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Pre-Purchase Survey

Report Date: 22nd July 2020

Survey Date: 16th & 17th July 2020

Place of Survey: Cleopatra Marina, Aktio, Greece

Vessel name: _____

Vessel Type: Sailing Yacht

Builder: Najad

Client

Length Overall: 57' 41" (17.50m)
Beam: 16' 56" (5.05m)
Draft: 6' 88" (2.10m)
Displacement: 29 500kg

Built year: 2007
Builder: Najad

HIN no: _____
SSR: Not seen

Engine Make: Volvo Penta
Engine Model: D4-180
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 on the hard at Cleopatra Marina, Aktio, Greece. Access to the hull was generally good except in areas where the boat was resting on posts.
- The vessel had been UHP water blasted to remove any fouling to the hull.
- The vessel had been coated in anti fouling beneath which it was reported that she had been two layer epoxied. 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 with sea trial 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 engine, installation and systems will be 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 United Kingdom or EU V.A.T has been paid. There was no proof of ownership found on board the vessel at the time of survey.

The declaration of conformity found onboard the vessel states the vessel was built in 2007. Vessels built after July 1998 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 into the side of the hull. The number was SE-NAJ 57008L707

- [Recommendation - Advisory: All underling documentation relating to the vessel should be provided to the purchaser at the time of sale.](#)

Surveying conditions

The conditions on the day the survey was conducted on were good with sunshine and stiff breeze in the afternoon. The conditions when readings were take were as follows.

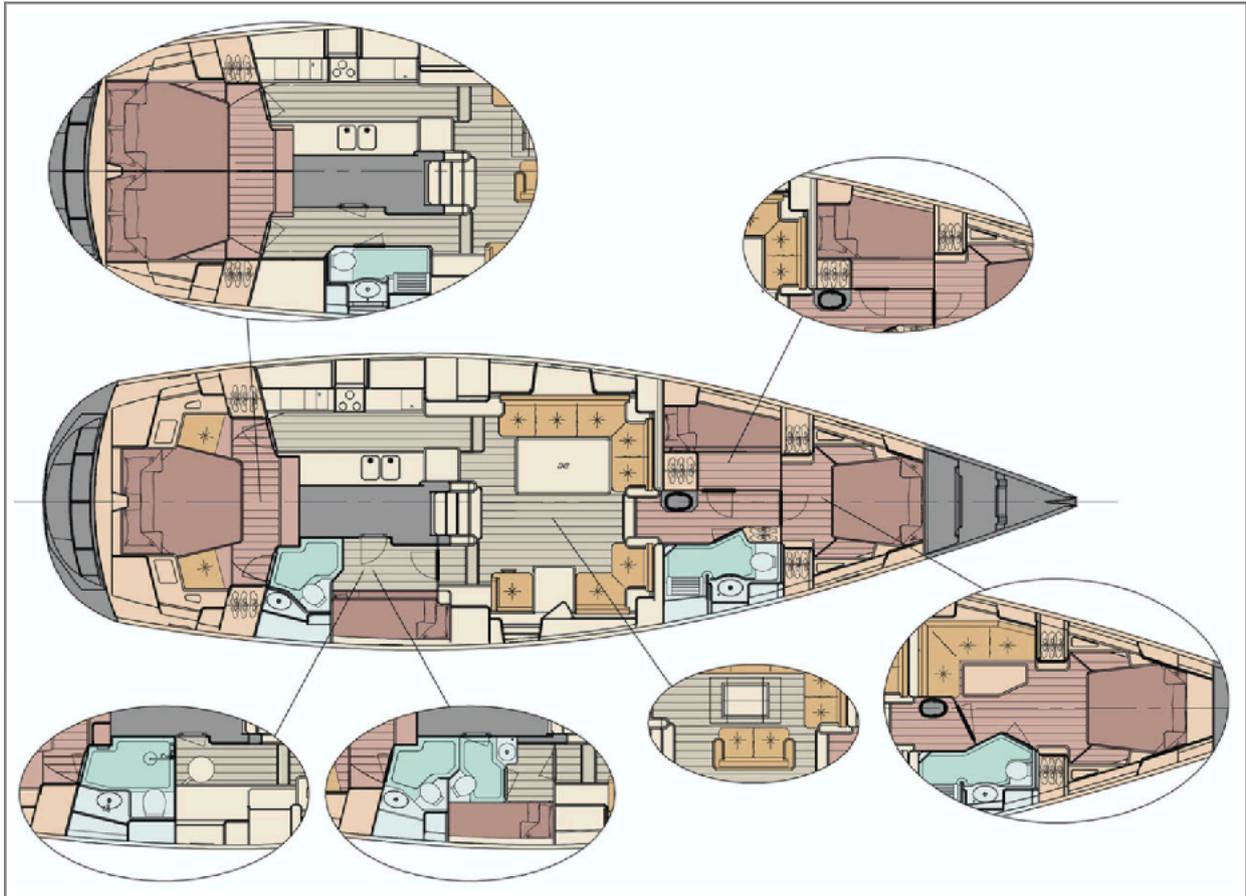
- Air Temperature: 26.9°C
- Surface Temperature: 25.2°C
- Humidity: 52.3%
- Dew Point: 9.2°C

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

2. General Description

'— — — — —' was reported as being built in 2007 by Najad Yachts. The vessel which was a successful production vessel of the cruising class was built in Sweden. She was a centre cockpit, displacement cruising yacht with a L-shaped shoal draft cast iron keel. The vessel had a sloop rig with powder coated alloy mast and boom. The auxiliary engine was a Volvo Penta diesel, with shaft and single propeller. The hull was of moulded GRP finished in white gel coat and flag blue awlgrip top coat.

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



3. Keel

The vessel had a L-shaped shoal draft lead keel. The keel had been coated with the same black anti fouling as the rest of the underwater hull which was in good serviceable condition.

- The keel was visually inspected and found to be fair. Light hammer sounding did not reveal any areas of thick filler on the sides, leading or trailing edges.
- A limited visual inspection of the surface of the bottom of the keel found it to be fair with no indication of groundings noted.
- Externally, the curved section around the keel root (the keel to hull joint) was visually inspected and hammer tested with consistent, robust soundings returned. Particular attention was paid to the flatter sections of the hull just forward and aft of the keel where damage from groundings can be sustained - no indication of crazing, deformation, or delamination was found.
- Externally there was no evidence of corrosion or staining at the hull to keel join.
- The keel was through bolted into place and set within the matrix.
- Twelve keel bolts were sighted. These were sat on substantial 30mm backing plates and the bolts were visually inspected, hammer tested and noted to be secure and robustly attached.
- The keel bilge was dry and clean, with no signs of rust or corrosion around the keel bolts sighted. There were no previous dirty water marks noted.
- Inspection of the laminate close to the keel bolts in the longitudinal or transverse members, was possible and no signs of delamination, de-bonding or movement were noted.

4. Hull below Waterline

The hull was of a GRP construction, made from a combination of multi axel E-glass matts, vinylester resin and divynycell core material.

- A visual inspection of the hull found her to be true, with no obvious unfairness of the hull.
- The hull was hammer sounded, with areas of significant stress where one might expect the hull to flex given additional attention and no voids were sounded, however, no guarantee can be given that such voids do not exist.
- The original gel coat was reported as having been coated in two layers of epoxy primer, and had been covered in black anti fouling which was in good condition.
- Visual inspection revealed no significant evidence of crazing, deflections or movement.

Over 100 moisture meter readings were taken over the underbody of the vessel. Coupons of anti-fouling were not removed. The table below shows the range of moisture readings taken.

Moisture levels across the underbody of the hull were considered to be low. Readings should be read in the context of the vessel having been out of water for some considerable time on the hard standing in Greece. There were no visible signs of osmosis or wicking noted.

Mode	Range Below Waterline	Range Above Waterline
Shallow Mode	13 - 19	9 - 14
Deep Mode	12 - 19	9 - 11

An additional set of readings were taken from within the vessel and these were considered to be low.

Mode	Range Below Waterline within the vessel
Shallow Mode	7 - 14
Deep Mode	13 - 15

**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.*

5. Topsides above Waterline

Topsides above the waterline were visually inspected and hammer sounded, and moisture meter readings taken.

- Access internally was limited, however, where access to the hull topsides allowed via certain lockers the construction was solid laminate with longitudinal strengthening, for lightweight and increased stiffness. (*note: the core material was reported as being Divynycell, which could not be determined without destructive testing*).

- The topsides were visually inspected and the flag blue awlgrip coat found to be in good serviceable condition, with a high polished finish to the awlgrip coat noted.
- Visual inspection in high sunlight revealed some minor damage to the awlgrip around the starboard bow, and port aft quarter.
- The chrome toe rail rubbing strake was noted to be lifting at midship on the port side with screws noted as having lifted.
- No evidence of hard spots or delamination were noted.
- **Recommendation - Advisory: Repair to the starboard bow awlgrip should be considered.**
- **Recommendation - Advisory: The port side toe rail rubbing strake should be reaffixed.**

6. Deck Moulding

The deck was visually inspected and hammer sounded and tested under the weight of the surveyor.

- The decks were of moulded GRP which were integral with the coach roof and cockpit.
- The deck areas were of a cored sandwich construction to increase the strength and insulation (*note: the core material was reported as being Divinycell, which could not be determined without destructive testing*).
- Backing washers to fittings were noted in the anchor locker and lazarette. (*note: headliners limited inspection of the underside of the deck in the accommodation*).
- Decks were covered with a teak decking, which did not allow for moisture readings to be taken. The decks were visually inspected and hammer sounded and tested under the weight of the surveyor and no areas of delamination noted. (*note: it cannot be guaranteed that such voids do not exist*).
- A number of decking plugs were noted to missing and a small crack was noted in one of the planks of the bow around the forward hatch.
- The caulking was laid between the decking and was noted to be in serviceable condition with one small area noted where caulking had begun to open up.
- **Recommendation - Advisory: Deck plugs and caulking should be addressed as soon as practical possible.**

7. Hull to Deck Join

The hull to deck join was visually inspected and hammer sounded.

- The deck edge rested atop of the edge of the hull topsides, which has an inboard flange.
- Where seen via the anchor locker and lazarette, this join was secured with bonding paste.
- The toe rail with teak topping was visually inspected and was integral to the deck.
- Where seen the bonding paste remained in place and the join was deemed to be in a good serviceable condition with no signs of leaking or splitting noted.

8. Coachroof

The coachroof was visually inspected, hammer sounded and tested under the weight of the surveyor and found to be firm.

- This was covered in a non slip moulding.
- No areas of craze cracking were noted and the cabin top was in good serviceable condition. A small chip to the gel coat was noted on the forward section to starboard of the mast.

- Moisture meter readings were taken and noted to be the same as on the topsides, which were satisfactory.
- A straight edge was used and no deflections or undulations were detected to the coach roof, including around the mast.
- **Recommendation - Advisory:** The small chip to the coachroof deck be repaired.

9. Cockpit

The cockpit was visually inspected and hammer sounded. The cockpit was of moulded GRP and integral with the decks and cabin moulding. The cockpit gave way to the main accommodation companionway.

- The cockpit seats were covered with the same teak decking, which did not allow for moisture readings to be taken. These were visually inspected and hammer sounded and tested under the weight of the surveyor and no areas of delamination noted. (*note: it cannot be guaranteed that such voids do not exist*).
- The cockpit sole was found to be firm under the weight of the surveyor.
- There were no signs of crazing or other damage, with moisture meter readings satisfactory.
- Cockpit drainage was by means of drains on either side of the two pedestals and additional drain holes seen inside the cockpit coaming.
- The GRP wheel pedestals were integral to the cockpit mould with stainless steel grab rails securely affixed to the forward side of the pedestals.
- A cockpit table was securely fastened to the cockpit sole, with folding out leaves which were seen to be serviceable.

10. Hull Interior and Structural Stiffening

The structural stiffening of the vessel was visually inspected and hammer sounded. Internal stiffening was by means of GRP moulded grid up to the turn of the bilge (*only visible in certain locations under the sole boards in the bilge*).

- A number of longitudinal and cross sectional top hat sections were noted running the length of the vessel.
- Numerous plywood bulkheads and structures were well tabbed to the hull giving further stiffening.
- Where seen GRP tabbing was substantial and remained intact, (*note: access was limited by coverings and sole boards, furniture and fittings*).
- Where internally accessible the hull and stiffening members were hammer sounded and gauged for moisture content.
- Hammer soundings were consistent and indicated no delamination at the time of survey.
- Moisture meter readings of the structural stiffening was noted to be lower than those taken of the undersides of the vessel, however, inline with those taken of top sides.

11. Rudder & Steering

The rudder and steering mechanism were visually inspected where access allowed, hammer sounded and moisture readings taken. No areas of delamination were detected to the rudder, and moisture levels were at an acceptable level. The rudder was physically tested to port and starboard under the weight of the surveyor and did not yield.

- No movement in horizontal or vertical plane was noted when tested under the weight of the surveyor.
- Visual inspection of fastenings to the steering mechanism were severely limited due to fixtures and fittings. Where inspection was possible these were visually inspected and hammer sounded and found to be secure with no signs of significant wear noted.
- A Furuno auto pilot head unit was noted and seen to be serviceable and secure at the starboard helm.
- An emergency tiller was noted in the forward deck locker and found to be serviceable.
- A Side Power bow thruster was seen securely mounted beneath the forward cabin berth. The tube was visually inspected and no cracks or delamination noted. This was visually inspected and the propeller feathers, tube, mountings and anodes all found to be serviceable. This was seen to be serviceable on the hard standing and during the sea trial.
- A Max Power stern thruster was securely mounted beneath the starboard aft berth. The housing was visually inspected and no signs of water ingress noted. This was visually inspected and the propeller feathers, mountings and anodes all found to be serviceable, although consideration should be given to changing the anodes within the housing. This was seen to be serviceable on the hard standing and during the sea trial.
- **Recommendation - Caution: Replace the stern thruster anodes within the next 6mths.**

12. Stern Gear

A four bladed Brunton varifold golden metal propeller was visually inspected and hammer tested and found to ring true. The blades were visually inspected and scraped back and no signs of dezincification or damage to the blades was noted. A stripper rope cutter was fitted and found to be serviceable.

- No excess movement in the four blades was noted. All four blades moved readily.
- The propeller shaft was visually inspected and no signs of pitting were noted.
- Two anodes were noted securely affixed to the shaft and minimal wastage was noted.
- The propeller anode was securely affixed at the rear of the propeller and exhibited more significant signs of wastage.
- Blades were lightly hammered and scraped and no signs of dezincification noted.
- The P-bracket was visually inspected and hammer tested from the exterior and no signs of movement noted.
- The cutlass bearing was visually inspected forward and aft of the P-bracket and physically tested under the weight of the surveyor and no movement noted.
- The inboard shaft seal was of the dripless type. This was visually inspected and found to be serviceable, with no water noted prior to or following the sea trial.
- **Recommendation - Advisory: The dripless shaft seals age should be ascertained and must be serviced in accordance with the manufacturers recommendations.**
- **Recommendation - Advisory: The propeller anodes should be replaced within the next 6 mths.**

13. Skin Fittings and Through Hull Apertures

The following through hull fittings were inspected. Those situated above and below the water line and were moderately accessible in the bilge through the lifting of sole boards. Those in the topsides at and above the waterline were easily accessible within cabinets or behind

furnishings. Where accessible the through hulls were hammer sounded internally and externally to check for movement and corrosion, valves were checked for smooth operation and hoses and clips checked for security.

Port moving aft

- a. Fwd: 0.80M - Anchor locker drain. Above waterline. 12mm open drain hole with external 'eyebrow cover'
- b. Fwd: 5.00M - Transducer. Below waterline. Plastic fitting, with blanking plug also noted.
- c. Fwd: 5.30M - Transducer. Below waterline. Plastic fitting, with blanking plug also noted.
- d. Mid: 7.10M - Diesel tank breather. Above waterline. 22mm Stainless steel skin fitting.
- e. Mid: 7.20M - Diesel tank breather. Above waterline. 22mm Stainless steel skin fitting.
- f. Mid: 10.40M - Multiple outlets. Below waterline. 85mm GRP spigot.
- g. Mid: 11.40M - Air conditioning in. Below waterline. 22mm yellow metal skin fitting with strainer, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- h. Mid: 11.70M - Engine inlet. Below waterline. 30mm yellow metal skin fitting with strainer, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- i. Aft: 12.40M - Galley sink outlet & fridge keel cool. Below waterline. 26mm yellow metal skin fitting with strainer, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- j. Aft: 12.50M - Galley sink outlet & fridge keel cool. Below waterline. 26mm yellow metal skin fitting with strainer, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- k. Aft 12.60M - Generator inlet. Below waterline. 22mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- l. Aft 13.80M - Cockpit drain. Below waterline. 12mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- m. Aft 13.80M - Aft locker drain. Below waterline. 50mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- n. Aft 14.00M - Deck drain. Above waterline. 30mm stainless steel fitting.
- o. Aft 16.60M - Engine exhaust. Above waterline. 90mm stainless steel fitting.
- p. Aft 16.80M - Generator exhaust. Above waterline. 60mm silver metal skin fitting.
- q. Aft 16.80M - Locker drain. Above waterline. 12mm yellow metal skin fitting.

Starboard moving aft

- a. Fwd: 0.80M - Anchor locker drain. Above waterline. 12mm open drain hole with external 'eyebrow cover'
- b. Fwd: 4.50M - Forward Heads inlet. Below waterline. 19mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- c. Fwd: 5.30M - Log. Below waterline. Plastic fitting, with blanking plug also noted.
- d. Fwd: 5.60M - Air conditioning out. Below waterline. 19mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.

- e. Fwd: 6.00M - Air conditioning in. Below waterline. 22mm yellow metal skin fitting with strainer, ball valve seacock. Ball valve functioned when turned by hand. Single jubilee clipped.
- f. Mid: 6.20M - Forward heads basin drain. Below waterline. 19mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- g. Mid: 6.50M - Forward heads out. Below waterline. 30mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- h. Mid: 6.60M - Holding tank breather. Above waterline. 22mm Stainless steel skin fitting.
- i. Mid: 6.90M - Water tank breather. Above waterline. 22mm Stainless steel skin fitting.
- j. Mid: 11.20M - Aft heads out. Below waterline. 30mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- k. Mid: 11.50M - Aft heads basin drain. Below waterline. 19mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- l. Mid: 12.40M - Engine cooling outlet. Below waterline. 35mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- m. Aft: 12.60M - Generator cooling outlet. Below waterline. 30mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- n. Aft: 13.00M - Deck drain. Above waterline. 30mm stainless steel skin fitting.
- o. Aft: 13.10M - Deck drain. Above waterline. 30mm stainless steel skin fitting.
- p. Aft: 13.20M - Eberspacher exhaust. Above waterline. 30mm stainless steel skin fitting.
- q. Aft: 13.40M - Eberspacher exhaust. Above waterline. 30mm stainless steel skin fitting.
- r. Aft: 13.70M - Cockpit drain. Below waterline. 48mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- s. Aft: 13.80M - Locker drain. Below waterline. 12mm yellow metal skin fitting, ball valve seacock. Ball valve functioned when turned by hand. Double jubilee clipped.
- t. Aft: 15.60M - Locker drain. Above waterline. 12mm stainless steel skin fitting.

Through hulls skin fittings and hoses were in good condition with skin fittings bedded flush to the hull, all valves where tested were found to open and close easily, and hoses were in good condition.

14. Cathodic Protection

The anodes were visually inspected and physically tested. There were two zinc anodes mounted around the propeller shaft. These were found to be ~10% wasted. The propeller mounted anode was found to be ~30% wasted. A pear shaped zinc anode was noted mounted aside the stern truster housing and was also found to be ~10% wasted. Two anodes set around the fridge and freezer through hull fitting were found to be ~10% wasted. The two anodes set within the bow thruster tube to the propellers were found to be ~20% wasted. The two anodes set within the stern thruster housing were found to be ~40% wasted. Seacocks and skin fittings were not bonded.

- Recommendation - Advisory: All anodes should be inspected when the vessel is next hauled out and replaced as appropriate in order to avoid destructive galvanic action to key components.
- Recommendation -Caution: Stern thruster anodes should be replaced within the next 6mths.

15. Access to Accommodation

There are two ways of access down below: via the main companionway, which had an acrylic washboard and wooden sliding hatch; and via a Moonlight ~ 600mm sq, alloy framed, acrylic hatch on the fore deck over the forward cabin. (*note – none of the hatches or port lights were hose tested for water tightness.*)

- The acrylic washboard and wooden hatch cover were in good order with no crazing marks or signs of UV degradation noted
- Together they had a latch locking mechanism which was found to be serviceable.
- The top sliding hatch moved with ease on its sliding rails.
- The forward hatch opened fully. The seals were found in good order, with no signs of leaks below.
- The handles on the hatches were noted in places to appear to be loose and not fully serviceable.
- [Recommendation - Advisory: Hose testing portholes & hatches to determine water tightness, and change seals as necessary.](#)
- [Recommendation - Advisory: Service the hatch handles on all hatches.](#)

16. Ports, Windows and Ventilation

On the cabin top the following hatches were visually inspected.

- Two ~500mm x ~400mm Moonlight alloy framed, acrylic access hatches over the port side cabin & starboard heads.
- Two ~500mm x ~400mm Moonlight alloy framed, acrylic access hatches over the saloon.
- Two ~500mm x ~400mm Moonlight alloy framed, acrylic access hatches over the aft cabins.
- Three ~800mm x ~100mm acrylic fixed windows over the forward saloon.
- Four ~1200mm x ~500mm acrylic fixed windows over the side saloon.

Acrylics were in good serviceable condition with no crazing noted. Seals were intact and no signs of leakage below. Covers and blinds were visually serviceable.

Along both sides of the cabin, cockpit and aft cabins a number of fixed and opening ports were noted.

- Two ~400mm x ~400mm acrylic fixed ports in the forward cabin.
- Two ~400mm x ~400mm acrylic fixed ports in the saloon.
- Two ~400mm x ~400mm acrylic fixed ports in the aft cabin.
- Four ~300mm x ~150mm acrylic opening ports in the aft companionway & galley.

Acrylics were in good serviceable condition with no crazing noted. Seals were intact and no signs of leakage below.

- [Recommendation - Advisory: Complete a general hose testing of all the hatches and port lights, replace seals as necessary.](#)

17. Stanchions

There was a two-rail pulpit and pushpit at the bow and the stern quarters. Two stainless steel gates to port and starboard, and five stainless steel stanchions each side all in 30mm stainless steel tubing.

- The pulpit and pushpit were visually inspected and weight tested and were found to be robustly attached.
- Stanchions and structures were visually inspected and weight tested and were found to be robustly attached. It was not possible to visually inspect these from within the accommodation due to fixtures and fittings.
- There were two runs of 5mm stainless steel guard wires. These were inspected and found to be in good serviceable condition.
- Split pins were visually inspected and all found to be in place and serviceable.

18. Rigging Attachment Points

Rigging attachment points were visually inspected and hammer sounded and by loading the stays sideways under the weight of the surveyor, and checked for movement.

- There were two shroud attachment points port and starboard in the form of stainless steel through deck chain plates.
- Examination above deck indicated the chain plate arrangement to be well made and secure. It was not possible to check for any deformation or crazing of the GRP around the immediate area where the chain plates were mounted due the teak decking, however, no deformation or indentation or stress on or around the teak decking was noted.
- Examination below decks, was not possible due to fixtures and fittings obscuring visual and physical examination of attachments to fixed chain plate fastenings.
- The forestay was secured with a chain plate tang through bolted to the stem. This was hammer tested and found secure. Inspection internally via the chain locker found the fixings to be secure.
- The combination, stainless anchor roller was securely attached to the stem with fastenings visually inspected and hammer tested and found to be secure.
- The backstay was securely attached to the stern chain plates, which were through bolted to the transom. Fastenings within the aft lazarette locker were visually inspected and hammer tested and found to be secure.

19. Mooring Arrangements

- A Lofrans 1500 12v electric anchor windlass noted securely affixed within the anchor locker, with a Quick remote control located within the locker. The windlass was tested and found to be serviceable under the load of the anchor only.
- A ~ 30Kg Spade anchor was noted resting at the stem head roller attached to 10mm chain.
- A pile of 10mm stainless chain was noted within the anchor locker. The full length was unknown - reported as being 70m. Chain was visually inspected and seen to be serviceable. The bitter end was securely shackled within the anchor locker, according to best practice.
- There were paired, 370mm stainless steel cleats at the bow & stern. These were hammer sounded and found secure. These were visually inspected from within the lazarette and anchor locker and had backing washers and nuts attached to the through deck studs.
- There were three additional pairs of 310mm stainless steel cleats with two sets at midships and one pair on the stern. Visual inspection of the fastenings was limited to those on the stern. Where seen these had backing washers and nuts attached to the through deck studs.
- Multiple mooring lines and fenders were seen onboard.

- [Recommendation - Advisory: Laying the bow anchor chain out on the dock for a full inspection.](#)

20. Deck Gear and other Fittings

- The hard dodger was visually inspected and found to be secure and glass noted to be clear with no crazing noted.
- The attachments for a soft dodger and cockpit housing were visually inspected and found to be secure and visually serviceable.
- The soft dodger was visually inspected and noted to be of a quality material, however, had suffered moisture related staining and rips and failings of sewn stitching.
- The bimini was visually inspected and noted to be of a quality material and serviceable.
- A stainless steel swimming / boarding ladder was noted securely attached to the super scoop transom. When physically tested this was found to be secure.
- Multiple cowl vents were noted securely affixed to the coachroof and were serviceable.
- The gas piston to the locker to starboard of the gas locker was noted to not be serviceable and not securely affixed.
- The pistons on the sail/fender locker were noted to not be serviceable.
- [Recommendation - Advisory: Replace pistons to lockers.](#)

21. Mast & Spars

The mast, boom & vang were white powder coated Selden and Holmatro aluminium alloy extrusions. The mast was rigged in a Bermudian sloop fashion, with a fractional length forestay, single backstay and keel stepped mast.

- Visual inspection of the mast below deck was not possible due to fixtures and fittings which did not allow for a visual inspection.
- The mast appears to be firmly through bolted to the shoe with no movement noted. However, visual inspection of through bolting was severely limited to a small section of the forward facing part of the shoe, and fittings could not be fully signed or tested within the accommodation.
- Wiring for the mast-head electronics appears to exit from the side of the mast within the accommodation. Again visual inspection was severely limited.
- Above deck the mast was visually inspected and found to be in serviceable condition with no signs of compression or distortion noted.
- Sighting up the mast, the mast was seen to be in column, with prebend noted.
- The mast had three sets of swept back spreaders. The spars, boom and rigging were visually inspected from the deck level only and observations much above eye level were distant and could not be supported by any testing.
- The semi air-foil shaped spreaders attached to the mast with stainless fittings, no undue movement was seen when the rigging was loaded side to side under the weight of the surveyor, but as with other fittings at height, detailed attachment points were not visible from deck level.
- The stainless gooseneck was visually inspected and seen under load as part of the sea trial and no excessive movement was noted.
- Mast mounted halyards associated rope clutches and cleats were firmly attached, and serviceable.

- The boom was straight and in good order, with all halyards and lines lead to the lower mast.
- The Holmatro hydraulic backstay was visually inspected and physically tested on the sea trial and was serviceable.
- The Holmatro hydraulic vang was visually inspected and physically tested on the sea trial and was serviceable.
- The connections to the Holmatro hydraulic header tank located in the engine compartment were noted to be leaking, when tested these sheered off in the surveyors hand.
- **Recommendation - Priority: Holmatro hydraulic header tank pipe connections should be replaced.**

22. Standing Rigging

The vessel presented with a single forestay, single backstay, upper cap, forward and aft lowers all in rod rigging, except for the movable inner stay, which was 1x19. Shrouds were inspected from deck level only. Seen at a distance the mast attachment points aloft could not be observed.

- Standing rigging was in 12mm and 15mm rod rigging connected by turn buckles which were visually serviceable.
- All deck fittings lay in a straight line up to their mast terminals with no bending or distortion noted, and were able to articulate smoothly where seen.
- Toggle fixings were seen between the shroud turn buckles and chain plates, and found to be secure with spilt pins in place. The port cap shroud split pin was noted to be snapped off at one end.
- General visual inspection from deck level only, indicated the shrouds to be in serviceable condition for coastal cruising in normal conditions.
- The condition of the forestay could not be inspected as it was covered by the roller reefing foil.
- The condition of the movable inner stay was visually inspected from deck level only and was serviceable as far as visible aloft.
- The backstay was properly toggled to the stainless steel attachment points securely through bolted to the transom.
- An electric jib furler was installed and the forestay properly toggled and pinned to its chain plate and was serviceable
- **Recommendation - Priority: Port cap shroud toggle fitting split pin be replaced.**

Note: Many 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.

23. Running Rigging

Running rigging was examined visually and fittings were tested manually. These were tested as part of a sea trial under light load and were found to be serviceable.

- Sheets and Halyards were mostly 12mm and 15mm braided polyester. All were, where visible, found to be slightly worn but serviceable where seen from deck level.
- Blocks and clutches were seen to be serviceable.
- The mainsail and genoa halyard were partially visible and seen to be serviceable.
- Paired Anderson 72ST two speed primary electric/manual winches were mounted on the aft cockpit coaming and were noted to be serviceable.

- Paired Anderson 52 ST two speed secondary electric/manual winches were mounted on the aft coachroof coaming and were noted to be serviceable.
- Paired Anderson 52 ST two speed winches were mounted on the mast and were noted to be serviceable.
- Electric winch button controls were noted securely mounted to the side of the primary winches and found to be serviceable.
- Alloy Lewmar genoa / Jib tracks with cars were through bolted on the deck. These were hammer sounded and inspected. No signs of stress or movement were seen. (*Note: headliners limited inspection of fittings below decks*)
- Various sail control lines (mainsail outhaul, mainsail furler, topping lift) were lead to the base of the mast. No signs of stress or movement were noted, and these were found to be securely mounted.
- Multiple turning blocks and running rigging fittings were noted to be serviceable.
- [Recommendation - Advisory: Check the state of halyards where they pass over turning blocks and mast sleeves.](#)

24. Sails and Covers

A main sail was seen furled within the mast. The genoa was seen furled around a foil on the forestay. The code zero was seen hoisted from the fore deck.

- The 'UK sails' Main sail was unfurled from the mast. The action was smooth, and the sail set well, with fair curvature. The sail was in serviceable condition. No chafing on the sheets or halyards was noted. Tabbing, UV strips and eyelets were all in good serviceable condition, despite the obvious age of the sail.
- The 'UK sails' Genoa was unfurled from the foil. The action was smooth, and the sail set well, with fair curvature and was not stretched or baggy. No chafing on the sheets or halyards was noted. Tabbing, and eyelets were all in good serviceable condition, despite the obvious age of the sail.
- The 'UK sails' Code Zero was hoisted from the deck. The action was smooth, and the sail set well, with fair curvature and was not stretched or baggy. No chafing on the sheets or halyards was noted. Tabbing, and eyelets were all in good serviceable condition.
- A foldable dodger & bimini was noted over the cockpit and was seen to be in good serviceable condition, however, a number splits at the seams were noted on the dodger.
- The winter cover was seen and had sustained significant water & UV damage with staining and splits a to multiple seam and zip noted.
- [Recommendation - Advisory: Have sails professionally serviced on an annual basis.](#)
- [Recommendation - Advisory: Have the winter cover repaired or replaced, and also have the dodger repaired.](#)
- [Recommendation - Advisory: Consideration give to replacing the Main & Genoa sails.](#)

25. Navigation Lights

- The masthead Tri-color and anchor light were not seen in bright daylight. Their serviceability could not be confirmed.
- The stern light was serviceable.
- The port bow navigation light was serviceable.
- The starboard bow navigation light was not serviceable.
- The steaming light was not seen in bright daylight. Serviceability could not be confirmed.
- The deck light was serviceable.

- The port and starboard spreader lights were serviceable, except for the starboard top.
- **Recommendation - Priority:** Ensuring all lights are seen to be serviceable prior to extended navigation.

26. Bilge Pumping Arrangement

One Jabsco manual type bilge pump was installed aside of the saloon seating beneath the cabin sole set in the bilge. The pump was tested and was visually serviceable. There was no water in the bilge at the time of survey to actively test the pump.

One Jabsco electric bilge pump was installed at the centre of the vessels bilge. The unit could be heard working. There was no water in the bilge at the time of the survey to actively test the pump

- **Recommendation - Priority:** Prove all bilge pumps on manual and automatic are working as appropriate with water being seen to be expelled over the side prior to leaving harbour.

27. Firefighting Equipment

- One 2kg ABC powder fire extinguishers noted within the forward cabin wardrobe. Green sector showing serviceable.
- One 2kg ABC powder fire extinguishers noted within the forward companionway. Green sector showing serviceable.
- One 2kg ABC powder fire extinguishers noted beneath the navigation station. Green sector showing serviceable.
- One 2kg ABC powder fire extinguishers noted within the port aft cabin wardrobe. Green sector showing serviceable.
- One 2kg ABC powder fire extinguishers noted within the starboard aft cabin wardrobe. Green sector showing serviceable.
- No smoke or carbon monoxide alarms were noted onboard.
- No fire blanket was located in the galley.
- No fire suppression system system noted in the engine compartment.
- **Recommendation - Priority:** Fire blanket and smoke/carbon monoxide alarm should be fitted.
- **Recommendation - Caution:** A number of fire extinguishers were noted to be out of date, despite showing green sector. Service recommended for all.
- **Recommendation - Advisory:** Consideration given to installing a Fire suppression system in the engine compartment.

28. Lifesaving, Emergency and other Equipment

The following lifesaving, emergency and additional equipment was noted onboard in serviceable and non serviceable condition.

- Jack stay lines were seen onboard - serviceable.
- A Jon Buoy was seen onboard - serviceable
- A number of life jackets were seen onboard, and visually serviceable.
- A number of harnesses were seen onboard, and visually serviceable.
- A 6 man life raft was noted secularly mounted to the pushpit and was visible serviceable. The next service date July 2019 - (technically non serviceable - should be serviced prior to navigation)
- A first aid kit visually serviceable.
- EPIRB was seen onboard. Not serviceable.(expiry date seen).
- An offshore flare packs was noted onboard, flares out of date.
- A 'grab bag' was seen onboard and visually serviceable
- An emergency tiller was stowed, visually serviceable.
- **Recommendation - Advisory:** RYA or RNLI can advise on appropriate safety equipment. Recommend checking the websites below and adding additional equipment as appropriate.
- **Recommendation - Priority:** The life raft and jackets should be serviced prior to navigation.

- The Royal National Lifeboat Institute - www.rnli.org.uk
- The Boat Safety Scheme - www.boatsafetyscheme.org
- The Royal Yachting Association - www.rya.org.uk

29. Engine Installation

The vessels auxiliary engine was a Volvo Penta D4-180 Diesel, 4 cylinder turbo diesel. The engine was visually inspected and seen in service as part of a sea trial. No excessive smoke was noted during part of the sea trial.

- Engine hours were 1174.5 hrs as shown on the engine display.
- Engine was installed in the engine compartment below the cockpit, with good access from the sides.
- The engine was flexibly mounted, bolted onto GRP bearers.
- All mounts were inspected and found to be serviceable. The port forward and aft mounts was noted to have suffered from corrosion.
- Exhaust was noted to be sound externally with no evidence of leaks.
- No signs of oil leaks beneath the engine sump were noted and the bilge was clean.
- The shaft was inspected where possible and no signs of wear or pitting noted.
- Shaft dripless seal visibly inspected and found to be serviceable with no signs of leaks prior to, or after sea trial.
- The oil was up to correct level and a visibly clear golden colour.
- The alternator belt was checked with good tension noted.
- External surfaces were clean with paint coatings in good condition.
- The flexible exhaust system ran from a nylon lift boxing up to HMO marine silencer and then aft with no leaks noted.
- **Recommendation - Advisory: The dripless seals age should be established beyond doubt and serviced in accordance with the manufacturers recommendations.**
- **Recommendation - Caution: Monitor port forward and aft engine mounts for further corrosion.**

30. Engine Controls and Running Checks

Engine Controls and running checks were run as part of the sea trial.

- No smoke was noted whilst the vessel was on sea trial.
- Ignition controls and indicators were installed on a Volvo control board on the starboard side of the helm, including ignition button & alarm.
- The engine was started and stopped as part the sea trail and engine controls were found to be serviceable.
- Morse type gear shift and throttle actuators were seen to function properly.
- Oil and water temps and oil pressure were seen to be steady with no lights or alarms signalling an issue.
- No vibrations on the shaft were noted, and the stern gland was not seen to leak.
- Battery charging rose to 27.5v following the ignition of the engine.
- Revs climbed smoothly as speed was increased and no ignition misses were noted.
- No oil, water, fuel or exhaust leaks were noted within the engine compartment of the vessel.
- The engine was noted to be steady on its mounts, with no excess vibrations noted.
- Compass heading and GPS and Autopilot were noted and found to be within acceptable divergence.
- Operation of the radar, GPS chart plotter, VHF radio, and log and depth transducers were confirmed.
- Panels and structures were checked for movement and distortion, and none noted.

31. Fuel System

Stainless fuel tank(s) were noted beneath the saloon cabin sole. The sole boards were screwed down and full visual inspection was not possible. With only a small access point in

the cabin sole and a view from the side of the saloon table. Fixtures and fastenings could not be seen.

- A fuel line delivery cut off valve was noted from view of the side of the saloon table and was visually serviceable
- The fuel line was seen travelling through a Volvo Penta pre-filter prior to the engine mounted filter and was serviceable. All hoses were appropriately marked, well clipped in place and in good condition. No signs of leaks from the fuel system were noted.

32. General Accommodation

The vessel was laid out with a large forward V-berth with centreline queen berth and en suite heads to starboard. Aft to port lay a double bunked berth. Moving aft to the saloon with large dining area to port and easy seating to starboard with navigation station behind. Moving aft, the galley to port with aft cabin behind. To starboard of the saloon heads, access to the engine compartment and aft cabin. Doors, draws and lockers all opened smoothly with catches noted to be serviceable.

- Varnished surfaces had been well maintained with only a few marks, bumps or scratches noted.
- Soft furnishings were upholstered in quality fabrics and all in good serviceable condition with little evidence of wear.
- The headliners and topside liners were in good condition with no evidence of leaks or condensation.
- The veneered sole boards retained an unblemished varnished finish.

33. Gas Installation

A full gas installation inspection can only be carried out by a suitably qualified gas operative registered with Gas Safe or EU equivalent. Please note this survey is not any kind of gas safety certificate. This is only obtainable in the UK/EU after comprehensive pressure testing and assessment by a qualified person listed on the Gas Safe Register or EU equivalent.

- A dedicated gas bottle storage locker, was found in one of the sugar scoop compartments. The hinged locker closed fully and overboard drainage was noted over the rear of the vessel.
- A visually serviceable regulator was noted with two 5.15kg and one 2.5 kg gas cylinders noted. The regulator was attached to a rubber gas line, via a gas grade hose.
- The bottles were not securely held in place with webbed strapping, however, considered well housed.
- The gas hose was serviceable, and dated (in the UK these must be replaced every 5 years)
- A small piece of the copper delivery pipe was seen at the locker. *Note: There was no access to the downstream pipe which was behind liners, fixtures and fittings)*
- Down steam the gas supplied a three burner gas hob and oven situated in the galley and was visually serviceable. *(Not: Not tested as part of the survey).*
- An inline gas shut off valve was located within the galley beneath the oven, and was serviceable.

34. Fresh Water System

A stainless water tank(s) was noted beneath the saloon cabin sole. The sole boards were screwed down and visual inspection was not possible. With only a small access point in the cabin sole.

- Water pressure pumps were seen to work with no leaks noted with water delivered to galley, forward & aft head taps, and showers when tested.

- Shower drain pumps were tested and heard to be serviceable.
- A hot water calorifier was noted securely mounted in the space beneath the saloon sole. This was powered by AC shore power and the engine cooling circuit and was seen to be serviceable with hot water delivered to the taps.
- A Spectra water-maker was fitted beneath the crew berths to port. This was visually inspected and installed to a professional standard. No running hours were noted. The water maker was not seen running as part of the survey and no comment can be made on its serviceability.
- **Recommendation - Advisory: Seeing the water maker to be serviceable.**

35. Heads

Two standard electric sea toilets were installed in the forward and aft heads compartments.

- Both heads were tested whilst the vessel was afloat and found to be serviceable.
- The plumbing hoses were of a sanitary odour resistant type, and attached with double hose clamps.
- Both heads appear to be allowed to run to a holding tank(s) which lay behind cabinets and could not be inspected. The heads tanks allowed black water waste to be released out to sea or out via waste deck fitting, which were visually serviceable.
- Both forward and aft head sinks drained overboard.
- **Recommendation - Advisory: Thorough regular servicing of heads rubber gaskets, valves, and seals.**

36. Electrical Installation

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

- Two sets of batteries were identified securely fastened beneath berths and the cabin sole.
- Eight sealed Victron AGM 12v 165Ah batteries for domestics were noted beneath the saloon cabin sole. These were located within dedicated battery boxing with the screw down cabin sole acting as a lid to preventing accidental shorting. These were not tested with a multimeter, however, the domestic house LED display showed these down at 10v on the first day of survey. Cables were of an adequate thickness and runs neatly laid.
- Eight sealed Optima 12v 50Ah batteries for thrusters and anchor windlass were noted beneath the aft port berth. These were located within dedicated battery boxing within the berth base acting as lid to preventing accidental shorting and webbed strapping to prevent movement. These were tested with a multimeter and found not to be serviceable, with voltages measured at 10v on the first day of survey. Cables were of an adequate thickness and runs neatly laid.
- One sealed unmarked battery was noted beneath the starboard aft companionway for the engine starting noted beneath the chart table foot well. Visual inspection was limited. This was tested with a multimeter and was found to be serviceable, with cables of an adequate thickness and runs neatly laid.
- Battery connecting leads were of proper quality and appropriate gauge wire.
- The isolation switches for the domestic circuit was located beneath the chart table seating and was serviceable.
- The isolation engine starting was located beneath the aft companionway sole boards and was serviceable
- Battery charging was by way of a 2 Mastervolt Mass 26/2600-60 combination inverter chargers. These were noted securely installed aside the chart table beneath the cabin sole. These were seen to be serviceable with the vessel plugged into shore power at the time of survey.

- A Master volt Galvanic Isolation transformer was noted beneath the starboard aft berth and seen to be serviceable.
- An engine mounted alternator, was visually inspected, and found secure.
- The AC/DC distribution panel aside the chart table was well positioned and laid out. Access behind the panel was not possible.
- An appropriate three prong 32amp 230v shore power plug situated on the starboard aft deck and was seen to be serviceable.
- A board of 230v RCD switches were noted installed on the vessel covering all main 230v systems. These were set into a dedicated housing located in the starboard aft cabin. All were visually serviceable when inspected.
- A Mastervolt Whisper marine generator was noted installed within the main engine compartment. This was seen to be securely mounted. This was briefly seen running. When the air-conditioning units were tested this was noted to not be serviceable in powering all five air-conditioning units at the same time.
- Recommendation - Urgent: Both the domestic & services batteries were recorded down at 10v on the first day of survey. 12v batteries on the whole do not recover once their charge drops to these levels. Despite the batteries later having been charged for over a number of hours, and being seen to come back up to a charge voltage of 27.5v as noted on the day of the sea trial, the purchaser should satisfy himself that the batteries have not be significantly damaged.
- Recommendation - Advisory: The Mastervolt Whisper marine generator should be serviced and be seen to be fully operational.

37. Electronic and Navigation Equipment

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

- All 12 volt cabin lights - seen to turn on.
- Raymarine VHF - seen to turn on.
- Raymarine eS Series chart plotter (at the chart table) - seen to switch on.
- 2 x Raymarine Touchscreen Chart platters (in the cockpit) - seen to switch on.
- Raymarine Radar - seen to switch on.
- Raymarine Wind unit (at chart table) - seen to switch on.
- 4 x Raymarine multi data units were noted on the forward cockpit coaming - seen to switch on.
- 1 x Raymarine Wind at the chart table - seen to switch on.
- Furuno - Autohelm serviceable.
- Furuno - Multi control serviceable.
- Furuno - Wind serviceable.
- Pioneer radio - not seen to switch on.
- Furuno AIS - seen to switch on.
- Furuno GPS - seen to switch on.

38. Heating and Refrigeration

- An Isotherm fridge/freezer was installed at the galley counter top and noted to be serviceable, being heard to switch on and cool to touch, when the compressor was turned on.
- An Isotherm drinks cooler was installed at the galley counter top and noted to be serviceable, being heard to switch on and cool to touch, when the compressor was turned on.

- Five Domestic marine air conditioning units were seen onboard the vessel at the time of survey.
- Air condition units were seen tested individually and were noted to be serviceable with cold air delivered throughout the vessel at the time of survey.
- Two Eberpacher Marine heating units were seen onboard the vessel at the time of survey.
- Heating units were seen tested individually and were noted to be serviceable with hot air delivered throughout the vessel at the time of survey.
- A Candy washing machine was noted securely affixed with webbed strapping in the galley and was visually serviceable with a red on light showing. This was not seen in service at the time of survey.
- Several air fans were noted onboard in cabin and seen to be serviceable.
- **Recommendation - Advisory: Seeing all Domestic marine air conditioning units are serviceable at the same time.**

39. Dingy and other Equipment

- A Suzumo rigid inflatable tender was noted semi inflated beneath the vessel at the time of survey, and subsequently seen in the water fully inflated. This was visually serviceable.
- A Yamaha 15hp outboard engine was noted securely affixed to the pushpit and was visually serviceable. This was not seen running and serviceability cannot be confirmed.
- A Suzuki 5hp outboard engine was noted securely affixed to the pushpit and was visually serviceable. This was not seen running and serviceability cannot be confirmed.
- Benzoni davits were noted set into the aft deck. These were visually serviceable and seen raised on the day of survey. The tender was not seen lifted and lowered and full serviceability could not be confirmed.
- A boarding ladder was visually inspected and tested and found to be serviceable.

40. Conclusion

' _____ ' was found on the hard and in the water at Cleopatra Marina, Aktio, Greece. An out of the water pre-purchase survey was conducted, and an in water sea trial at the request of the purchaser Mr _____.

The vessel was of the Najad 57 which is a successful, cruising class yacht built in Sweden. This particular vessel has not been intensively sailed, she is of a known and tested design and her current owner has maintained her well, and the original build quality was to a high standard.

Overall the list of recommendations were small and mostly advisory. The most significant items were those of the health of the batteries given they had been allowed to power down to 10v, and the service pipes to the hydraulic fluid header tank no longer being serviceable. Additional consideration should be given to the age of the vessels standing rigging, as having to replace this for the purpose of insurance may incur significant cost, and quotations should be sought. Additional stand out items are seeing the full serviceability of the generator and the water maker.

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Appendix - Photographs



