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London N7 0SN, England, UK

Case # 14XX *2022*

CONDITION SURVEY

Name of Vessel:- ***"Sample"***
Registration Number:- ***TBA***
Port of Registry:- ***TBA***
H.I. Number:- ***FR-1R100588A303***
Type of Vessel:- ***Aux/Sail***
Builder/Yard:- ***Jeanneau (FRA)***
Construction:- ***GRP***
Designer:- ***Philippe Briand /Jeanneau***
Place & Year Built:- ***Les Herbiers, France, 2003***
Length:- 13.73m Beam:- 4.49m Draft:- 1.83m
Displacement:- 21208 lbs./ 9620 kgs. Sail Area:- 800 ft^2 / 74.32 m^2
Gross/Net Tonnage:- 18.05 Tons

By Order of:-
Address:-

Location of Survey:- *Afloat & Ashore*
Porto Touristic Marina di Ragusa, Sicily, Italy

Date of Survey:-

Restrictions of Survey:-

The report is the result of a visual inspection of the vessel and its equipment. We have not inspected woodwork or other parts of the structure, which are covered, unexposed or inaccessible and we are unable to report that any such part of the structure is free from defect. Examples of such areas are behind moulded liners, panelling, under engines or ballast, or any permanently built-in items. Machinery, electrical, gas, ancillary equipment and safety gear will be inspected as seen in position without dismantling or test. Spars and rigging are visually inspected from deck level only. Sails are cabin inspected only. While due care is taken in the compilation of this report, it is not possible for a surveyor to guarantee that the vessel is free of defects.

Limitations & Purpose of Survey

Limitations:-

- *Sunny, Clear with wind at times*
- *Viewed in a clean and tidy condition*
- *Sails were in situ; Genoa furled and main in Lazy Bag. Verbal report by sailmaker.*
- *The survey does not address the vessel stability, performance or overall design.*
- *The topsides, decks and underwater areas were visually inspected, the underwater areas were visibly inspected after pressure wash and moisture meter readings were taken thru the anti-fouling coatings only in areas dried by direct sunshine. Areas of the hull not examined beneath the anti-fouling or hull coating cannot be commented upon.*
- *The use of hammer sounding for the detection of de-lamination and voids is generally only reliable in the detection of larger areas of de-lamination. Small voids will probably go undetected.*
- *The rudder was inspected in situ and not unshipped, areas hidden from view cannot be commented upon.*
- *The vessel was inspected ashore in slings and resting on the keel and this may limit signs of movement at the hull/keel join.*
- *The mast was stepped, this and the rigging were visually inspected from deck level only, the upper sections cannot be commented upon.*
- *Windows, portholes and hatches have not been hose tested for water tightness.*
- *Full inspection of the sails was not possible, inspection / assessment should be made by a sailmaker.*
- *The water tanks, plumbing, heads, skin fittings, sea cocks, etc. were visually examined in situ and not removed from the vessel. Similarly, the fuel tanks and fuel system were visually examined in situ. General equipment commented upon in the report was visually examined in situ and not removed for further inspection. No fastenings were removed for examination (unless specified) and no dismantling was undertaken to gain access other than normally removable panels. Woodwork or other parts of the structure which were covered, unexposed or inaccessible have not been inspected, we are therefore unable to report that any such part of the structure is free from defect. Therefore, only areas of the vessel and items of equipment readily accessible have been inspected and commented upon.*
- *The engine, stern gear and electrical system remained in situ. The mechanical condition of the engine and electrical and mechanical condition of the electrical system are specifically excluded from this report. Wear and / or corrosion on shaft and bearings hidden from view may not be detected.*
- *Other concerns included short time ashore in slings only.*
- *The inspection of the gas system is limited to a visual external inspection without dismantling or testing. No "work" as defined by the Gas Safety Regulations as may be applicable to the vessel's flag was carried out.*
- *This survey is not a compliance survey for the SCV Codes of Practice, nor was the vessel examined to ascertain whether it complied with MCA, RCD or CE marking requirements or requirements for any other "Code" or specific requirements. The "Declaration of Conformity" was not available for inspection.*

Purpose of this pre-purchase condition survey is to provide:-

1. *Information of the design, build background.*
2. *Written and photographic evidence of the appearance, concerns and defects as may be applicable.*
3. *Information on the structural strength and integrity of the vessel /or concerns including possible damage, osmosis, and/or modifications.*
4. *Information on deck structure and related components including deck joint.*
5. *Information on Rig, Sails and related equipment*
6. *Information on Machinery, Tankage and Electrical installations.*
7. *Information on steering systems and related components.*
8. *Information on operation and safety concerns.*
9. *Information on Fire Protection.*
10. *Information on repairs and maintenance concerns.*

Before and After pressure wash

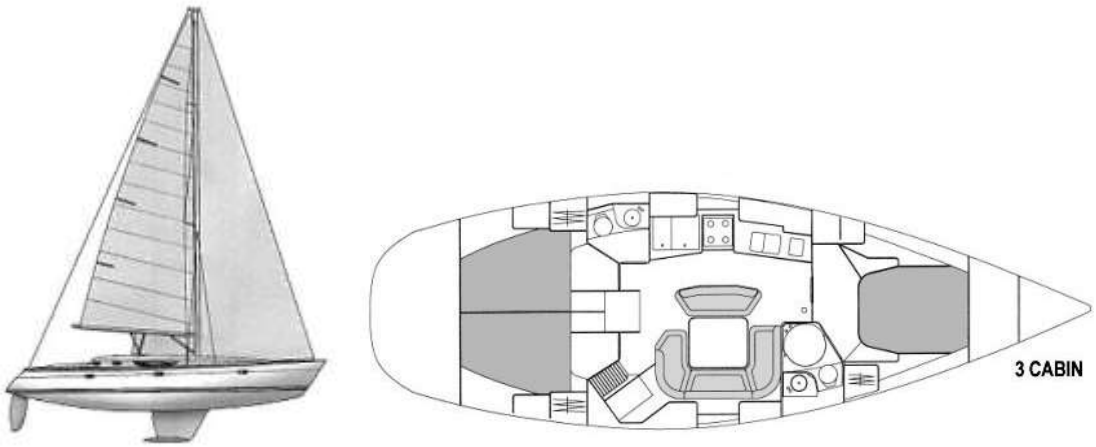
Description of Yacht

The yacht "Sample" was observed to be a medium displacement GRP sailing vessel with a sloop rig, aftcockpit, forward truck cabin, the underwater configuration consisting of a fin keel with bulb, and deep spade rudder.

The yacht was built as a Sun Odyssey 45.2, three(3) cabin owner's version, designed by Philippe Briand and built by Jeanneau in France utilizing moulds, for the hull and the deck. The deck is finished with white gelcoat with the topsides finished in dark blue with white detail lines.(Blue reported painted in 2015)

Scantlings are, in the opinion of the undersigned surveyor, an improvement on older designs, especially. in the area of the bolt on fin keel. Sub-mouldings were note utilized for the head compartments.

Interior was observed to be finished in Teak veneers, solid trim, with Teak & Holly, or similar, cabin sole with vinyl overhead and wall covering and hull linings.



Line Drawings

Layout

The yacht is laid out as per the 3-cabin line drawing above, a comfortable design for coastal and Mediterranean cruising with a large galley to Port which appears excellent for living aboard however may be considered not the best option for long distance offshore sailing.

Forward Cabin

Forward cabin is fitted with a double berth centreline with stowage under including drawer aft(knob requires repair), stowage forward in three(3) sections, the centre section has the stainless-steel water tank beneath the stowage area.

The mattress was observed in two(2) parts, which allows for the provision of a centre lee cloth if desired, with wood slats under for ventilation.

A mirror is fitted to the forward bulkhead, shelves forward to port & starboard, cupboards aft to port, short hanging locker to starboard with access to ensuite head.

Light and ventilation provided by two(2) fixed ports in topsides, four(4) opening deck hatches with blinds, plus two(2) deck vents.

Fire extinguisher and fire blanket in hanging locker to starboard plus smoke alarm(not-functioning)

Forward Ensuite Head Compartment

The forward head to located to starboard access only from the forward cabin with a separate shower stall with curtain.
The head compartment appears to be a sub-moulding Providing a smooth gelcoat finish which is easy to clean.
A full size Jabsco manual head unit is fitted discharged overboard.
Vanity counter top of granite like panel fitted with a mixer tap plus stainless steel grabrail, cupboard under provides access to seacocks and shower drain pump.
Stowage outboard plus two(2) mirrors.

Maincabin

To starboard U-shaped settee was observed with air-con and components plus stowage under, large table with centre seat with stowage under. Cupboards and stowage outboard.

To port full length galley with timber counter utilizing Formica or similar counter top fitted with two(2) large top loading cold boxes, gimbaled two(2) burner gas cooker with oven, (air-cooled compressors under), double stainless-steel sinks with pressure domestic water via a mixer tap plus a manual faucet with foot pump. Stowage under with access to gas manual shut-off valve. Cupboards (microwave/grill aft) outboard. Note fire extinguisher and fire blanket aft in photo.

Light and ventilation provided by four(4) fixed aluminium framed windows, two(2) fixed ports in topsides with curtains, one(1) opening port with curtain, two(2) deck opening deck hatches with blinds plus companionway.

Note:- Galley extraction fan not found.(Noted on switch panel)

Aft to starboard is the Nav. Station and aft to port is the guest head.

Guest Head

Aft in the Maincabin to port the guest head was observed. Sub moulding/ module has been utilized including vanity providing a gelcoat smooth finish. The afthead is fitted with a compact Jabsco Marine head unit which is discharged overboard or to holding tank. The holding tank is empty by gravity via a dedicated seacock or via deck pump out.

The vanity is fitted with stainless-steel sink with pressure domestic hot & cold water system via a mixer/shower head unit. Cupboard under provides access to seacocks and shower drain pump.

Light & ventilation provided by a single opening port with blind.

Navigation Station

The navigation area with charter table and seat is located aft in the Maincabin to starboard. The navigation instruments such as radar/plotter, Navtex, AIS, GPS and VHF are on the lower level, 12V & 240V electrical panels, CD player, 240V selector switch and gas alarm are located on the upper level.

Aft above the seat is the generator control panel

Under the seat the 35amp Mastervolt battery charger, fire extinguisher and electric sheet winch breakers were observed.

Ship's papers and information stowed to the right of the chart table.

Aftcabins

The yacht is fitted with twin aftcabins port & starboard each with a double berth, small hanging locker and stowage outboard.

Light and ventilation in each cabin is provided by fixed port/deadlight in the topsides with curtain, one(1) opening port outboard with curtain, one(1) opening port inboard with blind plus an opening deck hatch with blind.

Port Cabin provides access to the auxiliary engine space inboard, water trap muffler, house and starter batteries under berth plus stowage under berth aft.

Starboard cabin provides access to auxiliary engine space Inboard, diesel tank and shut-off valves, primary fuel filters for the generator and auxiliary engine plus access to certain seacocks, gearbox, solid coupling, shaft and Volvo type lipseal stern gland.

Hull Examination


The yacht was lifted ashore for a short period of time for pressure clean and to allow inspection.

Configuration and design is a moderate fin keel with bulb and a deep spade rudder with a six(6)cm diameter stainless-steel shaft.

The underwater areas were observed in good condition with no visible signs of collision or other damage utilizing a hard type anti-fouling.
Note: The anti-fouling appears aged and may be OK for the next summer season.

Above the antifouling is a waterline indicated to be of white gelcoat, discoloured requiring cut polishing and wax for protection. White details lines noted above the waterline which also appear to be original white gelcoat. Cleaning and wax for protection recommended.

The following thru-hulls were observed:-

Starboard: Underwater:	*Five(5) thru-hulls*
Above water:	*Six(6) thru-hulls plus 2 exhaust outlets.*
Port: Underwater:	*Seven(7) thru-hulls plus zinc anode (little or no action)*
Above water:	*Five(5) thru-hulls*
Centreline Forward:	*Speed and Depthsounder transducers (retracted)*


No concerns noted regarding hull to keel joint (Note keel supported by timber block)
Propeller greased & new shaft anode fitted while ashore

The yacht was observed to be fitted with a three(3) blade, 50cm diameter, MaxProp with rope cutter mounted on a 30mm stainless-steel shaft supported by a cutlass bearing mounted in a bronze PBracket. Propeller anode still serviceable, new shaft anode fitted while lifted.

Rudder bearings and Cutlass bearing wear within acceptable limits.

True moisture readings are not possibly during a brief lift. After pressure washing a brief drying time was allowed.

Utilizing a Sovereign Marine Moisture Master meter readings of the waterline immediately above anti-fouling appear in the range of 2%. Readings on the starboard bow(direct sun) were found in the region of 10% (scale A)




The yacht was observed to be fitted with a Side-Power bowthruster found in an operating condition. Control panel is located outboard at starboard helm position.

- *Propeller zinc anodes will require replacing at next haul-out.*
- *Missing guard rails to be replaced at next haul-out.*

Keel attachment





Access to this are required the removal of centre cabin sole. Please note the strengthening of the hull structure with fore & aft and athwartships beams.

It is evident that for a period of time bilge water has been standing in this area which has resulted in the aft 18mm keel stud and nut to suffering from corrosion. This needs to be investigated and rectified at the next haul-out.

The main keel studs and nuts are 32mm and appear in good condition. The forward keel stud and nut has not been controlled need to the need to remove cabin furniture.

No movement of the keel has been detected.
Cleaning of the bilge should be considered a priority and during this operation the forward keel studs and nuts can be inspected by removing the furniture concerned.

Topsides
The topsides were finished in blue and reported re-painted in 2015. A total of six(6) deadlights/ports were observed in good condition. The yacht is fitted with a reverse transom with steps, stainless steel swimladder and mounting for passerelle.
In addition, stainless steel protection plates have been fitted to the bow.

Recommendations:-

1)Investigated rear 18mm keel stud and nut and rectified at the next haul-out.
2)Clean bilges as priority.
3)Investigate and check forward keel studs and nuts.
4)Bowthruster propeller zinc anodes will require replacing at next haul-out.
5)Bowthruster missing guard rails to be replaced at next haul-out.
6)Investigate and rectify corrosion concerns on keel at next haul-out.

Deck & Deck Fittings


"Sample" was observed to be designed with an aftcockpit and forward truck cabin with the addition of a reverse transom with steps and stainless steel swimladder.

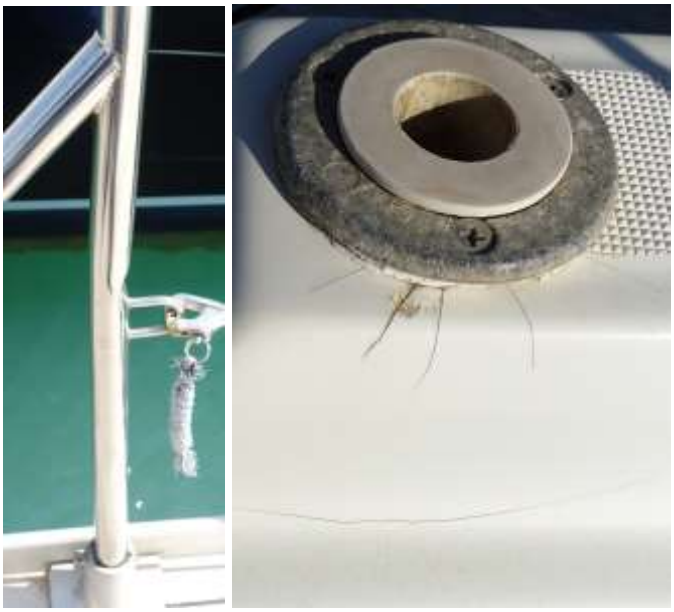
The cockpit and main deck were noted to have a laid Teak deck reported fitted in Turkey in 2015. Deck is clue fastened without screws and found in good condition.

The Trunk cabin and cockpit coamings are of GRP with moulded non-skid.

The photo below indicated that the hull to deck joint is of the inboard flange type as the photo from Jeanneau indicates. Provide strictly as information of indicated construction.

Interior bow view – Jeanneau Photo – Transom detail

Additional feature on this yacht is the large forward locker which provides access to the Bowthruster installation, rope and equipment stowage accessed via large forward deck hatch.



Deck Damage concerns:

Retrofit passerelle mount has caused gelcoat and possible structure concerns

Damaged gate stanchion to starboard including bases.

Damage due to voids in original layup to port plus a stress crack; in regard to stern rail mount to starboard.

Deck Equipment included:

- *One(1) GRP dropleaf cockpit table with centre stowage*
- *Twelve(12) opening deck hatches by Goiot*
- *Three(2) deck vents by Goiot*
- *Six(6) 32cm aluminium deck cleats*
- *One(1) custom stainless steel stem fitting with double anchor rollers and fairleads to port and starboard.*
- *Five(5) folding deck eyes*
- *One(1) Stainless steel liferaft stowage rack*
- *Four(4) fixed aluminium framed windows*
- *Four(4) opening ports in trunk cabin by Goiot*
- *Two(2) opening ports in cockpit by Goiot*
- *Two(2) Teak grabrails*
- *One(1) stainless steel arch for solar panels aft*
- *One(1) Bimini*
- *One(1) Dodger with centre opening window and stainless steel grabrail aft*

Deck protected by:

- *Stainless steel pulpit and stainless steel stern quarter railings*
- *Twelve(12) stainless steel stanchions in aluminium bases including gates to port and starboard with double 6mm PVC covered lifelines.*
- *Double lifelines for transom gate*

Defects:- ***1)Investigate and rectify deck and gelcoat concerns***
2)Remove damaged stanchion got repair and re-install.

Mast & Rigging

The yacht was observed to be equipped with a deck stepped, aluminium mast with double swept back spreaders by Sparcraft. A single spinnaker/reaching poles stowed upright forward on the mast, the boom was fitted with a solid kicker and the headstay with Profurl headsail furling system.

The mast was observed to be supported by I X 19 stainless-steel rigging wire with swaged terminals, bronze turnbuckles with toggles to custom designed chainplates as follows:-

Headstay:	*10mm*
One(1) inner forestay(removable):	*8mm (Tensioner requires rebuilding)*
Four(4) lower shrouds:	*10mm*
Two(2) intermediate shrouds:	*8mm*
Two(2) Upper shrouds:	*10mm*
Spit Backstay:	*8mm & 10mm*

Age of rigging 15 years.

The inner forestay considered to be for a storm Jib
This is removal to allow the foredeck to be clear when tacking.
The tensioner is heavily corroded requiring overhaul or replacement.





The following to be noted:

- *Double turnbuckles utilized on backstays*
- *Split rings on turnbuckles suspect and rectification required*
- *Custom change plates*
- *Under deck support components*
- *Metal bracket to accept support rod bolted to hull string point.*


- *Inner forestay chain plate details*
- *Evidence of water ingress observed. Investigate and rectify as required.*
- *Minor rigging wire corrosion noted.*

The mast was observed to be fitted with masthead anchor light and combination deck/steamer light meeting international requirements only to 12m.(1 mile)
The combination deck/steamer light requires upgrading to meet international requirements to 20m.(2 miles.

Existing lights operational.

Note:- Masthead tri-colour navigation light not fitted.

Defects:- ***1)Service rigging components as required.***
2)Due to age of the rigging survey by a qualified rigger is recommended.
3)Upgrade combination deck/steamer light to meet international requirements to 20m.

Winches & Related Equipment



The following winches were observed in working condition:-
Headsail Winches: Two(2) Harken 48, Chrome Bronze, 2 speed electric, ST
Cabin Top Winches: Two(2) Harken 44, Chrome Bronze, 2 speed manual, ST

All mast control lines were observed to be lead aft thru turning blocks and deck organizers/sheaves via lever jammers to the cabin top winches.
Note:- minor damage noted to deck organizer to port.


Harken Genoa Car & Harken Block

Sail handling equipment:-

- *Harken mainsail track and car*
- *Harken genoa tracks and cars*
- *Harken & Wichard Blocks*

All components found operational.

Recommendations:- ***Service winches and related equipment as required.***

Sails

The yacht was observed to be equipped wit a Genoa and fully battened mainsail. The sails were not inspected during the survey due to wind conditions.
Paola of Onesails was consulted and indicated the following:-

- *Both sails in good condition*

- *Sails washed winter 2016/17*
- *New sun strip fitted on Genoa winter 2016/17*

Additional equipment included:- *Jeckells UK Lazy Bag with lazy jacks*
Slab reefing.

Engine & Related Gear

Starboard views note auxiliary generator

The yacht was observed to be fitted with a Yanmar marine, turbocharged, indirect cooled diesel, model 4JH3-TE-98 producing 75HP(55.2Kw) at 3800RPM, 50.7Kw at 3700RPM, continuous rating 51Kw, S/N E13011, engine hours, 2342, mounted on flexible engine mounts to welded steel engine bears to athwartships GRP members fore & aft; driving a 50cm diameter, three(3) blade MaxProp, via 30mm stainless steel propeller shaft, Volvo type lipseal stern gland, Solid coupling and Yanmar Mechanical gear, Model KM4A, S.N,13669, water-cooled.

Fuel supplied from a single stainless steel fuel tank thru dictated shut-off valve, flexible fuel lines to Racor 500FG primary furl filter(located centreline under the starboard aftcabin berth), lift pump and engine mounted fuel filter.

The unit is fitted with a wet exhaust system utilizing a plastic watertrap muffler located centreline under the Port aftcabin berth.

Engine and gear controls of the single lever type located outboard in the starboard helm position.

Rawwater cooling supplied via a dictated seacock, Vetus water strainer and engine mounted Pump with rubber of similar impeller.

The auxiliary was noted to be fitted with dual Hitachi alternators, 12V/80Amp, model LRI80-03C.

Engine instrument panel is located in the starboard helm position with warning lights, key switch, alarm, fuel level gauge and hour meter.

Oil level was correct and oil in a clean condition, engine started easily with light blue/grey smoke. Gear was tested briefly in forward and reverse.

The auxiliary engine installation we found in good order generally with the exception of of the port aft engine flexible mount which appears to be heavily corroded.

Investigation require to identify the reason For the corrosion.

Removal of the engine mount to clean and paint or replace if required.

Defects:- ***1)Investigate the cause and rectify the port aft auxiliary engine mount as required.***
2)Service auxiliary engine installation and related components as required.

Tankage

Water: *Stainless Steel constructed June 2002,with cleaning port Capacity 400Litres*

Diesel: *Stainless Steel tank located under berth in starboard aftcabin; Fitted with two(2) fuel shut-off valves and fuel gauge sender unit. Capacity*

Holding: *Small stainless-steel holding tank locate in the guest head to port. Tank considered suspect due to evidence of corrosion.*

Defects:- ***Holding tank considered suspect due to evidence of corrosion therefore replacement expected to be required in due course.***

Electrical Systems


The yacht was observed to be fitted with a comprehensive electric system which was observed to be professionally under taken by the yacht builders to an acceptable standard with batteries & wiring runs adequately secured. Wiring appeared to be marked to indicate functions.


System found to be adequately protected by selector switches, dictated distribution/breaker panels for ship and shore power.


***12 Volt**

Ship's power provided by three(3) Winner Marine deep cycle, M31 12V 100AH 180RC X3 maintenance free batteries. Good condition – age unknown

Engine starting proved by Winner Premium calcium maintenance free battery of approximately 100AH. Good Condition – age unknown.

Charged by:

- *Two(2) 80Amp engine mounted alternators via Split-charge diode of similar mounted to starboard of the battery selector switches in the engine space(very difficult to inspect)*
- *Two(2) Victron Energy SPM 190W 24V/3a solar panels. S/Ns: HSM1606531900024 – HSM1606531900003 controlled by Victron Energy MPPT 100 I 30 solar regulator 12/04 V Max 30amp.*
- *220V MasterVolt 12V 35/3 35amp – 3 phase Battery Charger*

****Shorepower***

The yacht is fitted with a 220/240V shorepower system either marina power supply via on board shore cable or generator.

Note: supply selector switch to the right of the shorepower distribution/ breaker panel.

No testing of the shorepower system has been carried out.

****Generator***

The yacht was observed to be fitted with a Paguro 6000, 6KVA marine generator in a sound insulated cover located in the starboard cockpit locker. Unit by Bombardini Marine with a type LDW 502M diesel engine with indirect cooling. Recorded 204,83 engine hrs.

Fuel supplied from main diesel tank via dedicated shut-off valve, flexible fuel lines to CAV primary fuel filter. The generator is fitted with a wet exhaust. Dedicated seacock and water strainer

Comments &Concerns:

- *Engine oil level was acceptable , oil was found in a dirty condition.*
- *Cooling water level acceptable.*
- *Generator was found to start easily and cleanly however no electricity was produced.*
- *Exhaust header/water injection unit suspect and requires investigation.*
- *Cooling header tank cap fitting is suspect,*

It is recommended that the services of a Mechanical/Electrical engine are sourced to control and service the generator as require.

Navigation Lights

The following Navigation Lights were observed onboard and tested for operation:-

- *Deck level running lights to meet international requirements to 20m (2 mile)*
- *Mast steamer light/deck light combination to be international requirements to 12m (1 mile)*
- *Masthead Anchor light.*

Note:- Masthead Tri-colour navigation light not fitted.

Defects:- ***Mast steamer light/deck light does not meet international requirements for a yacht of this size. Upgrade to unit to meet requirements to 20M.***

Equipment

The following Equipment was observed aboard:-

- *One(1) Airmar Inflatable Dinghy (sighted in stowage bag)*
- *One(1) bag screens & possible awning*
- *One(1) Sony CD Player - CDX-L400X*
- *One(1) Yamaha .5HP. 4-stroke outboard – Model: F2.5A – S/N M140420113*
- *Twelve(12) fenders*

- *One(1) bag – dive gear*
- *One(1) Blue Sky electric fan heater 230V/50Hz 1000/2000watt*
- *One(1) folding bicycle Sighted in bag not inspected*
- *One(1) small insulated copper hot water heater located under cockpit floor aft to Port utilizing 2230V immersion heater and engine waste heat.*
- *One(1) Climma air-con (www.climma.it) 220V/50Hz, 10.000BTU – 800W cooling – 1300W heating – S/N 5688. Located under settee forward in maincabin.*
- *One(1) Climma air-con similar to above located under starboard helm position.*
- *Misc. engine spares and tools*
- *Misc. general spares*
- *Eno stainless steel 2 burner gas cooker with oven*
- *Master Microwave/Grill*
- *One(1) Super Zenith 10X50 Binoculars*
- *One(1)Speed sound DVD 10 – DVD/SVCD/VCD/MP3/CD Player*
- *One(1) Sharp 50cm diagonal flat screen TV*
- *One(1) Frigoboat 12Volt refrigeration system with air-cooled compressor*
- *One(1) Frigoboat 12Vot freezer system with air-cooled compressor*
- *One(1) Toaster*
- *One(1) Electric Kettle*
- *One(1) Tesco 1400Watt Vacuum cleaner*
- *Set of Cockpit cushions*
- *Cockpit Dodger*
- *Bimini*
- *Line bags in cockpit*
- *Winch covers*
- *Set of cockpit cushions*

Note:- 220/240V equipment not tested – Sound system not tested.

Recommendations:- ***Service air-con units and related components as required.***

Navigation Equipment



The following Navigation Equipment was observed aboard and tested for operation but not accuracy:-

- *Two(2) Olympic 135 Binnacle Compasses*
- *Two(2) Raymarine ST60 Windspeed/Direction – Cockpit*
- *Two(2) Raymarine ST60 Tri-data – Cockpit*
- *One(1) ST6001 Raymarine Auto-Pilot – Linear Drive*

- *Raymarine RL70C Radar/Chart Plotter – Nav. Station*
- *Garmin GPS 76 – S/N 80342407 – Nav. Station*
- *Furuno Navtex – NX-300 – Nav. Station*
- *Icom IC-M421 – VHF – S/N 0406053 – Nav. Station*
- *Icom IC-M25 – Handheld VHF – S/N 0600 5307 – Nav. Station*
- *Nasa AIS Radar*

Note: Sextant not sighted

Gas System



The yacht was observed with a factory fitted gas system with camping gas type bottle in a purpose-built gas locker aft to port with a bottle mounted regulator via flexible gas tubing to copper gas line leading to manual shut-off valve under galley sinks and approved type flexible gas line to the gimballed cooker.

Recommendations:- Consider fitting remote controlled solenoid gas shut-off valve.

Bilge Pumps

The yacht was observed to be equipped with bilge pumps as follows:-

Manual:- *Hand bilge pump located aft at starboard helm position. Access to pump restricted. Not Tested.*

Electric:- *Remote Jabsco bilge pump with suction from small bilge sump under Centreline bench seat in Maincabin. Not tested.*

Recommendations:- ***Check operation of bilge pumps***

Plumbing

The yacht was fitted with a hot and cold domestic water system utilizing semi-rigid and flexible water supply lines, Jabsco pumps, mixing taps and a manual foot pump in the galley.

Hot water supplied by a small, insulated copper water heater utilizing a 220/240V immersion element and engine waste heat,

Manual Jabsco Marine head units were noted in the head compartments in a working condition.

Seacocks

The yacht was found to be fitted with plumber type ballvalves as seacocks mounted on thru-hulls. All seacocks tested were found in working condition.

Certain hose and clamp concerns were noted and a mixture of metals which could result in bi-metal/galvanic corrosion which could affect the safety of the yacht.



Air-con intake seacock and strainer concerns – Mixture of metals concerns

Sample
Forward head: Two(2) bronze/brass ball valves of thruhull for head intake and sink drain. The head discharge seacock appears to have been replaced with a stainless steel ballvalve. (centre photo) in other instances it appears that stainless steel ballvalves have been fitted retaining brass/bronze thru-hulls and tail pieces.

Defects:- ***1)Investigate and rectify as required the air-con rawwater cooling seacock, strainer, connections and hoses located under the centre cabinsole panel in the maincabin.***
2)Investigate seacocks, seacock hoses, connections and clamps and service as required.
3)Correct and rectify mixed metal situation which exists by changing all seacocks to the same metal or consider composite seacocks except in the engine space.

Steering Gear




The yacht was observed to be fitted with dual station wheel/ cable steering system by Goiot. The leather covered wheels operate 6mm 7 X 19 stainless steel cables via aluminum turning blocks/sheaves to aluminium quadrant mounted on 6cm stainless steel rudder shaft.

The system was found to be operational however all areas require service and lubrication including auto-pilot linkage found dry and with signs of minor corrosion.

Recommendations:- Service steering system as required

Safety Equipment

The following safety equipment was observed aboard:-

- *McMurdo Smartfind Plus 406 GPS EPIRB*
  ID641252COFFBFF – Flag: 235-UK - MMSI 235037526- S/N 200-04011
  Cat 1 – Auto – Class 2 - Replace HRU 06/2016 (Check with seller)
  Battery: March 2020 - Hydrolastic Release
- *Liferaft – Plastimo Cruiser 6 – P/N 27984 ORC*
  S/N 27984G0116 – Last serviced 01/2012 – Hydrolastic release
- *Liferaft Accessories Grapbag located under settee to starboard*
  First aid kit – thermal aids – inflatable radar reflector etc.
- *One(1) Dan Buoy- Jon Buoy inflatable manoverboard*
- *Two(2) Seago self-inflating horse buoy rescue system*
- *One(1) Lalizas Mini Lifelink manoverboard rescue system*
- *Emergency flares as follows:*
  - *Four(4) FDF srl Handheld Red 4/2020*
  - *Two(2) Dauriac Nautic Handheld white ant-collision 05/2013*
  - *Two(2) FDF srl Yellow Smoke 4/2020*
  - *Four(4) Orion Red Parachute 03/2021*

Note:- Lifejackets not sighted

Recommendations:-

1)McMurdo 406 EPIRB check requirements re HRU
The HRU has a mandatory 2 year service replacement interval.
2)Service liferaft as required.
3)Service inflatable safety items as required.
4)Update white anti-collision flares

Ground Tackle

The following ground tackle has observed in good condition on board:

Bower:	*25Kg. Rocna on 80M(reported) 10mm galvanized chain with stainless steel swivel, with bitter end secured by shackles. Considered prudent to change shackles for line which can be cut if required.*
Anchor Windlass:	*Lofrans Tigris 12Volt, 1200W electric – S/N TG-005 436*
Anchor Buoy:	*Located in port cockpit locker*
Chain Counter:	*Quick chain counter located outboard of starboard helm position*

Note: 1)No testing was carried out during the survey
2)Kedge anchor and rode not sighted.

Fire Extinguishers & Control Systems

The following fire extinguishers and related equipment were observed on board with service required.
Certain fire extinguishers and fire blankets are mounted out of sight; therefore it is prudent to have to have plagues mounted in clear sight indicating the location of the protection equipment.



Galley (note smoke alarm) – Under Chart table seat – Port cockpit locker

Forecabin:-	*ANAF one(1) kilo dry powder, ABC 5A & EC Smith Fire Blanket*
	Located in hanging locker to starboard.
Galley:-	*ANAF one(1) kilo dry powder, ABC 5A & Ocean Safety Fire Blanket*
Nav. Area:-	*Furo Day one(1) dry powder, ABC 5A 21B*
	Located under chart table seat.
Companion Way:-	*ANAF one(1) kilo dry powder, ABC 5A*
Each Aftcabin:-	*ANAF one(1) kilo dry powder, ABC 5A & EC Smith Fire Blanket*
	Located in hanging lockers outboard.
Cockpit #1:-	*Orfeo six(6) kilo dry powder, ABC 39A 183 B C*
	Located in port cockpit locker.
Cockpit #2:-	*ANAF two(2) kilo dry powder, ABC 8A 70B C*
Smoke Alarms:-	*All cabins fitted with battery powered smoke alarms*
	** non-operational.*

Defects:- ***1) Certain fire extinguishers and fire blankets are mounted out of sight; Therefore, it is prudent to have to have plagues mounted in clear sight indicating the location of the protection equipment.***
2) All fire extinguishers require servicing prior to in commission usage.
3)Investigate and rectify smoke alarms as required.

Conclusions

The yacht "Sample" is a good example of the Jeanneau Sun Odyssey 42.5 however there appears to be a lack of due-diligence re maintenance and in the upgrades of certain seacocks.

Structurally the yacht is in good condition and certainly has had significant upgrades re exterior paint , Teak decks etc. Attention to the service, other concerns in this survey and upgrades for planned usage the yacht will be in the condition to provide many years of living aboard and cruising inshore and offshore,

Recommendations

1) ***Certain fire extinguishers and fire blankets are mounted out of sight; Therefore, it is prudent to have to have plagues mounted in clear sight indicating the location of the protection equipment.***
2) ***All fire extinguishers require servicing prior to in commission usage.***
3) ***Investigate and rectify smoke alarms as required.***
4) ***Check operation of bilge pumps.***
5) ***Service rigging components as required.***
6) ***Due to age of the rigging survey by a qualified rigger is recommended***
7) ***Holding tank considered suspect due to evidence of corrosion therefore replacement expected to be required in due course.***
8) ***Upgrade combination deck/steamer light to meet international requirements to 20m.***
9) ***Check operation of bilge pumps.***
10) ***Service winches and related equipment as required.***
11) ***Consider fitting Masthead tri-colour navigation light.***
12) ***Investigated rear 18mm keel stud and nut and rectified at the next haul-out.***
13) ***Clean bilges as priority.***
14) ***Investigate and check forward keel studs and nuts.***
15) ***Replace bowthruster propeller zinc anodes at next haul-out.***
16) ***Bowthruster missing guard rails to be replaced at next haul-out.***
17) ***Investigate and rectify corrosion concerns on keel at next haul-out.***
18) ***Consider fitting remote controlled solenoid gas shut-off valve.***
19) ***McMurdo 406 EPIRB check requirements re HRU***
20) ***Service liferaft and related equipment as required.***
21) ***Service inflatable safety items as required.***
22) ***Update white anti-collision flares.***
23) ***Update safety items as required.***
24) ***Service steering system as required.***
25) ***Service air-con units and related components as required.***
26) ***The services of a Mechanical/Electrical engine to be sourced to control and service the generator as require.***
27) ***Investigate and rectify deck and gelcoat concerns.***
28) ***Remove damaged stanchion got repair and re-install.***
29) ***Investigate the cause and rectify the port aft auxiliary engine mount as required.***
30) ***Service auxiliary engine installation and related components as required.***

31) Investigate and rectify as required the air-con rawwater cooling seacock, strainer, connections and hoses located under the centre cabinsole panel in the maincabin.

32) Investigate seacock, seacock hoses, connections and clamps and service as required.

33) Correct and rectify mixed metal situation which exists by changing all seacocks to the same metal or consider composite seacocks except in the engine space.

Codes:- ***Red - Immediate*** ***Blue - Annual Maintenance Requirements***
Black within 12 months or next haul-out which ever comes first
Green – Optional considerations

In consequence of this inspection made on the Sailing Vessel "Sample" whilst the vessel lay afloat & ashore at Marina di Ragusa, Sicily, we are of the opinion that she is in suitable condition for operation in her intended trade namely ***Private/Pleasure*** *subject to full compliance with the above* ***RECOMMENDATIONS.***
This report is issued for condition purposes only and is based on our inspection of accessible portions of the vessel at the time of survey.

Valuation

Valuation to be provided if required under separate cover.

Additional Information

Further understanding maybe provided by viewing all photographs provided under separate cover.

Safety Notes & Guidelines:-
a)Minimum number of fire extinguishers is relevant to the size of the vessel and should be located near to the main areas of fire risk. Powered vessels or vessels with cooking, heating and refrigeration or lighting appliances must be equipped the minimum number of portable fire extinguishers according to the table below.

Vessel Length	*Min. Number of Fire Extinguishers*	*Min. Fire rating of each extinguisher*	*Min. Combined fire rating extinguisher*
Up to 7m	*2*	*5A/34B*	*10A/68B*
7m to 11m	*2*	*5A/34B*	*13A/89B*
11m to 15m	*3*	*5A/34B*	*21A/144B*
15.25m to 20m	*6*	*5A/34B*	*46A/300B*
20m to 30m	*8*	*5A/34B*	*60A/400B*

All fire extinguishers, regardless of their age and type must be independently verified to high standard of manufacture quality and performance. The Fire extinguishers should be serviced on an annual basis.

A Fire Blanket should be located near cooking facilities and the fitting of an automatic fire protection system in machinery spaces is prudent and in certain case required.

All Fire Extinguishers must be marked with one or more of the following certifying marks.

- *The BSI Kitemark*
- *The British Approvals of Fire Equipment(BAFE) symbol*
- *The Societe Generale de Surveillance(SGS) symbol*
- *The AFNOR "NF" shield*

- *The Loss Prevention Certificate Board(LPCB)*
- *UL Listed & USCG Approved to meet D.O.T. requirements*
- *Underwriters Laboratory of Canada symbol(ULC Listed)*
- *Or other accredited certifying bodies marked to EN3*

b)It is the responsibility of the Captain/Owner/Operator to equip crew and vessel with the appropriate safety & survival equipment including emergency flares it is there recommended that a vessel's safety equipment is reviewed in conjunction with the RYA C8/98 publication for Yacht Safety sail or power. This is a general guide line applicable to British flagged vessels.

c)All LPG installations must meet the testing requirements of such as BS 5482 Part 3, in so far as they cover gas soundness, flue spillage and burner flame pattern requirements. Meeting these requirements will minimize the risks of gas leaks into the boat/yacht and the build-up of combustion products which may be toxic to to the crew and/or passengers. If in doubt installation and/or tests must be carried out by a certified technician.

Guidelines available from www.boatsafetyscheme.com, www.rya.org.uk, or www.marinesurveys.net/boatsafety.htm

Regulations and requirements vary from country to country and may be updated without notice. It is prudent to check regulations and requirements which are applicable to the vessel's ***Flag*** *on a regular basis.*

Conditions of Survey

This inspection was carried out to the best of our knowledge and ability and the report is issued without prejudice to the interests of any party. It is hereby understood and agreed that this surveyor's report is a factual statement of the examination carried out within stated limitations. All opinions are based on the knowledge and experience of the surveyor concerned and are given in good faith and without guarantee. In particular; it implies no guarantee against faulty design, latent defects, subsequent defects not discovered at the time of survey or suitability of the vessel for a particular purpose. Neither Marine Surveys & Consultancy International or Richard O.J. Naylor shall be held liable for any error of judgement or omissions of facts.

This report does not warrant (expressly or implicitly) or guarantee the condition of the above-mentioned vessel.

The below described conditions form an integral part of the survey report and apply in all respects except where expressly stated otherwise.

1)This report is prepared for the sole use of the client from whom the instructions were received and includes use by the authority specifically referred to as "Reason for Survey" on the first page of the report and on the heading of each proceeding page.

2)The vessels principle dimensions, age, and build shown on this report are unless otherwise stated, derived from documentation or information provided by the owners or builders of the vessel and although believed to be accurate have not been verified by physical measurement or enquiry.

3)This report reflects the surveyors personal opinion only and should not be interpreted as being irrefutable fact.

4)With the exception of specific comments within the report, it should be understood that no examination was affected in way of any areas of the vessel of the vessel that were not seen due to the presence of linings, mouldings, machinery or other obstructions in the way.

No dismantling has been undertaken in way of the hull, interior, machinery, electrical/electronic system, tank spaces or equipment and opinions given in respect of the condition of such items are derived from either testing and/or visible appearance as declared in the report.

5)The vessel and its equipment are to be used for the purpose for which it's build was intended and within safe seagoing weather parameters.

6)All seagoing vessels should carry sufficient fire fighting and safety equipment in accordance with the rules and regulations stipulated by the individual registration authorities and should comply with the relevant insurance conditions.

7)It is the responsibility of the owner and/or his agents to ensure that the vessel is always seaworthy and is properly crewed by experienced and qualified mariners. Any recommendations made by the surveyor should be affected forthwith where applicable, or within the recommended time span. The surveyor accepts no responsibility for the failure by the owner and/or his agents to affect the work recommended.

8) Profession Indemnity:- In the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or wilful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges or £125,000 whichever is the greater.

<u>The use of this report implies an acceptance of the above-mentioned conditions.</u>

Submitted without prejudice

Richard O.J. Naylor I.A.M.C.S.
Marine Surveyor
Fellow:- International Association of Marine Consultants and Surveyors