = Sülfür (Vaskül), ISO = ISO Kodu, PFC = Yakıt İyeme Yızdır, PQI = Paralel Miktar İndeksi, NaW = Deniz Suyu, FL F = Parlama Noktası, TAN = Toplam Asit No, TBN = Toplam Baz No, H2O = Kefir Fisher - Su Testi, V100 = Viskozite@100C, V40 = Viskozite@40C

Notice: Bu analizler mekanik aşınmayı tahmin etmeye yönelik bir destekler. Arac veya komponentin arıza halinde karşı herhangi bir garanti ifadesi taslanmamaktadır.

Above: Engine's oil analysis results. Oil sample passed.

9 Inspection of the Submerged Hull

It is reported that the Vessel was drydocked and pressure washed prior to my inspections on 26. ●●.20●●.

Generally, I was satisfied by the visual impression. In some sections the antifouling paint was flaked off and the layer underneath was visible. These areas need to be coated with proper underwater hull systems.

I did not note any damaged and/or repaired areas detectable by visual inspection.



Above: Flaked off (red) areas on the submerged hull and the layer underneath of present antifouling.

The sealant around the rudder shaft's lower bearing installed as thru-hull had started to deteriorate. Furthermore, the clearance between rudder shaft and the bearing is considered to be above acceptable limits. No leaks from the shaft to inside were noted. It would be beneficial to service/replace the rudder shaft bearing and apply new sealant at some next opportunity.



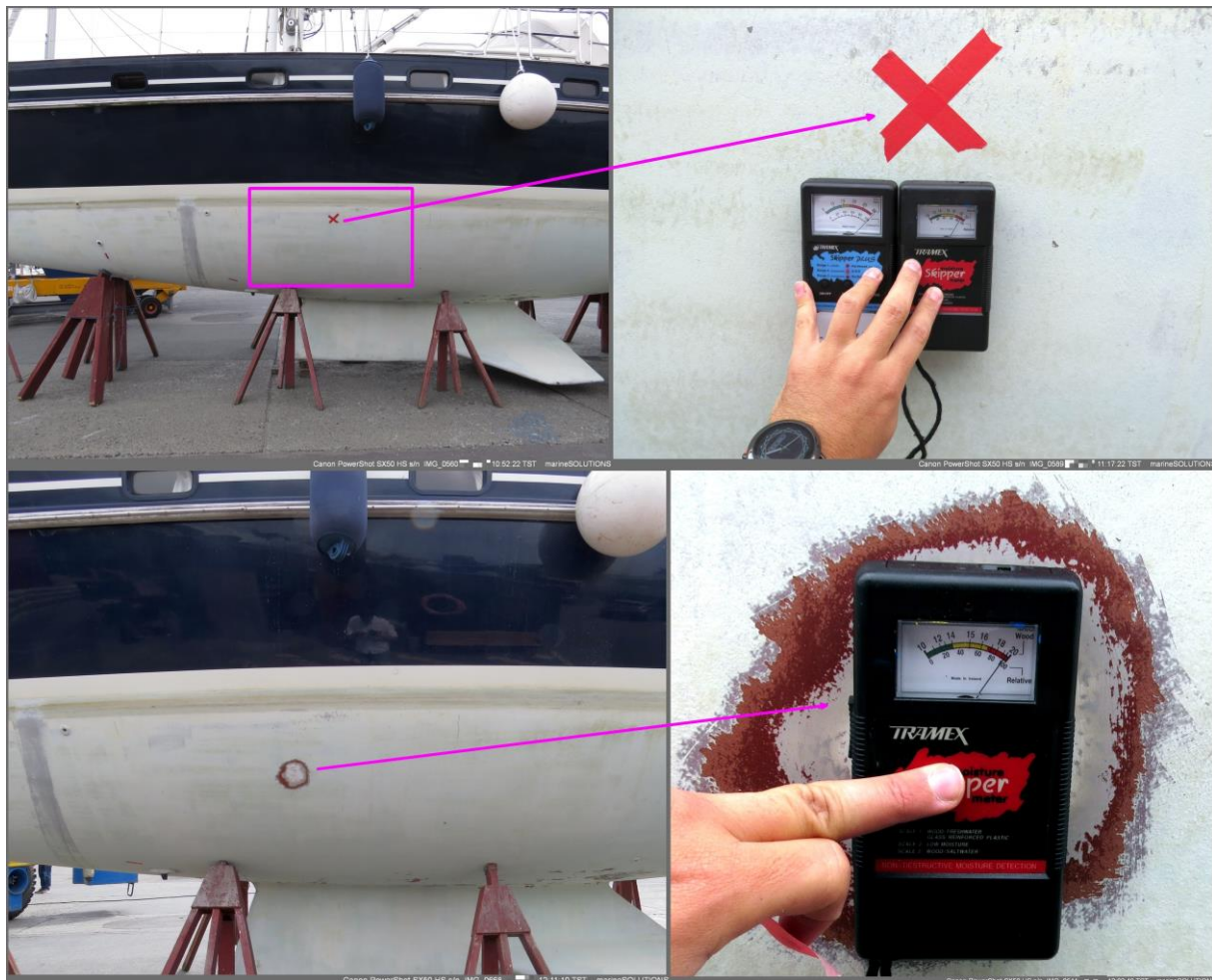
Above: Deteriorated sealant around the rudder shaft's lower bearing

I carried out percussion test to the hull, to the rudder and to the skeg with a stainless steel rod. I did not note any irregularities on these areas by the percussion test.

I determined the moisture content of the submerged hull as well as of the skeg and rudder blade with a Tramex Skipper (SN: 10●●●●●) moisture meter in Scale 1. I cross checked readings with a Tramex Skipper Plus (SN: SMP 031●●●●●) moisture meter in Range 2 (GRP).

I noted two high moisture areas of approx. D=30 cm and one rather large area of approx. 150 cm x 120 cm. One of the smaller areas is located on the port side of the sonar transducer and the other is located on the starboard side of the cockpit's starboard aft drainage. The rather large area is located at port amidships.

First, I inspected the corresponding areas from inside and cross verified the high moisture. Then, I asked to scrape off the layers up to the gelcoat surface on the port amidship and the area around the cockpit's drainage. I retested these two scraped areas and the moisture content was still the same, above acceptable limits.



Above top left: **The high moisture read area in magenta rectangular.** Above top right: **Moisture content determination with two devices.**

Above bottom left: **The scraped back area on the port side of the submerged hull at amidships.** Above bottom right: **The moisture content after the layers scraped back to gelcoat surface at port side of the submerged hull.**

The remaining areas on the submerged hull and on the skeg as well as on the rudder were acceptable dry.

The high moisture read areas need to be dried and treated with proper treatment methodology. This is a serious issue that should be clarified preferably before purchase. On the other hand, history of submerged hull treatment might impact the Vessel's value in the future. The relatively limited treatment should be well documented.

10 Safety Issues

- 10.1 Almost all the seacocks have corroded. Some of them, such as the forward toilet's discharge seacock, the water maker's seawater inlet seacock, etc. were heavily corroded. All of them need to be checked, maintained and replaced if necessary.

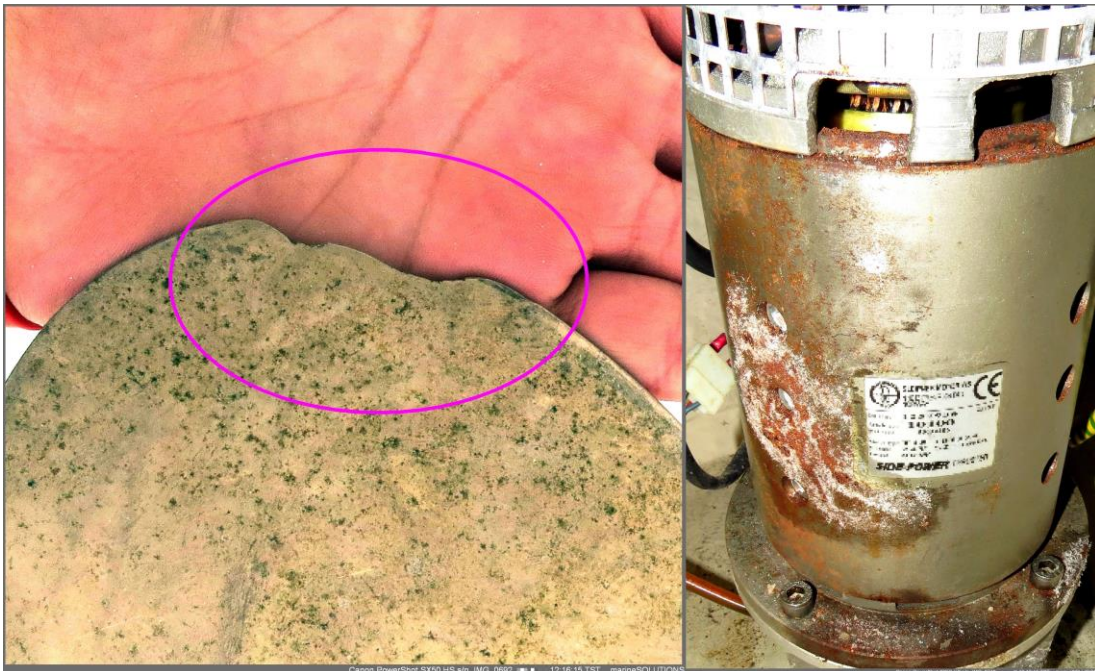


Above: Examples to the corroded seacocks

- 10.2 All the portable fire extinguishers were expired. No servicing certificates could be obtained during my inspections. Present extinguishers may have completed their lives and need to be replaced. This issue needs to be consulted with an authorized service supplier.
- 10.3 SART was expired.
- 10.4 EPIRB was expired.
- 10.5 The main bilge pump's hose connection was single clipped. This needs to be double-clipped.
- 10.6 The life raft was serviced in 20●●. To be re-serviced or replaced.

11 Engines and Mechanical – Electric/Electronic Equipment

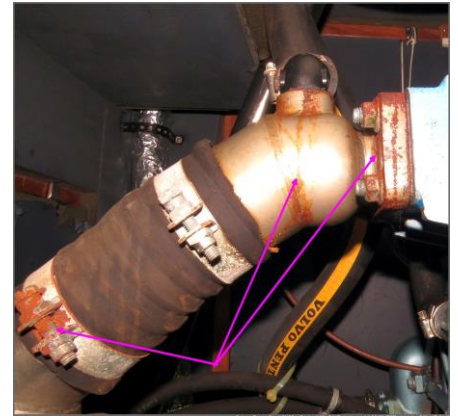
- 11.1 All the anodes were in need of replacement.
- 11.2 The Vessel is equipped with 3-bladed MaxProp feathering propeller. All the blades' tips were broken off, most likely due to contact with submerged object(s). No traces of grounding could be noted. All the blades can and need to be rebuilt/ replaced.
- 11.3 The electric motor of the bow thruster had started to corrode. It needs to be cleaned and painted. The unit tested as operational during the seatrial.



Above left: **One of the propeller blade's tip.** Above right: **Condition of the bow thruster's electric motor.**

- 11.4 The stern gland was corroded and there was dirt build-up on the unit. It needs cleaning.
- 11.5 I noted rusty leak marks from the engine's exhaust elbow, elbow's joint to the engine and exhaust hose and clips of the exhaust hose. I could not detect any leak, though. The marks need to be cleaned and the areas need to be monitored.

Right: **Rusted areas on the exhaust elbow of the engine**



- 11.6 All the engine mounts were heavily corroded. These need to be cleaned, preferably by removing them. Replacing them may also be considered.

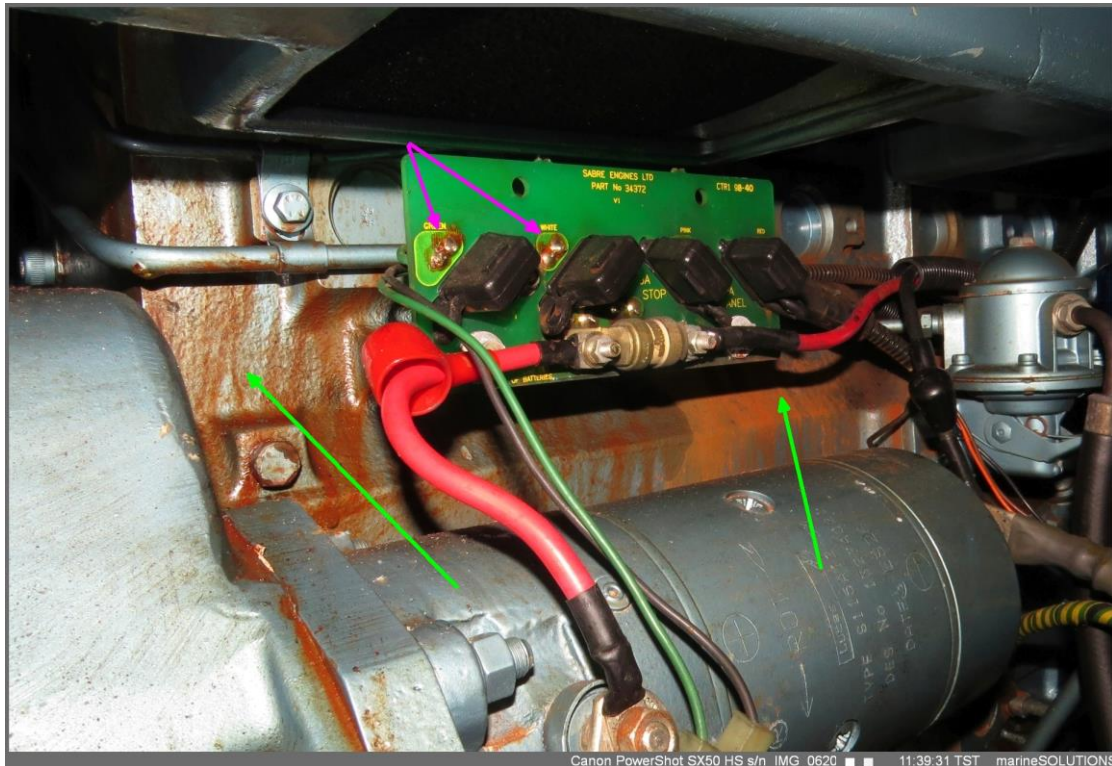


Right: **One of the mount of the engine which is heavily corroded**

- 11.7 I noted rusty leak marks on the engine body. During my inspections I did not locate any present leak. To

be cleaned and monitored.

- 11.8 An electronic board on the engine was left as bare, without a case. I noted some corroded sections on this board. This needs to be cleaned. Putting this board in a case is advised.



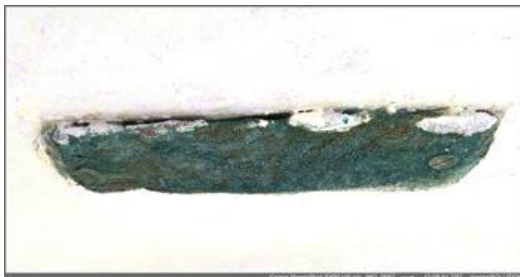
Above: Rusty leak marks (green arrows) on the engine body and corroded sections on the electronic card (magenta arrows) of the engine

- 11.9 I noted accumulated dirt in the fuel separator filter bowls. These need to be cleaned. According to this finding, inspection of the fuel tank sump and subsequent cleaning may be considered.

Right: Accumulated dirt in the fuel separator's bowl

- 11.10 The Vessel is equipped with two grounding plates. The one located aft was eaten away in places and tarnished. This issue can be related the lightning incident in 20●● which was reported by the Owner – or simple aging. Unit needs to be replaced.

Below: Aft grounding plate

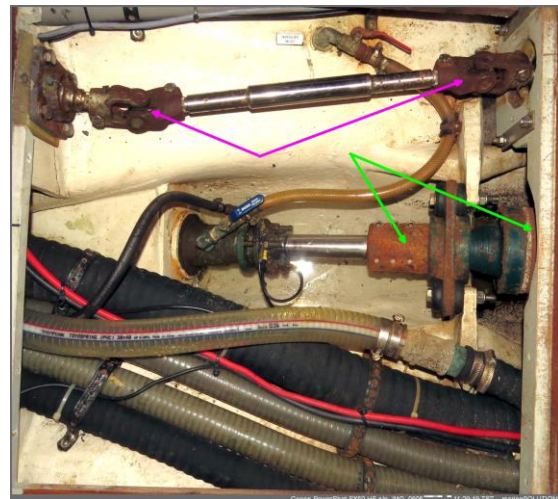


- 11.11 The hydraulic valve unit in the bilge of the starboard cabin had started to corrode. To be cleaned.
- 11.12 The electric motor and gearbox of the anchor winch had started to corrode. This need to be removed, cleaned and serviced.
Right: Anchor winch's electric motor and gearbox
- 11.13 I noted a rusty leak mark from a bolt in the steering compartment. The leak marks need to be cleaned and the tightness of the bolt needs to be checked.
- 11.14 The SSB antenna cable's stand-off brackets were cracked. These need to be replaced.
- 11.15 Outboard engine needs to be serviced.
- 11.16 During my inspection the watermaker was manufacturing approx. 20 GPH (~75 liters per hour) of fresh water. It is advertised that the Vessel is equipped with a watermaker unit which manufactures 160 liters per hour. No labels were noted on the unit. This issue needs to be resolved.



- 11.17 The anchor needs to be re-galvanized.
- 11.18 The drive train is equipped with an elastic coupling (Aqua Drive or similar). The members of the system were heavily corroded. The unit needs to be removed, serviced and reinstalled. If necessary, it needs to be replaced.
- 11.19 The members on the steering system's shaft were corroded. These need to be cleaned, preferably by removing.

Right: Elastic coupling's corroded parts indicated with green arrows and corroded members of the steering system indicated with magenta arrows.



- 11.20 Rudder shaft's upper bearing in the steering compartment was corroded. This needs to be cleaned.



Left: Rudder shaft's upper bearing

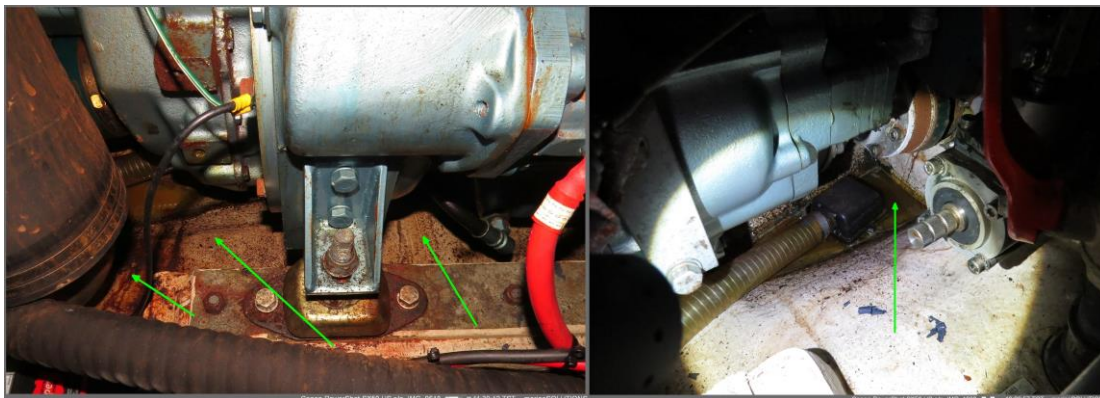
12 Bilges

- 12.1 I noted quite a bit of salty water in the bilges of the forward hallway. This needs to be cleaned. I was unable to locate the source of the salty water during my inspections. This should be determined and corrected as required.
- 12.2 Equipment in the forward hallway bilge, as well as in the galley's forward bilge, such as cable and hose fasteners, label mounting screws, strainers, valves, etc. were corroded. These need to be cleaned or replaced.



Above left: **Equipment in the forward hallway bilge.** Above right: **Equipment in the galley's forward bilge**

- 12.3 The bilges under the engine were very dirty. I noted blue/green colored liquid assumed to be coolant, used oil most probably from the engine's servicing and light colored oil most probably from the gearbox's servicing times. Also, there were rusty leak marks from the exhaust line of the engine. These need to be cleaned thoroughly.



Above: **Dirty bilges under the engine**

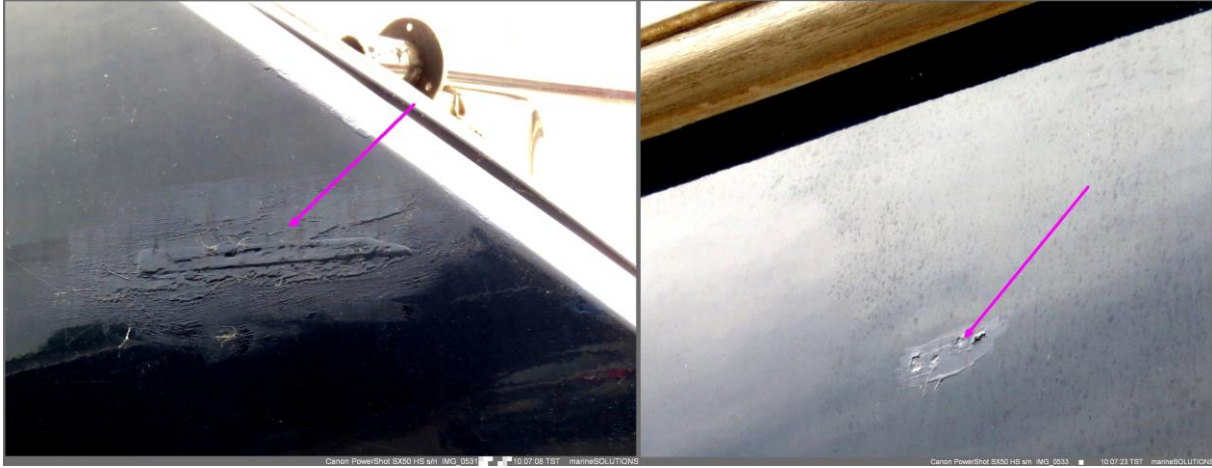
- 12.4 I noted oily water under the generator's cocoon. This needs thorough cleaning.



Above: **Oily water under the generator**

13 Topsides and Transoms

- 13.1.1 I noted several repaired areas on the topsides. The repaired areas were in various sizes between D=2 cm area to D=10 cm area and the repairs were carried out in a substandard manner. Nearly all the topsides were dull. The repaired areas can be improved - however, when considering the age, condition of the remaining areas and the amount of the improper repairs on the topsides' it would be beneficial to spray the whole of the topsides at once. The transom of the Vessel was dulled, as well.



Above: Repaired areas on the topsides

- 13.2 The wooden/stainless steel rubrails were covered with moss growth in places and there were rusty leak marks on some places. These need to be cleaned properly.

14 Main Deck and Superstructure

- 14.1 The gelcoat surfaces on the main deck as well as on the superstructure were dulled. These need to be treated.
- 14.2 I noted a gelcoat crack at port side of the starboard speaker in the cockpit. To be repaired.
- 14.3 Stainless steel bimini and spray hood frames need to be cleaned and polished.



Above: Spray hood frame's rusted sections

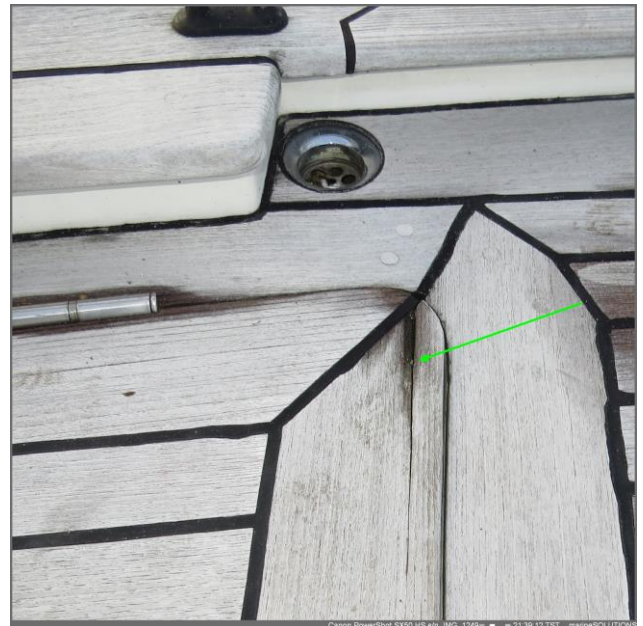
- 14.4 The lock of the cover to the engine control panel was broken. To be replaced.
- 14.5 The stern platform is finished in teak planks. It had been varnished and almost all the varnish has peeled off. Light sanding of the teak planks can bring the condition back to a good level and the teak will wither as usual. It is not good practice to varnish teak, an oily timber.



- 14.6 The retainer piston of the forward locker at main deck was heavily corroded. To be replaced.
- 14.7 There are some blackened areas and moss growth on the deck. To be cleaned.
- 14.8 A teak margin plank on the port aft locker cover was cracked. This can be and needs to be repaired.

Right Cracked teak plank

- 14.9 Caulking of the deck had started to deteriorate and detach from the teak planks in some places. These need to be addressed and treated. Due to condition of the teak deck, it should be considered to replace the entire caulking at once.



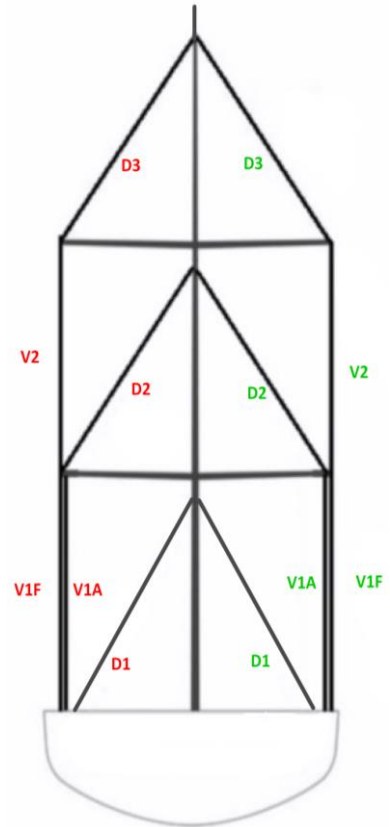
15 Mast and Standing Rigging⁴

15.1 The chain plate of the port D1 wire had started to corrode. To be removed, inspected and treated.



Left: Chainplate of the port D1 wire

Right: Wire layout of the Vessel looking from the aft



15.2 The port V1F wire had started to uncoil adjacent to the lower fitting. This wire is unsafe and needs to be replaced soon.

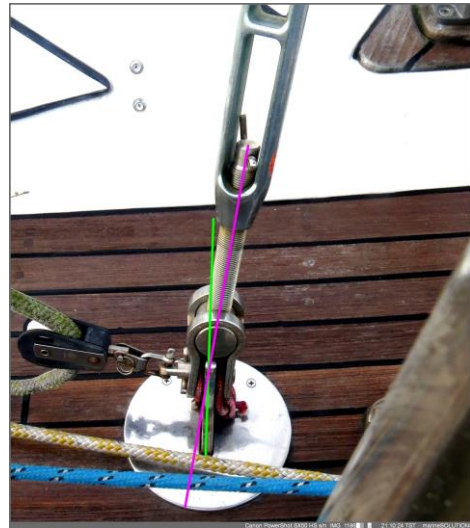


Left: Uncoiling port V1F wire

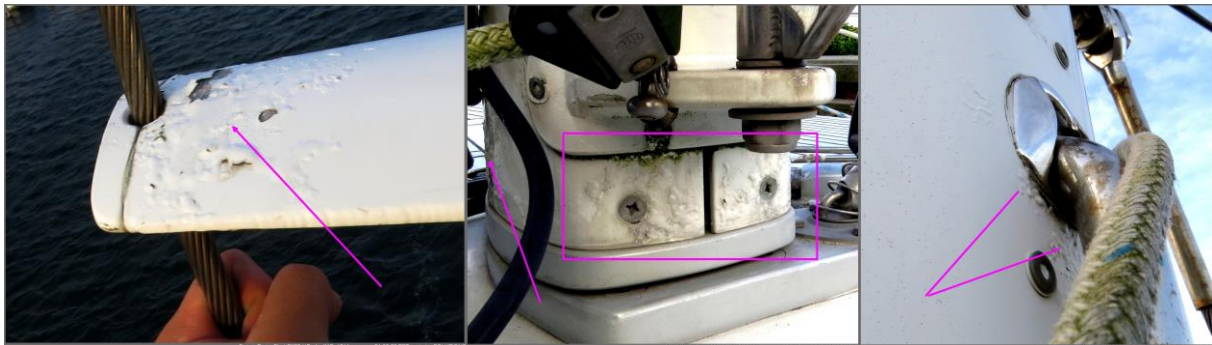
⁴ All inspections were carried out visually from deck level and by climbing the mast.

- 15.3 Both D1 wires are not in alignment with their chain plates. Realignment of the chain plates needs to be considered. Toggles are no cure.

Right: **Port D1 wire's connection to chainplate not as aligned correctly**



- 15.4 I noted corroded sections on the mast as well as on the spreaders where the areas are contacted with stainless steel equipment, bolts, wires, etc. These areas need to be addressed and treated.



Above: **Corroded sections of the mast**

- 15.5 There was surface corrosion on the fittings that are located at the end of the wires. These need to be cleaned.

Right: **Surface corrosion on some fittings**

- 15.6 I noted moss growth on the spreaders lower surfaces. These need to be cleaned.



Above: **Moss growth on the starboard lower spreader**



- 15.7 Paint of lower spreaders' leading edges was peeled off. To be re-sprayed.

- 15.8 It is stated that the standing rigging of the Vessel was replaced in 20●●. There are no strict rules to the replacement age of standing rigging without obvious damages. However, a replacement period of 10 years must be considered good practice, in particular so for swaged wires. A feeble rig poses a serious threat to life and property.

- 15.9 Cleaning and inspection the standing rigging on a yearly basis by an experienced rigger is a good practice which I advise.

16 Saloon and Galley

- 16.1 The upholstery of the seating group in the saloon had pilled. To be treated or replaced.



Right: **Pilled upholstery of the seating group**

- 16.2 The ceiling above the starboard porthole of the saloon and the veneer around the porthole has water damage, likely due to leakage. These veneers need to be replaced and proper varnish needs to be applied. It should be considered that there could be color difference between aged wood around the repaired areas.



Above: **Damaged veneer and varnish around the starboard porthole of the saloon**

- 16.3 The floor under the stairs to the cockpit from the saloon was heavily scratched where the stairs legs were placed. It would be beneficiary to repair these areas and apply protectors to the stair legs.

Right: **Scratched areas on the floor below the stairs**

- 16.4 I noted dents and darkened areas on the step from the saloon to the galley. This can and should be repaired.

- 16.5 The door of the cupboard where the TV unit was installed had a bruised area approx. 30 mm x 3 mm. This can be repaired.

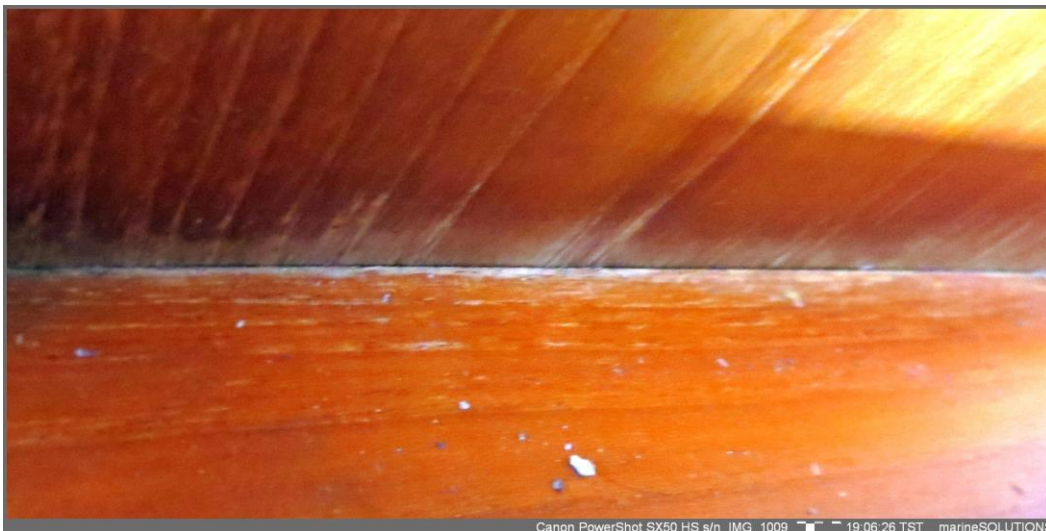


- 16.6 There is a 220 V AC oven/hob in the galley. I tested the unit as operational, however, the unit needs cleaning and some parts had started to corrode. Replacing this unit needs to be considered. Many vessels in this category prefer the disadvantages of carrying LPG to those of starting a generator for a simple coffee. Thus, as a replacement may be on the agenda, replacement with a marine LPG hob/ oven should be considered. However, the complications of LPG piping and canister storage in accordance with related guidelines/rules need to be kept in mind.



Above: The condition of the oven/hob

- 16.7 The veneer below the starboard porthole in the galley was damaged by water leaking from the left-open porthole. Damaged sections of veneer need to be replaced and proper varnish needs to be applied. It should be considered that there could be color difference between aged wooden surfaces around the repaired areas.



Above: Damaged veneer below the starboard porthole of the galley

17 Quarters

- 17.1 The wooden frames of the all hatches had water damage. The veneer had started to detach and the varnish on them was peeled off in places. These frames need to re-varnished and veneers need to be replaced in the damaged areas.



Above left: **Wooden frame of the forward cabin's hatch.** Above right: **Wooden frame of a hatch in saloon**

- 17.2 All the hatches' acrylic windows had started to glaze.

- 17.3 Almost all the door handles had started to corrode.

Right: **Door handle of the forward cabin**

- 17.4 I noted a putrid odor in the forward cabin. When the toilet is used, the odor would become significant. The black water system needs to be checked.

- 17.5 The equipment such as showerhead, faucet, etc. in the heads of the forward cabin had started to corrode.

- 17.6 The mirror in the starboard cabin had started to oxidize mainly at the edges.



- 17.7 I noted oily stains on the both bed mattresses in the starboard cabin. Also there were oil remnants on the bed headlight located at aft bulkhead of the cabin. It was reported that the hydraulic fittings of the boom furling system had been damaged and that hydraulic oil had leaked from the cabin's hatch into the cabin. Both mattresses need to be replaced and oil remnants need to be cleaned thoroughly.



Above: **oil remnants on the upper bed mattress**

- 17.8 The veneer above the porthole in the starboard cabin has water damage, likely due to leakage. The area needs to be re-varnished. Replacing veneer needs to be considered if needed.



Above: Veneer above the starboard cabin's porthole

- 17.9 The owner's cabin's toilet was not vacuuming as expected. I also noted leak marks on the unit's vacuum system. The unit needs to be serviced.
- 17.10 Port porthole of the owner's heads had started to corrode. To be cleaned.
- 17.11 The sink in the owner's cabin was leaking into the cupboard. The leak can be eliminated by tightening the hose connection clips.
- 17.12 Owner's cabin mattresses have stained areas. To be cleaned thoroughly.

18 Surveyor's Conclusions and Summary

The Vessel is well designed and well manufactured. I have not noted traces of a grounding or of a major, poorly repaired accident.

I have seen signs of lack of loving care to the Vessel. Due to the lack of proper maintenance and lack of investment, she suffers extensive amounts of an ensemble of many minor and few not so minor issues. The not minor issues are high moisture content on the submerged hull, deteriorated coating of topsides, standing rigging, seacocks, safety issues and dirty bilges. In particular, the discolouration of timber and veneer as well as the progressive corrosion in many areas have the potential of keeping the owner busy in a continuous manner and for some time.

Adequate investment of both money and time along with proper regular maintenance and the care of a dedicated owner will bring her condition back to a deserved standard.

With respect and without prejudice.

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