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Pre-Purchase Survey

Report Date: 13th August 2020

Survey Date: 11th/12th August 2020

Place of Survey: Cleopatra Marina, Preveza, Greece

Vessel name: Rise & Shine

Vessel Type: Catamaran Sailing Yacht

Builder: Fountaine Pajot

Client

Length Overall: 38' 4" (11.73m)

Beam: 21' 8" (6.63m)

Draft: ~4' 0" (1.21m)

Built year: 2017

Builder: Fountaine Pajot

HIN no:

SSR: Not seen

Engine Make: 2 x Volvo Penta

Model: D1-30

Fuel Type: Diesel

**Above taken from various sources, not checked.*

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1. About the Survey and this Report

Terms & Conditions

This Survey was carried out under the Yacht Designers and Surveyors Association current Terms of business which were e-mailed to the client prior to the survey.

Limitations

- We have not inspected woodwork or any other parts of the structure which are covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect.
- In some cases it is not possible to detect latent and hidden defects without destructive testing, not possible without the owner's consent.
- Where repairs, further opening up or dismantling is required, additional decay, damage or necessary work may be uncovered.
- The engine, tanks and other normally installed mechanical equipment were in situ which limited inspection and examination in these areas.
- A Sovereign Quantum marine moisture meter, a capacitance-type moisture meter was used. The calibration of the meter was checked on the day of the survey, prior to readings being taken. Readings are taken in the relative mode, which ranges from 0-100. The values are regarded as an index and do not represent moisture content as a percentage of the dry weight. Where appropriate both shallow and deep modes were employed. Direct comparisons with other meters, be they Sovereign or others are not valid.
- The vessel was not surveyed with respect to any particular code or standard or navigation body's rules or bylaws unless specifically stated. No documentation or compliance with any regulations has been checked as part of this survey. No guarantees or warranties are given or implied with respect to the vessels suitability or fitness for purpose.
- The vessel was inspected in the water as part of a sea trial, and on the hard at Cleopatra Marina, Preveza, Greece. Access to the hull was generally good except in areas where the boat was resting on posts.
- The vessel had not been UHP water blasted to remove any fouling to the hull. The hull was generally free of fouling.
- The vessel had been coated in a number of layers of black anti-fouling. Coupons of antifouling were not removed, to establish moisture meter readings as part of the survey.
- This report carries no warranties regarding ownership of the vessel or any outstanding mortgage, charges or debts which there may be on the vessel.
- This report has been prepared for the use of the commissioning client and no liability is extended to others who may see it.

Scope of Survey

This is a Pre-Purchase survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.

The survey is not a parts and labour guarantee and it should be noted that defects may exist in the vessel that the survey could not detect due to limitations of time, vessel presentation and the range of tests acceptable to the owner.

- Please note that where reference is made to condition in all cases this must be considered in relation to the vessels's age, for example: very good condition should not be taken to mean new condition.
- A general inspection of the engines installation and systems was made, but this is a visual inspection only and an item has only been operated if stated. It should be appreciated that some components may appear serviceable but be found defective when run under load and for a prolonged period.

Recommendations

Recommendations will be restricted to those defects which should be rectified before the vessel is used, (or with a given time span if specified, and items which may affect insurability).

Recommendations are listed at the end of each section, labelled with priorities listed below:

- **Dangerous:** Items which must be repaired prior to the vessel being re-floated or used for habitation/navigation. Vessel deemed uninsurable with this issue.
- **Urgent:** Items which are not classed as dangerous, however, should be repaired preferably prior to the vessel being re-floated or used for habitation/navigation. Vessel deemed an increased risk for insurers with this issue.
- **Priority:** Items of repair should be carried out as soon as possible. Repair should be carried out no later than within six months. Vessel only insurable with restrictions or safety precautions.
- **Caution:** Items would require monitoring and further investigation. Repair may be required within the next twelve months.
- **Advisory:** Items are advised for safety or maintenance. These do not pose an insurance risk to the vessel.
- **Recommendations will be printed in blue, for quick reference. The recommendations are contained in the body of the report in order that they may be read in context.**
- *Suggestions will be printed in italics as they do not constitute a requirement. Suggestions are this surveyors opinion only and can be looked on as 'helpful advice' to preserve the craft for the long term or improve handling and comfort.*

Legislation & Ownership

Note: The inspection is not undertaken with any intention to ascertain that the vessel would comply with any rule or code of practice as may be required by any authority under whose jurisdiction the vessel may be operated. It carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgages, charges or other debt there may be on the vessel.

V.A.T Status & Proof of Ownership

The original invoice for the vessel was not seen and therefore there was no evidence that EU V.A.T has been paid. There was no proof of ownership found on the vessel.

RCD (Recreational Craft Directive)

The HIN number indicated the vessel was built after July 1998 and therefore the vessel does have to adhere to the requirements of the Recreational Craft Directive. A builders plaque was seen attached to the cockpit of the vessel exhibiting a 'CE' mark. This is an indication that the watercraft conformed to the essential requirements and allows it to be sold anywhere in the EU. The vessels watercraft HIN number ———— was seen embossed on the starboard aft transom of the vessels hull.

Surveying conditions

The conditions on the day the survey was conducted were good. The conditions when readings were taken were as follows:

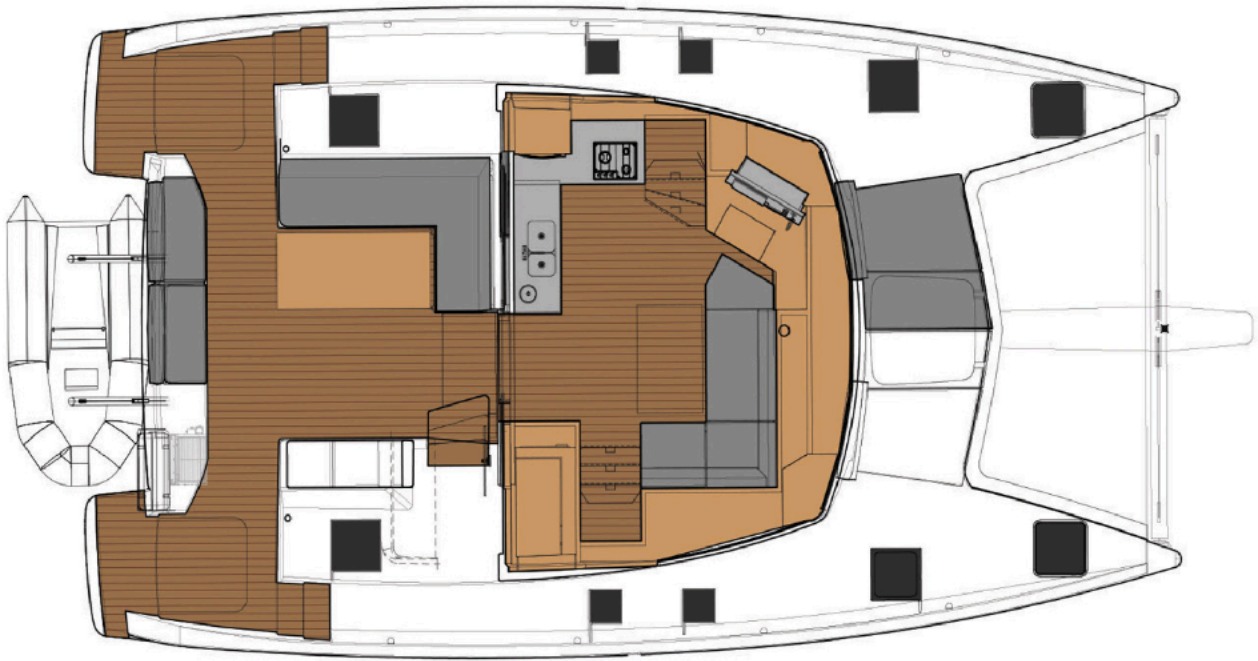
- Air Temperature: 29.6°C
- Surface Temperature: 28.2°C
- Humidity: 45.1%
- Dew Point: 12.0°C

The conditions were good for obtaining moisture readings within structural components of the vessel.

2. General Description

'Rise & Shine' was reported as being built in 2017 by Fountaine Pajot Yachts. The vessel which was a highly successful production vessel of the cruising class was built in France. She was a modern, catamaran, cruising yacht. The vessel had a sloop rig with alloy mast and boom. The auxiliary engines were two Volvo diesels with sail drives. The hulls were of moulded GRP finished in white gel coat with grey waterline stripes.

The general condition of this particular vessel indicates that she has not been intensively sailed. She is of a known, tried and tested design. The original build quality was to a high standard. There are a small number of items which should be rectified as noted in the recommendations.



3. External Hulls Below the Waterline

As a catamaran, the vessel had two semi displacement V shaped hulls with short, shoal draft, unballasted keels. The hulls were moderately sharp forward and rounded further aft.

- The hulls were constructed of GRP laminate reinforced internally with bonded GRP and marine plywood bilge separators and bulkheads.
- The hulls were single layer GRP laminate below the waterline with longitudinal double layer skin cored sandwich above the waterline in places.
- The precise nature of the laminations was not determined, but inspection indicated the use of chopped strand mat and woven glass fibre cloth with (not confirmed: balsa core in places – the use of hard foam core is possible as well)
- The external hulls were examined visually, by hammer sounding and in selected locations sampled with the aid of a Sovereign Quantum marine moisture meter.
- The keels were fair, leading and trailing edges showed no indication of repairs or groundings.
- Hammer sounding returns were consistent and robust indicating no hollows or delamination in the laminate (expectedly, sounding returns were varied between the hull laminate of those backed by the internal stiffening and / or core and those areas which were not).
- Visual inspection revealed smooth hulls with no significant evidence of crazing or movement. No external crazing marks were seen.
- Hammer sounding and visual inspection did not reveal any areas of repair or filler.
- Below the waterline the original white gel coat was coated with black anti-fouling. The hull had not been jet washed after hauling, however, there was minimal marine growth.
- Anti-foul was observed adhering well and serviceable for the current season.
- Moisture readings were taken in comparison with the topsides. (*note – the vessel had only been out of the water for 24 hours prior to readings being taken.*)

Ranges tabulated below were all satisfactory. Over 40 moisture meter readings were taken over the underbody of the vessel in places. (note: The vessel had been covered in a number of layers of anti-fouling. Coupons of antifouling were not removed to take moisture meter readings as part of the survey.)

Mode / Range ->	Range below W/L PS	Range Below W/L SS	Rudder & Keels
Shallow Mode	7 - 18	8 - 18	4 - 8
Deep Mode	4 - 8	6 - 8	5 - 8

(note: Moisture levels across the underbody of the hull were considered to be low, however, readings should be read in the context of the vessel having only come of the water on the day of survey and the vessel also having been in the water for a number of months prior to this. There were no visible signs of osmosis or wicking noted).

*For reference, readings of 0-17 are considered low, 18-25 are considered medium and at the top of this range to be approaching the point where the risk of moisture related defects developing becomes significant. Readings beyond 25 are considered high and at a level where the risk of moisture related defects is considerable, but not yet physically detectable. Readings above 30 indicate high levels of moisture within the GRP laminate and will usually accompany physically detectable defects.

- Recommendation - Advisory: It is generally considered good practise to have vessels out of the water and on the hard standing for a period of time annually to allow wetted surfaces to breath and dry.

4) Topsides Above the waterline

Externally, the topsides including undersides of the bridging superstructure, were finished in original white gel coat. From ground level accessible surfaces were visually inspected, lightly hammer sounded and sample moisture gauged.

- The gel coat was in a generally good visual condition with very limited number of scratches or pieces of surface damage noted.
- No hard spots, undulations, delamination nor any areas of any previous damage or repairs were detected.
- Both stems and sterns were closely inspected with no signs of significant impact damage seen. The port side stern had a small gel coat repair where the tender had knocked the gel coat however this was minor and repaired. A small chip to the gel coat on the starboard side stern was also noted where the bathing ladder had abraded the surface.
- Recommendation - Advisory: Repair the small starboard nic to the gel coat aside the boarding ladder.

5) Deck Moulding

The deck was a GRP moulding, integral with the bridging superstructure and the cockpit. Deck areas of cored sandwich construction on some horizontal areas to increase strength and insulation (*note: the core material could not be determined with out destructive testing*).

- The side decks were hammer sounded and weight loaded under the foot weight of the surveyor and found to be robust and in serviceable condition.
- The decks had an effective non-slip pattern.
- Moulding was inspected, hammer sounded and weight loaded. No signs of crazing or delamination to the deck was found generally with areas of stress given additional attention such as around rigging attachment points or the fwd. crossbar (aka) attachment points.
- Moisture metering results were the same as topsides, which were satisfactory.
- **Recommendation - Advisory:** There was a serviceable deck-trampoline securely fastened into the space between the bow cross bar and the hulls. On-going maintenance of trampolines will be necessary.

6) Hull/Deck Join & Bridging Superstructure

The catamaran's two hulls were joined by a laminated GRP bridging superstructure encompassing the side decks, fore and aft bridge decks, coach roof and cockpit. There was an aluminium cross beam connecting the hulls at the bows.

- The perimeter hull to deck join and accessible connections between the hulls and the bridging superstructure were visually inspected, hammer sounded and sample moisture readings obtained where possible.
- The deck edge intersecting with the edge of the hull topsides, which has an inboard flange. Where seen via the forward cabins, lazarette and chain locker, the join was secured with plexus type bonding paste.
- Gunwale was visually inspected and hammer sounded and found to be robust.
- Hull deck join on the inside of the hull was not generally accessible for inspection due to linings. Where seen via the forward bow cabins and the engine compartments aft, the bonding paste and fastenings remained in place and the join was deemed to be in serviceable condition with no signs of leaking or splitting at this time.
- Considerable time was spent carefully looking at the area between the hulls and the underside of the bridge deck as well as around the aluminium cross beam (akas) at the bow. Excessive stress often shows up as stress cracks in the fibre glass of this connecting structure. None-were seen on this vessel. Hammer sounding along the full length of the area indicated robust solid returns.
- The aluminium crossbeam and associated stiffening stays were visually inspected and hammer sounded where it attached to the hulls, no stress crazing was seen; and hammer soundings and moisture readings were normal.

- The transom is integral to the deck / cockpit moulding. Fastened to the stern counter with a plexus type bonding paste. It was inspected externally and at arms length internally via the engine bays, and was found intact with no signs of movement.

7) Coachroof

The GRP coachroof moulding was weight tested, hammer sounded and found to be firm. It had an effective non-slip pattern.

- No surface blemishes to the non skid pattern were noted.
- There were two support struts each side of the aft coach roof as part of the structural attachment, which were hammer tested and found secure.
- Moisture metering results were the same as on topsides – satisfactory.
- Using a straight edge, no deflections or undulations were detected to the coach roof including around the deck-stepped mast.

8) Cockpit

- The cockpit was integral with the GRP deck and bridge moulding and gives way to the main accommodation via sliding doors.
- Cockpit sole was firm underfoot with the same moulding as the decks and coachroof.
- No signs of crazing or other damage, with moisture readings on GRP surfaces satisfactory.
- Self draining cockpit channels, seen to be clear and in good order.
- The moulded part of the cockpit / deck structure was visually inspected and no evidence of movement, stress cracks or crazing seen.
- There were two integrated engine bays with hatches in the stern. These were tested under foot and noted to firm under the weight of the surveyor.
- Integral GRP cockpit lockers and lazarettes opened and closed smoothly, with latches, hinges and rubber seals intact.
- A large aft locker was noted with latches, hinges and rubber seals intact.
- Additional deck storage in three large storage lockers on the foredeck (housing anchor windlass, spare anchor, fresh water tanks and bow lockers).
- All locker and hatch covers in place with hinges working and seals not showing any signs of leakage.

9) Hull Interior and Structural Stiffening

The hulls were stiffened with sandwich construction above the waterline in sections. Numerous veneered plywood bulkheads and structures were tabbed to the hull with XPU bonding glue with GRP fillets. No movement was noted throughout the vessel between the hulls and structural stiffening members.

- No cracks or movement were noted in the veneers surrounding cabin door or other panels.
- Hammer sounding returns were consistent indicating no delamination present at this time.

- There was no marked difference with moisture readings taken externally on the hull – only a limited number of areas could be sampled due to liners, screwed down sole boards etc.
- Internally a GRP mast step compression structure was integrally fastened into the forward centre of the cabin matrix, access from the lockers was limited. The area around the compression structure was hammer tested and sounding returns were robust and where seen there was no crazing or movement around this area.

10) Rudders and Steering

The vessel had two balanced spade hung rudders, which had non magnetic stocks when tested with a magnet. (it could potentially be GRP laminate, though this can not be sure with-out destructive testing).

Comments here refer to both rudders unless otherwise stated.

- There were two rudder bearings, one at the through hull tube and one internally at the top of the GRP rudder stock tube, as seen from the engine compartment.
- Rudders were hammer sounded and found robust, returns were solid and consistent (hollow as expected – potentially filled with hard foam).
- Trailing and leading edges were inspected with no signs of filler noted.
- Percussion testing to the starboard side rudder noted some potential delamination at the top of the rudder blade.
- The rudders were both moisture tested and the results returned satisfactory results.
- No lateral or fore and aft movement was detected when weight tested.
- Teflon-type bearings (exact composition not determinable with out further testing) seen with no rust corrosion stains around the bearing noted.
- The steering was tested with the vessel on the hard and found functional and smooth. Rudder turned smoothly through full steering range.
- Port and Starboard steering mechanisms were attached by a tie rod, properly pinned at the articulation points.
- Cable steering was only accessible to the area above the engine compartments. Steering mechanism was fastened to the rudder stocks with secure bolt fastenings.
- Where accessible the cables were seen to be clean, free from any wear or fraying and greased where required.
- Integrated helm was elevated on the Starboard flybridge.
- The leather covered steering wheel was firmly attached with no movement when weight tested. The leather covered steering was noted to have a small tear.
- Autopilot head unit installed at the helm with steering mechanism securely installed, seen to be serviceable on the hard and sea trail.
- An emergency tiller was stowed in the aft cockpit locker. This was tested on both the rudder stocks and found to be serviceable. The shaft was noted to be stiff to mount onto the stock.

- Recommendation - Advisory: Having the top of the emergency tiller machined so it sits easily into the rudder stock slot.

11) Stern Gear

There were two auxiliary engines, mounted one in each hull, each driving a sail drive with three bladed flox-o-fold type propellers. Comments below refer to both sets of stern gears unless otherwise stated:

Note: Sail drives had not been jet washed, however, only minor sea growth limited visual inspection.

- Propeller blades intact and true with no evidence of impact and minimal corrosion noted.
- Propeller turned smoothly with no signs of binding when turned by hand out of gear.
- Both sail drive anodes were serviceable for the remainder of the season.
- Engine coolant water ports were clear of sea growth.
- Internal sea water coolant intakes clean with no verdigris or other evidence of dezincification.
- Starboard side sail drive oil noted to be milky indicating water ingress. *(note: Both sail drive seals and shafts were removed whilst the vessel was under survey. Both shafts showed signs of wear to the shafts.)*
- Recommendation - Advisory: External hull gaiters and internal hull seals were inspected and found in serviceable condition *(note: the manufacture recommendation is for replacement of sail drive seals on a 5 yearly basis. Follow manufactures recommendation for replacement of sail drive seals).*
- Recommendation - Advisory: The sail drive shafts should be machined or replaced to remove wear from the shaft and seals and oils replaced and gear boxes should be monitored going forward for any signs of milkiness to the oil, indicating further water ingress into the gear box.
- Recommendation - Advisory: As part of regular maintenance, clean propellers and sail drive legs. Inspect all components fully. Service as necessary including replacement of anodes.

12) Skin Fittings and Through Hull Apertures

The following below and at the water line through hull fittings were inspected. All through hull fittings and associated seacock valves were of a marine grade yellow metal (potentially bronze, but this can not be sure with out further testing) or Randex polypropylene reinforced fibre glass. Those situated below the waterline were accessible in the bilges through sole board hatches. Those situated at the turn of the bilge on the waterline were only moderately accessible internally behind liners and other internal structures. Where accessible, the through hulls were lightly sounded internally and externally and hoses manipulated to check for movement, water ingress and or corrosion. Valves were checked for smooth operation and hoses and clips checked for security. Below waterline fittings had seacocks, which were double jubilee clipped to appropriate marine grade hoses. Below and at the waterline through hulls are listed below:

Port hull moving aft:

- a. Mid: 4.30M - Below waterline. Depth and speed transducer, secure with no signs of water ingress internally – blanking plug positioned in the bilge alongside.
- b. Mid: 4.35M - Below waterline. Galley salt water in. 18mm metal skin fitting with strainer, and ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- c. Mid: 4.70M - Above waterline. Holding tank breather. 23mm Randex skin fitting, no ball valve seacock. Double jubilee clipped.
- d. Mid: 4.80M - Above waterline. Heads sink out. 15mm Randex skin fitting, no ball valve seacock. Double jubilee clipped.
- e. Mid: 4.90M - Below waterline. Port toilet out. 35mm Randex skin fitting, and ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- f. Mid: 5.00M - Above waterline. Shower out. 22mm Randex skin fitting, and ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- g. Mid: 5.10M - Above waterline. Forward bilge pump out. 28mm Randex skin fitting, and ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- h. Aft: 9.70M - Above waterline. Aft bilge pump out. 28mm Randex skin fitting, no ball valve seacock. Double jubilee clipped.
- i. Aft: 11.00M - Above waterline. Exhaust. 60mm stainless & rubber skin fitting, no ball valve or seacock. Single jubilee clipped.
- j. Aft: 11.10M - Above waterline. Engine raw water jet. 2mm Randex skin fitting, no ball valve or seacock. Single jubilee clipped.

Starboard hull moving aft:

- a. Mid: 6.00M - Above waterline. Shower out. 15mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- b. Mid: 6.10M - Above waterline. Heads sink out. 22mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- c. Mid: 6.20M - Below waterline. Starboard toilet out. 35mm Randex skin fitting, ball valve and seacock. Double jubilee clipped.
- d. Mid: 6.30M - Above waterline. Forward bilge pump. 28mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- e. Mid: 6.40M - Above waterline. Holding tank breather. 23mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- f. Aft: 9.70M - Above waterline. Aft Bilge pump. 28mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- g. Aft: 9.90M - Above waterline. Watermaker out. 22mm Randex skin fitting, no ball valve or seacock. Double jubilee clipped.
- h. Aft: 9.90M - Below waterline. Watermaker in. 22mm metal skin fitting with strainer, and ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- i. Aft: 11.00M - Above waterline. Exhaust. 60mm stainless & rubber skin fitting, no ball valve or seacock. Single jubilee clipped.
- j. Aft: 11.10M - Above waterline. Engine raw water jet. 2mm Randex skin fitting, no ball valve or seacock. Single jubilee clipped.

There were numerous above waterline through hull fittings and apertures (including various breathers, sink and shower drains, bilge pump exits, lazarette and gas locker drains, anchor locker drains, cockpit drains etc.) positioned in the topsides and underside of the bridge deck at a distance above the waterline such that they did not have seacock valves. Many of these were behind liners limiting inspection. Where seen they were found to be properly installed, with good hoses.

- Recommendation - Advisory: In an emergency, easy access for quick discovery and fast remediation is very important (e.g. closing the valve or plugging the aperture). Suggest creating a map detailing and labelling all through hull fittings and increasing access where necessary.
- Recommendation - Advisory: Going forward, inspect all through hull fittings in the course of routine maintenance with a view to replacement as necessary - ensure replacement with only high quality dezincification resistant (DZR), or composite plastic units, ensure double clipping of all below waterline hose / fitting joins.
- Recommendation - Advisory: Carry appropriate sized wooded plugs, preferably attached to the neck of the skin fitting by string in case of emergency.

13) Cathodic Protection

- Both sail drives legs had anodes and were both serviceable for the season.
- Both props both had anodes and were both serviceable for the season.
- Recommendation - Advisory: Replace all anodes annually in order to avoid destructive galvanic action to metal components and monitor in the course of regular maintenance.

14) Access to Accommodation

There were numerous ways of bodily access down below:

- Aft entrance from the cockpit with robust sliding doors, this was visually and physically tested and was serviceable. Door and door sliders were robust with intact seals and locking clasp, no signs of leaks seen.
- Paired offshore profile, Lewmar, ~420mm x ~420mm, alloy framed Lewmar acrylic hatches on the forward side decks giving way to the forward lockers.
- Paired low profile Lewmar, ~500mm x ~500mm, alloy framed, acrylic hatches over the forward cabins.
- Paired low profile Lewmar, ~500mm x ~500mm, alloy framed, acrylic hatches over aft cabins.
- Paired offshore profile toughened glass ~500mm x ~450mm, alloy framed, acrylic escape hatches just above the water on the port and starboard hulls. No evidence of leaks was seen around. Both were inspected internally and externally.
- The acrylic in all hatches were in good order with only minor craze marks or signs of UV degradation, the seals found in good order, no signs of leaks below.

- Recommendation - Advisory: Ensure all locking and security arrangements are robust and used when ever the vessel is vacated.
- Recommendation - Advisory: Regularly checking the bottom side hull escape hatches for signs of leaks or water ingress.
- Recommendation - Advisory: Neither the door nor the hatches were hose tested for water tightness. Perform hose test and replace seals as necessary.

15) Ports, Windows and Ventilation

Hatches, port-lights and windows were paired (*note: hatches listed in section 14 were large enough for entry and exit, those listed below are smaller and primarily for ventilation*).

Each hull had the following configuration:

- Four large tinted windows in the forward saloon, visually serviceable with no leaks noted around the frames. Some light crazing noted at particular angles of sunlight.
- Two opening windows with black powder coated alloy hinged acrylic hatches. Both serviceable.
- Two offshore profile Lewmar, ~300mm x ~300mm, alloy framed, acrylic hatches over the showers. Both replaced with lighter shade of acrylic. Starboard side cracked at the hinge.
- Two offshore profile Lewmar, ~300mm x ~300mm, alloy framed, acrylic hatches over the heads.
- Two ~400mm x ~150mm, black powder coated alloy hinged acrylic hatches in the hull tops, one for each forward sleeping cabins.
- Two ~400mm x ~150mm, black powder coated alloy hinged acrylic hatches in the hull tops, one for each aft sleeping cabins.
- Two ~1000mm x ~150mm, fixed acrylic in the aft of each of the aft cabins.

Windows, hatches and port lights were visually inspected and hammer sounded around where appropriate (14 & 15). The following observations made:

- The acrylic was found in serviceable order, seals intact with no signs of leakage around.
- Hinges and clasps on all opening hatches were found to function properly.
- Sun blinds where seen functioning properly.
- Recommendation - Advisory: Vigorous hose testing to check for any leaks and subsequent repair and fitting of new acrylic and seals as required.

16) Stanchions

There were corner stainless steel two-rail push pits (not conventional pulpits as seen on mono-hull yachts). Stainless steel gates either side at the transoms. Pulpit and stanchions all in 25mm stainless steel, with upper and lower 4mm guard wire in between.

- The stanchions and structures were visually inspected and weight tested and found to be robustly attached to the GRP gunwale.
- Bases of side deck stanchion posts were clear of crazing, with no damage to the gel coat noted.

- 25mm stainless steel handrails on the coach roof, firmly attached.
- There were guard rail gates Port and Starboard and between the two halves of the push.
- Gates with removable guard wires inspected and functioning clasps.
- **Recommendation - Advisory: Routinely inspecting stanchion guard wires and ensure split pins are in place.**

17) Deck Gear and other Fittings

- There was no dodger noted onboard.
- The bimini cover for the steering position and cover console for the steering wheel and instruments were both in good serviceable condition.
- A cockpit enclosure was seen onboard and was visually serviceable.
- Stainless steel tubing and deck attachments were in good order.
- A hinged, stainless steel swimming / boarding ladder was securely fastened to the Starboard aft transom. This was weight tested and serviceable.
- Cockpit table firmly attached to cockpit sole, with no crazing noted around the feet.
- There were substantial stainless steel davits securely fastened to the transom, no crazing or signs of stress around attachment points.

18) Mooring Arrangements

- There was a ~25 kilo, Rocna stowed on the bow roller with securing device.
- Alloy anchor roller was securely attached to forward centre hull. The anchor roller was noted to be significantly worn.
- Wear to the hull where the anchor leaves the locker was noted.
- Bow anchor attached to 10mm galvanised chain, with the chain pile noted in the chain locker. The full length said to be 75M, accessible links were seen to be serviceable.
- A Quick electric anchor windlass was seen to function as part of the sea trial.
- The anchor to chain shackle was tight and secure.
- An additional Delta anchor stowed in the forward locker with additional chain attached and was visually serviceable.
- An additional kedging anchor stowed in the forward locker and was visually serviceable.
- There were paired, ~300mm, stainless cleats at the bow, amidships and transom. These were hammer tested and found secure, with no crazing noted to the gelcoat around the bases.
- Multiple mooring lines and fenders were noted.
- **Recommendation - Advisory: The bow roller head should be removed from the vessel and replaced for new.**

- Recommendation - Advisory: A stainless plate should be affixed at the lowest point where the anchor leaves the vessel to prevent further wear to the hull when the anchor is lifted and lowered.
- Recommendation - Advisory: Laying the anchors and associated chain and warp out on the dock for full inspection, ensure shackles are wired shut and bitter ends properly secured to the hull so that in case of emergency the anchor and chain can be released from the vessel.

19) Rigging Attachment Points

Rigging attachment points were visually checked port & starboard, hammer sounded and fittings tested by loading the shrouds and stays sideways under the weight of the surveyor and checking for movement. (*note: internal fixings were covered by linings and were not visually inspected*).

- There were single shroud attachment points port and starboard in the form of stainless steel chain plates, through bolted to the hull gunwale topsides at amidships on each hull (~2.5m aft of the mast step).
- Examination above deck indicated the chain plate arrangement to be well made and secure.
- Portside there was no deformation and no crazing of the GRP around the immediate area where the chain plates entered the topsides, nor any deformation or indication of stress on the topsides and decks at a wider radius.
- Starboard side there was no deformation and no crazing of the GRP around the immediate area where the chain plates entered the topsides, nor any deformation or indication of significant stress on the topsides and decks at a wider radius.
- The forestay was secured with a chain plate tang through bolted to the forward aluminium crossbeam. This was visually inspected and hammer tested and found to be secure.

20) Mast and Spars

The mast and boom were aluminium alloy extrusions. The mast rigged in a sloop fashion was deck stepped with 7/8ths length forestay and shrouds.

The mast had single swept spreaders, with triangular stiffening stays. The spars, boom and standing rigging were visually inspected from deck level only and seen under light load as part of a sea trial.

- The deck mounted, alloy mast step was firmly through bolted to the cabin top, hammer tested with no evidence of movement seen (headliner covered internally).
- There was no crazing or compression indentation seen to the GRP deck around the step, hammer soundings were robust and consistent. Internally there was no indication of movement or stress around the accessible GRP structures noted.
- Sighting up the mast it was seen to be in column with ~200mm of pre-bend.

- Air-foil shaped spreaders attached to the mast with fittings visibly inspected from the deck only. No undue movement was noted when the rigging was loaded from side to side under the weight of the surveyor.
- Attachment points aloft were visibly inspected from the deck only and no movement noted.
- The aluminium gooseneck was secure on the mast and boom when swung tested from side to side.
- The gooseneck hinge bolt with tack deadeye was secure. Mast mounted jammers were firmly attached.
- The boom was straight and in good order, with outhaul rigged for loose footed mainsail and slab reefing for three reef points.

21) Standing Rigging

The vessel had a single forestay and aft upper shrouds which attached to the mast at 7/8ths height and one set of sweptback spreaders. Stainless steel shrouds and stays were inspected from deck level only.

- Accessible standing rigging was seen to be in appropriate diameter stainless steel wire and connected by swaged fittings to bottle screws. 12mm aft upper shrouds were covered with pvc tubes limiting examination.
- All fittings lay in a straight line up to their mast terminals with no bending or distortion and were able to articulate smoothly where seen. These were covered in sliding sheathed protectors.
- Toggles were seen at both ends of the shroud bottle screws, at the tops between the screws and the swaged shrouds and at the chain plates.
- The lower swages were inspected with minimal surface tarnishing noted around the base of the wire and top of the swage where the wire inserts.
- General visual inspection from deck and aloft indicated shrouds to be of serviceable condition for coastal cruising in normal conditions (*note: some insurers will not cover standing rigging older than a certain age (normally 7 to 10 years) and put the onus on the owner to prove age. No documentation was seen to verify standing rigging age, it is likely to be original*).
- The condition of the forestay could not be fully inspected as it was covered by the roller reefing foil and sail.
- Facnor LS180 Genoa furler properly installed, forestay toggled and pinned to its chain plate.
- The bow aka-crossbeam incorporated a triangular alloy stiffening member stayed to the ends of the beam. The fixing points were inspected and physically and hammer sounded and found secure.
- **Recommendation - Advisory: Regularly check all rigging clevis pins and bottle screws to ensure they are securely pinned.**

22) Running rigging

Running rigging was examined visually and fittings were tested manually as part of a sea trial. Running rigging was tested under light load as part of a sea trial. Light load and a visual inspection is by no means a full indication of functionality.

- Sheets and Halyards were mostly 10mm and 12mm braided polyester. Modern line material, all only very slightly worn and deemed serviceable for coastal sailing.
- Main and jib halyards and sail control lines (e.g. mainsail out-haul and reefing lines, mainsail sheet, jib sheets etc.) lead back through Lewmar turning blocks securely fixed at the mast step and then through Lewmar deck organisers to V-Cam clutches and cleats by the helm station, found firmly in place.
- Two Lewmar 45 two speed, self tailing winches mounted on cabin top by the helm, and flybridge coving, functioned properly as part of a sea trial.
- One Lewmar 45 single speed electric self tailing winches mounted on cabin top by the helm, and flybridge coving, functioned properly as part of a sea trial. Control switch noted aside the winch and was serviceable.
- One Lewmar 40, two speed, self tailing winch mounted on the aft starboard cockpit, functioned properly.
- One Lewmar 45, two speed, self tailing winch mounted on the aft port cockpit, functioned properly.
- Jib furler line, blocks and cleat seen to function. (tested as part of the sea trial)
- The end boom rigged mainsheet had a multiple part tackle run to an adjustable traveller attached at the aft flybridge cover, was hammer tested and found secure and tested as part of sea trial.
- Alloy genoa / jib tracks with adjustable cars, securely fastened to the cabin top, hammer sounded and inspected. No significant wear to the jib track rollers noted. No signs of stress or movement noted. (note – headliners limited inspection of fittings below decks).
- A number of winch handles seen aboard.
- **Recommendation - Advisory: The genoa / jib was bent on at the time of the survey and the halyard could not be examined.**
- **Recommendation - Advisory: Check the state of all halyards where they pass over turning blocks and mast sheaves.**
- **Recommendation - Advisory: Service all winches in the course of regular maintenance.**

23) Sails and Covers

A suit of sails was bent on at the time of the survey: a main and a genoa. A genneker and parasailor were seen onboard, only in their sail bags.

- The 'Incedence' main was inspected resting within the sail bag and also seen hoisted as part of the sea trial and was worn but serviceable.
- The 'Incedence' genoa were seen furled and also seen unfurled as part of the sea trial and was worn but serviceable. A small repair to the foot was noted.

- A genneker was noted in its bag, this was not seen out of its bag or as part of the sea trial. No comment can be made on the condition.
- A parasailor with sheets were noted in their bags beneath the forward starboard berth, these was not seen out of their bags or as part of the sea trial. No comment can be made on the condition.
- Reefing points, tack and clew cringles and the head board on the mast all checked and found in good order.
- The main was stowed in a lazy jack 'stack pack' boom cover in good condition.
- **Recommendation - Advisory:** With proper and regular servicing, modern sails can have a considerable life span. Professionally service the sails at the beginning of the season and prior to any long passage.

24) Engine(s) Installation & Sail drives

The vessel had two auxiliary engines, one mounted in each hull. They were Volvo Penta D1-30 naturally aspirated diesels, driving 130SC sail drives with three bladed flox-o-fold type propellers. The engines were inspected visually and were seen running as part of a sea trial.

- Comments in the sections below are for both engines unless otherwise stated:

- Engine hours as showed on the LED readout. Port: 270hrs (reported as being 1179hrs)
Starboard: 270hrs (reported as being 1182hrs)
- Engines installed with reasonable access all around. Installation was to a high, professional standard in clean, engine bays.
- External engine surfaces were clean with Volvo green paint coatings intact and metal engine build / number plaque firmly in place (serial #s: Port — — — — —, Starboard #s: — — — — —).
- Engines flexibly mounted, fastened to the GRP bearers integral to the moulding. All mounts were inspected and found to be secure and serviceable.
- Exhaust bends sounded externally with no evidence of leaks.
- No significant signs of oil leaks were seen beneath the engines sumps and bilges were found to be clean, though a small amount of transmission oil was seen by the Starboard sail drive. (likely a mess from previous service though this cannot be proven without testing).
- Engine oil was up to level but with a dirty 'unserviced' colour, rather than new honey brown clear colour.
- Sea water filters with clear tops inspected, no debris seen, no signs of leakage.
- The water pump and alternator belts checked – tension appropriate.
- The coolant in the heat exchanger reservoirs was up to level.
- Flexible exhaust systems ran from the joiner elbow to a nylon lift box and from there it was looped up to the Port and Starboard side mounted outlets, appropriate exhaust hose used and all single clipped.
- Both sail drive head/gear boxes were visually inspected and found in good order.

- Starboard side sail drive oil noted to be milky, associated with water mixing with the oil.
- Both sail drives were drained of oil during the survey and seals and shafts removed. Shafts were noted to be worn.
- Nuts holding the metal rings around the rubber internal hull gasket seals were lightly hammer tested and found tight. Where seen the rubber hull seals showed no excessive wear, abrasion, stiffness or cracking. *(note – manufacturers recommendation is for sail drive seals to be replaced every five years. It is also key that the rubber seals that keep oil in and water out of the transmission do not get breached.)*
- Recommendation - Advisory: Obtain previous service records and dates as to condition of purchase; follow manufacturer's recommended service schedule for engines and sail drives (cleaning the water intake grates, replacement of external and internal anodes, changing sail drive seals and gaskets and transmission oil as necessary).
- Recommendation - Priority: The shafts should be replaced or machined to the worn areas around the shaft and seals replaced to prevent further water ingress.
- Recommendation - Advisory: Periodically checking transmission oil for any further water ingress.
- Recommendation - Advisory: Service sail drives every year including locating and testing potential water ingress.

25) Engine Controls & Running Checks

Ignition, controls and indicators were installed on control boards by the helm on the flybridge, including ignition and stop controls, tachometers, and alarms.

- Dual engine, morse-type gear shift and throttle actuator moved smoothly when tested.
- Engine sea trial was carried out where the engine controls and running checks were seen whilst the vessel was under way.
- No excess smoke from the exhausts was noted during the sea trial.
- Water from the exhaust seen to be clear with good volume and no signs of discolouration.
- Battery charge level seen to rise to 14 volts.
- Smooth climb noted when revs increased.
- No ignition misses or knocking noted.
- No water ingress noted in engine compartments.
- No signs of oil, water, fuel or exhaust gases noted.
- Engines steady on their mounts, with no excess vibrations noted.

26) Fuel System

- One large Stainless fuel tank was securely fastened under the Port aft berth. Only the top of the tank was accessible for inspection.
- No signs of corrosion to hose attachments seen.
- Fuel line delivery cut off valves in place for port and starboard engines accessible.

- Fuel cut off leavers actuated and serviceable.
- The fuel lines travelled through pre filters prior to the filters mounted on the engines.
- All piping was appropriately marked as fuel hose, well clipped and in good condition.
- There was a fuel tank gauge by the helm saloon navigation station and seen to function with the tank half full at the time of survey.
- **Recommendation - Advisory:** Old, stale fuel can be dirty and infested by diesel bug, which can cause damage to engines and also cause them to stop. Empty and clean fuel tanks prior to extended passage.

27) Electrical Installation

The electrical installation was found to have been done to the high standard of a reputable boat builder.

DC:

- Four 115-amp hour 12 volt DC, Varta marine batteries neatly installed within the starboard engine compartment. These were securely strapped down within the engine compartment. Batteries were tested with a multi meter and 13.54v noted. *(note: No comment can be made on the serviceability or age of the batteries as their service history is unknown.)*
- One 50-amp hour 12 volt, Exide engine starting battery was secured within the port engine compartment. The battery was tested was a multi meter and 13.54v noted. *(note: No comment can be made on the serviceability or age of the batteries as their service history is unknown.)*
- Battery connecting leads were of proper quality and appropriate gauge wire.
- 12 volt isolation switches for house and start batteries along with breaker switch's for the windlass and electric winch situated within the port and starboard engine compartments and were serviceable.
- Battery charging via: 1) Victron AC/DC charger installed within the starboard engine compartment. 2) two engine mounted 12 volt alternators. 3) five solar panels and victron MPPT controller.
- A victron 12v 80 Amp AC/DC battery charger seen to switch on and was serviceable.
- House batteries held a good charge during the land based survey.
- Electrical fuse, connection board and breakers installed behind the port engine compartment. AC and DC distribution panel by the Port side companionway in good order and of a quality professional installation specification.

AC:

An appropriate three prong, 16 amp 230 volt shore power plug was situated on the Port side stern steps along with a 230v RCD switch directly downstream in the engine compartment.

- 12 volt 'cigarette lighter' plugs were situated at the nav station and at various other locations on the vessel. These were sample tested and were serviceable.

- 230 volt plugs situated in each of the sleeping cabins and the saloon. These were sample tested and were serviceable.

28) Navigation Lights, Electronic and Navigation Equipment

The following equipment was switch tested (*note: switch testing is not a test of operational functionality*):

Navigation Lights:

- The port and starboard masthead tri-colour could not be seen in bright daylight.
- The steaming light worked, but was noted to be very dim.
- No stern light was noted.
- The mast mounted anchor light could not be seen in bright daylight.
- **Recommendation - Advisory: All navigation lights should be proven to be serviceable ahead of extended navigation.**

Electronic and Navigation Equipment

- All spot lights tested. 12 volt cabin and cockpit lights worked.
- All fans tested and worked.
- Fusion stereo radio/CD with saloon and cockpit speakers worked.
- T.V. tested and seen to switch on.
- Garmin chart plotter within the saloon navigation station seen to switch on and was serviceable with charts seen and seen to work using various navigational functions.
- Garmin chart plotter at the helm seen to switch on and was serviceable with charts seen and seen to work using various navigational functions.
- Garmin autohelm control head mounted by the helm seen to work and fully tested as part of a sea trial.
- Radar seen to be serviceable with chart overlay seen to function.
- 2 x Garmin displays at the helm: Autohelm, Wind and Tridata – Port - seen to turn on and serviceable.

29) Bilge Pumping Arrangements

Five bilge pumps in total: one manual, four automatic. The pumps were installed in each of the keel sumps and engine compartments readily accessible under the sole boards. The manual one was located in the aft cockpit seating.

- The keel sump and engine bays drained by hoses over the Port and Starboard sides. Hoses and valves and loops installed.
- Electric pumps were semi automatic as well as manual control switch at the chart table.

- The manual bilge pump mounted on the aft end of the cockpit had a 10-15m extension hose allowing it to be positioned in any part of the vessel. The hose was locked in the starboard forward locker.
- All Port and Starboard automatic pumps were heard to function, however, there was not enough water in the bilge to witness the full functionality.
- The aft manual pump was manually tested and was visually serviceable, however, there was not enough water in the bilge to witness the full functionality.
- **Recommendation - Priority: Prove all bilge pumps on manual and semi automatic and automatic are serviceable prior to leaving harbour.**

30) Fire-fighting Equipment

- Two 2kg ABC powder fire extinguisher was noted in the port and aft cabins. The green sector was noted, expiry date unconfirmed. Both securely attached.
- One 1kg ABC powder fire extinguisher was noted in the port forward cabin. No sector mark, expiry date unconfirmed. Securely attached.
- One 1kg ABC powder fire extinguisher was noted in the starboard utility cupboard. No sector mark, expiry date unconfirmed. Securely attached.
- One 1kg ABC powder fire extinguisher was noted in the galley cupboard. No sector mark, expiry date unconfirmed. Securely attached.
- No smoke or carbon monoxide alarms were seen onboard the vessel at the time of survey.
- A fire blanket was noted securely affixed within the galley cupboard at the time of survey.
- **Recommendation - Caution: Confirm the age of the fire extinguishers and update accordingly.**
- **Recommendation - Priority: Install smoke, carbon monoxide alarms.**

31) Lifesaving, Emergency and other Equipment

- A horseshoe was seen beneath the forward port berth. Visually serviceable.
- A floating throw line was in the aft cockpit locker. Visually serviceable.
- A first aid kit was seen in the starboard heads. Visually serviceable.
- A number of safety tethers were seen. Visually serviceable.
- A number of in date flares were seen aboard within a dedicated box. Visually serviceable.
- A number of life jackets were stowed beneath the saloon seating. Visually serviceable.
- A EPIRB was seen beneath the navigation station. In date and visually serviceable.
- An Transocean 6 person life raft was noted securely affixed to the aft cockpit. Neither the original manufacture date nor the next service date label could be seen.
- An emergency tiller was noted within aft cockpit locker. This was tested on both rudder stocks and found to be serviceable, however, the top socket was very stiff to insert.
- **Recommendation - Advisory: Procuring a 'grab bag' and ensuring this is prepared at all times with all items necessary in case of emergency.**
- **Recommendation - Advisory: Verify life raft next inspection date and service as necessary.**

- Recommendation- Advisory: Determine which of this equipment 'comes with the boat'. Reference the appropriate national marine authority and comply with safety equipment requirements as advised (e.g. for UK vessels - see:) http://www.rnli.org.uk/what_we_do/sea_and_beach_safety/sea_safety/sea_check <http://www.rya.org.uk/infoadvice/safetyinfo/Pages/default.aspx>

32) General Accommodation & Systems

- The vessel was laid out with: 2 double berth sleeping cabins Port & Starboard; 1 heads Port and Starboard; 2 storage lockers in each of the forward hulls. A large open saloon in the bridge incorporating settee, dining table, galley, and navigation table.
- The original outfitting was to a very high standard and was found to be in very good condition (not new) at the time of the survey with very minor blemishes and scratches to the veneer and sole boards.
- Bulkheads, doors and other structures all finished in quality wood and veneered panels with well-maintained, natural coloured coatings.
- Doors, drawers and lockers all opened smoothly with the latches, handles and catches in working order. Surfaces had been generally well maintained with very few marks, bumps or scratches noted.
- Curtains and soft furnishings upholstered in quality fabrics and in serviceable order with little evidence of wear.
- Veneer sole boards were mostly unblemished, even in high traffic areas.

33) Gas Installation

The gas installation was visually inspected only. The visual examination does not constitute any kind of gas safety certificate, which is only obtainable in many jurisdictions after comprehensive pressure testing and assessment by a qualified gas engineer (e.g. in the UK by a registered by Gas Safe engineer www.gassaferegister.co.uk, or EU equivalent).

- Gas bottle storage was in a dedicated self-draining locker set within the centre forward locker. The hinged locker with a tight seal and closing latches, drained overboard.
- Three gas cylinders were seen onboard. A regulator was seen clean of corrosion attached to a rubber hose.
- The regulator was attached to a copper gas line via an in date gas grade hose, properly clipped and in date.
- The copper delivery pipe was not visible for inspection behind linings.
- There was T and double line gas cock beneath the galley sink for cooker and oven. A gas cock for the external BBQ was locked aside the BBQ. All three were serviceable.
- Down stream a gas cooker/oven, and gas BBQ were connected to the gas lines by an in date gas hose.

- Recommendation - Advisory: No gas bottle securing straps were in place in the locker for the spare bottles. The gas bottles should be secured within lockers with strapping.
- Recommendation - Advisory: Have the gas system inspected by a specialist gas engineer (*note: in certain jurisdictions gas hoses require updating every 5 years*).

34) Fresh Water System

Two large ~250ltr blue plastic PVC-type fresh water tanks were securely installed in the foredeck locker. The front facing and top surfaces of the tanks was accessible for inspection.

- The fresh water pressure pump, plumbing manifold were accessible within the forward facing locker.
- The water pressure pump seen to work. No leaks were seen around pipe work where accessible.
- Taps in galley and heads delivered both hot and cold-water (hot from shore power and engine hot water circuit)
- An 'Aqua Base' water maker was securely installed in the starboard engine compartment and tested on the sea trial. This was found to be serviceable with water produced found to be potable.
- Hot water calorifier was seen in the space within the starboard engine compartment and was powered by AC shore power and an engine coolant circuit. This was serviceable delivering hot water to showers and taps.
- A deck wash was installed in the foredeck locker and was serviceable.
- A deck shower head installed by the Starboard aft steps and was serviceable.

35) Heads

The two heads compartments were found, Port & Starboard at midships.

- Port and Starboard heads each incorporated a standard electric sea toilet, sink and shower.
- Toilets both seen to be serviceable and flushed with macerators heard to be serviceable.
- Both toilets also attached to holding tanks housed behind panelling in the heads, with ball valve allowing expulsion out to the sea..
- Sinks and showers drained into the sumps, with Whale gulper pumps heard and seen to expel water from the sumps. The plumbing hoses were sanitary odour resistant type, and attached with double clamps.

36) Heating & Refrigeration

- One 12 volt, Vitrifrigo fridge unit were installed in the galley. This was heard and felt to work and cooled down rapidly, when turned on.
- One 12 volt, Isotherm freezer unit were installed in the galley. This was heard and felt to work and cooled down rapidly, when turned on.

- An 'Automatic' washing machine was noted in the starboard utility cupboard and was seen to switch on.
- An 'Isotherm' hot water calorifier was noted securely mounted within the starboard engine compartment and was serviceable.

37) Dingy and Other Equipment

- Substantial stainless steel davits securely bolted to the stern.
- A Highfield hard bottom dingy noted securely affixed to the davits and was serviceable when tested on the sea trial.
- A Yamaha 15hp outboard was noted affixed to the RIB and was tested and found to be serviceable when tested on the sea trial.

38) Conclusions

A pre purchase condition survey was carried out on — — — — — while she was in the water and on the hard at Cleopatra Marina, Preveza, Greece, at the request of the purchaser — — — — .

The vessel, built 2017, was a Fountain Pajot 40, which was a successful, catamaran cruiser class built in France. This particular vessel had been in private ownership and showed little signs that she had been intensively sailed. She is of a known tried and tested design and has been maintained to a high standard, overall presenting well with the build quality being that of a professional yacht builder. The vessel had been well maintained and the list of recommendations is relatively small and mostly advisory. The outstanding issue concerns the sail drive shafts and seals, which should be replaced and further monitored. Additional items such as the bow roller guard and roller should be replaced and incorporated in a timely manner. Additional recommendations are mostly concerned with safety and items relating to maintenance of the vessel.

Rolf Thuncke

DipMarSur, MBMSE, AffilYDSA, AffilIIMS, AssocRINA

Ionian Marine Surveys

14/08/2020

I. Addendum- Photographs



