

CONDITION AND VALUATION SURVEY REPORT

"SAMPLE MOTOR YACHT"

TYPE
Motor Yacht

HIN
XX-XXXXXXXXXXXX

FLAG
Türkiye



FILE NO.
ORNEK-02-EN

SURVEY DATE
September 2026

SURVEYOR
Serkan KOTEL

PREPARED FOR
Buyer (name withheld)



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Condition and Valuation Survey Report

"SAMPLE MOTOR YACHT"

Motor Yacht

Surveyor
Serkan KOTEL

Buyer (name withheld)
Prepared for

Survey date: September 2026

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1 INTRODUCTION

1.1 Purpose and Scope

This Condition and Valuation Survey Report has been prepared following the inspection, both ashore and afloat, of the 2018 (built 2017) model 14.92 m Jeanneau Prestige 500 vessel named SAMPLE MOTOR YACHT, carried out at the request of Buyer (name withheld) on September 2026.

The inspection was carried out in three stages: the underwater hull and drive equipment while the vessel was ashore; the interior, engine room and vessel systems while alongside; and then the engines and handling characteristics during the sea trial. The work carried out at each stage is described separately under the relevant headings.

Throughout the survey, the weather conditions did not prevent the completion of any part of the inspection.

The sea trial was conducted in calm sea and light wind conditions; these conditions allowed engine performance and speed figures to be compared on a like-for-like basis. It should be noted that the measured values relate to the load and weather conditions on the day of the survey and may vary under different conditions.

The Hull Identification Number is XX-XXXXXXXXXXXX and belongs to the vessel named SAMPLE MOTOR YACHT referred to in this report; the number was sighted in situ and photographed during the survey.

The number was also compared against the record in the Certificate of Registry, and the identification details on the document and on the vessel were found to correspond. The valuation was carried out on the vessel whose identity was verified in this manner.

The purpose of the survey is to determine the physical condition of the vessel and to form an opinion of value based on that condition.

The vessel was inspected ashore and afloat; during the sea trial, the engines were progressively loaded from idle to full throttle, with RPM, speed, cooling water temperature and oil pressure observed at each stage. Astern operation, steering response, manoeuvring and vibration behaviour were also assessed.

Systems were tested with shore power, the generator and the battery bank each supplying power separately. No dismantling, disassembly or destructive examination was carried out.

Unless otherwise stated, only AC and DC power were used to operate the electrical systems described in this report; no other system was put into service. Electrical and electronic equipment was switched on, and some systems were tested for their basic and/or limited functions only. Wiring in accessible areas was inspected and, unless otherwise stated, was found to be generally serviceable. However, a considerable amount of wiring harness and cable runs that cannot be inspected without dismantling could not be observed. If a detailed report on the condition and capacity of the wiring is required, it is recommended that a qualified marine electrical engineer be engaged.

References to and information on the internal condition of the engines, gearboxes and generators, or on the operating capacity of the propulsion or auxiliary power systems, are outside the scope of this inspection and should not be interpreted as an assessment. The vessel's tanks were inspected visually where accessible. Unless otherwise stated, no visible leaks were found; however, it was not verified during the inspection that the tanks were completely full. If a more detailed assessment is required, it is recommended that the tanks be filled and checked when full, or pressure tested.

This report represents the survey findings and supersedes all prior written or verbal discussions, statements and representations.

The opinion of value contained in the report is based on market conditions and the condition of the vessel as found on the date of survey; it is not a warranty of sale or a commitment to price. Rectification of findings, changes in market conditions, or modifications made to the vessel will affect this opinion.

1.1.1 SURVEY STANDARDS

In carrying out this survey, the regulations issued under Turkish Law No. 4922 on the Protection of Life and Property at Sea, together with the voluntary standards and recommended practices developed by the American Boat and Yacht Council (ABYC) and the National Fire Protection Association (NFPA), were taken into account as guidance. However, no guarantee is given that full compliance with all standards, regulations and legislation has been achieved, or that all of them have been identified or reported.

1.1.2 DEFINITION OF TERMS

The terms used in this report have the following meanings in the context of this Condition and Valuation Survey Report. Terms written in capital letters are used in the body of the report with these meanings.

LEVEL OF INSPECTION (what was done to the item)

NOT INSPECTED: The item was not inspected because it could not be reached without removing permanent vessel structure, fixed joinery or panels. The reason is stated under the item concerned, and no opinion is given on the item.

SIGHTED ONLY: The item was seen. Because of constraints such as lack of power, the vessel being ashore, panels that could not be removed or destructive testing not being possible, it was not operated or tested. No opinion is given on its operating condition.

POWERED UP: Power was applied to the item and it was seen to switch on. Unless otherwise stated, its functions were not tested.

OPERATED: The system or equipment was operated in accordance with its intended use and was observed to work. This trial is limited to the duration of the survey and does not guarantee long-term performance.

RESULT (what was found)

SERVICEABLE: Performing its function at the time of the survey, or in a condition to give service as intended by the manufacturer. It does not mean new or free of defects.

FIT FOR PURPOSE: The vessel or component is suitable for the use stated by the manufacturer or by its current or prospective owner.

DEFECTIVE: Does not perform its function when tested, or should not be used because of a defect. Details are given in the finding concerned.

(AS REPORTED BY THE CAPTAIN): Information not verified by the surveyor, based on a statement by the captain, seller or broker. It is written in parentheses at the end of the sentence.

ACCESS (ABYC definitions)

ACCESSIBLE: Capable of being reached for inspection, removal or maintenance without removal of permanent vessel structure.

READILY ACCESSIBLE: Capable of being reached quickly and safely for effective use under emergency conditions without the use of tools. Examples: battery main switch, seacock handle, fire extinguisher, manual control switch of the bilge pump.

INSPECTION METHODS

PERCUSSION SOUNDING (PHENOLIC HAMMER): Systematic tapping of the laminate with a small hammer with a phenolic resin head while listening to the response. Voids, delamination or wet core reveal themselves by a dull sound.

MOISTURE METER READINGS: An electronic moisture meter gives a relative (comparative) value, not a percentage of moisture. Metal fastenings, fillers, some paints and carbon fibre can give high readings. Values are interpreted by comparison with an area considered dry and together with percussion sounding.

DELAMINATION: Separation of laminate layers from each other or from the core material. It shows as a dull sound in percussion sounding and as flexing or blistering on the surface.

ABBREVIATIONS

ABYC: American Boat and Yacht Council. Publishes voluntary standards for the design, construction and equipment of boats.

NFPA: National Fire Protection Association. Publishes fire and electrical safety standards (NFPA 302 for boats).

1.1.3 USE OF "A", "B" OR "C"

Where the letters "A", "B" or "C" are used in this report, the findings for each letter are listed in the "Findings and Recommendations" section. Some deficiencies, observations and recommendations may also appear in the body of the report.

Deficiencies listed under "A" findings are considered "FIRST PRIORITY / SAFETY FINDINGS" and should be corrected before the vessel's next departure. These findings may involve conditions that could endanger persons on board and/or the safe operation of the vessel. They may also be contrary to the Safety Standards and Recommended Practices of the American Boat and Yacht Council (ABYC) or to NFPA codes and standards.

Deficiencies listed under "B" findings are considered "SECOND PRIORITY / FINDINGS TO BE CORRECTED AS A PRIORITY" and should be corrected in the near future. These corrections are needed to comply with certain codes, regulations, standards or recommended practices (in some cases to ensure safety) and to maintain the value of the vessel.

Deficiencies listed under "C" findings are considered "SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS" and are of low priority or cosmetic in nature. Such deficiencies should be addressed in line with good marine maintenance practice and, in some cases, as a desirable improvement.

1.2 Surveyor's Notes

1.2.1 MACHINERY SURVEY

A VOLVO PENTA authorised service representative was present aboard the vessel during the sea trials and carried out a separate mechanical survey of the engines, gearboxes and generators. Any questions regarding the condition of these systems should be directed to the relevant surveyor.

It is further recommended that additional investigation be carried out to establish the scheduled maintenance work performed, or required to be performed, on the main engines, gearboxes and generators.

1.2.2 GENERAL RECOMMENDATIONS

It is strongly recommended that the buyer spend sufficient time with the vessel's owner or captain to learn important vessel-specific details and receive instruction on any unusual system installations and electronic/ electrical configurations.

It would be appropriate to request invoices, service forms and warranty documents relating to the vessel's maintenance history from the seller, and in particular to review records showing that scheduled maintenance of the main engines and generator has been carried out by an authorised service centre. These records directly affect both the condition and the value of the vessel.

1.2.3 SURVEY LIMITATIONS

The inspection was carried out without removing fixed panels, flooring, ceiling linings or fitted furniture; inaccessible areas were excluded from the scope of the survey.

The internal components of the engines and generator were not opened up, and no oil or coolant analysis or pressure testing was carried out. During the inspection with the vessel ashore, the areas obscured by the slings and the internal surfaces of the pod housings could not be fully viewed.

The electrical systems were visually inspected with the panel covers opened; cable cross-sections, circuit protection ratings and bonding continuity were not verified by measurement.

2 GENERAL INFORMATION

2.1 Vessel and Survey Particulars

2.1.1 FILE NUMBER

ORNEK-02-EN

2.1.2 SURVEYOR

Serkan KOTEL

2.1.3 PREPARED FOR (CLIENT)

Buyer (name withheld)

2.1.4 VESSEL NAME

SAMPLE MOTOR YACHT

2.1.5 BUILDER (MAKE)

Jeanneau

2.1.6 MODEL

Prestige 500

2.1.7 MODEL YEAR

2018 (built 2017)

2.1.8 LENGTH OVERALL (LOA)

14.92 m

2.1.9 VESSEL TYPE

Motor Yacht

2.1.10 FLAG STATE

Türkiye

2.2 General Survey Information

2.2.1 TYPE OF SURVEY REQUESTED

Condition and Valuation Survey – together with a pre-purchase condition survey

2.2.2 SURVEY DATE/TIME

The survey inspection was carried out on 3–5 September 2026, from 07:00 to 17:00.

2.2.3 SURVEY LOCATION

[withheld]

2.2.4 HAUL-OUT LOCATION

[withheld] Haul-out Yard

2.2.5 PERSONS PRESENT

Only the yacht surveyor Serkan KOTEL attended the survey.

2.2.6 OWNER

Withheld in the sample report.

2.3 General Vessel Information

2.3.1 VESSEL DOCUMENTS

Withheld in the sample report.

2.3.2 HIN (HULL IDENTIFICATION NUMBER)

Withheld in the sample report.

2.3.3 OFFICIAL NUMBER

Withheld in the sample report.

2.3.4 CONSTRUCTION MATERIAL

GRP

2.3.5 LENGTH

14.92 metres

2.3.6 BEAM

4.50 metres

2.3.7 DRAUGHT

1.1 metres

Finding C-1

The draught stated as 2.65 metres in the Certificate of Registry was found to be 1.1 metres when measured with the vessel ashore. The discrepancy between the document and the vessel's actual value stems from the registry entry.

Recommendation

It is recommended that the record on the certificate be corrected at the relevant Harbour Master's Office, and that the documented value not be relied upon for shallow water passages until the correction has been made.

2.3.8 GROSS TONNAGE

43.25 GT

2.3.9 NET TONNAGE

24.17 NT

2.3.10 GENERAL ARRANGEMENT PLAN

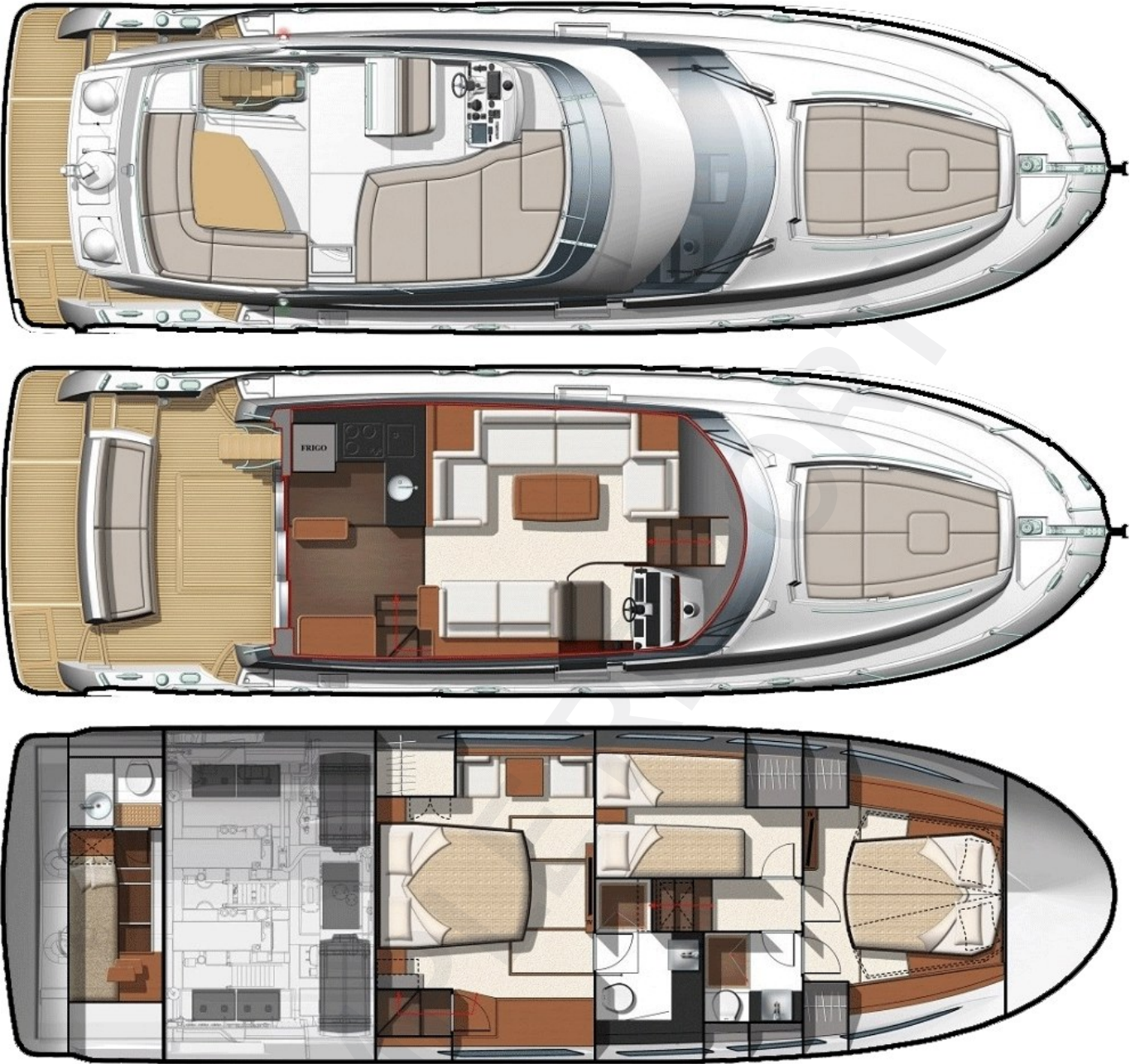


Photo 1

2.4 Valuation Summary

2.4.1 OVERALL VESSEL ASSESSMENT

The following points are matters identified during the survey that preserve the vessel's value or count in the buyer's favour; they should be read together with the deficiencies set out in the Findings and Recommendations section.

- The main engines have low hours: 393 hours (port) / 393 hours (starboard); the diagnostic reading and the gauge reading are consistent with each other.
- During the sea trial both engines reached 3,480 RPM at full throttle, a speed of 27.5 kts was recorded, and no loss of RPM or abnormal vibration was observed.
- The underwater hull was scanned with a Tramex Skipper 5 moisture meter, phenolic hammer and thermal camera; no osmotic blistering, delamination or impact/repair marks were found.
- No structural adverse findings were observed in the hull, deck, superstructure or bulkheads; the hull-to-deck joint was found to be watertight and sound.
- The watermaker was operated and was observed to produce water; the fresh water analysis (TDS 273 ppm, salinity 0.02%) is within drinking water standards.
- The solar power system was added subsequently and feeds the battery bank via a charge regulator; the generator and starter batteries are at 100% health.

- The wheelhouse windscreen sunshade has been renewed; the black water tank has been replaced with a larger, custom-built tank to suit requirements.
- The washing machine has never been used (as reported by the captain); the air conditioning, refrigerator, oven, stove, dishwasher and sound system were operated and found serviceable.
- The anchor (35 kg Ultra), chain counter and anchor windlass are in working order; the fenders and mooring lines are sufficient.

2.4.2 ESTIMATED MARKET VALUE

Open market value (September 2026, EUR, Turkish and Mediterranean second-hand market): €520,000 – €580,000. Most probable value: €550,000.

The basis, comparables table and adjustments are set out in the Summary › Condition and Valuation Summary section. The value is subject to change depending on documentary verification of the VAT status, rectification of the category A and B findings, and the exchange rate at the time of sale.

2.4.3 VALUATION COMMENTS

The value has been given as a range; a single figure cannot be supported, given that comparables are listing prices and completed sale data are limited. The lower end of the range corresponds to the scenario in which the category B findings are rectified by the buyer and the VAT status cannot be documented; the upper end corresponds to the scenario in which the low engine hours and the equipment added subsequently (watermaker, solar power, enlarged black water tank) are fully reflected.

The absence of any "A" priority (safety/urgent) finding on the vessel is a positive factor for value: the items affecting value are limited to periodic maintenance and secondary-priority work.

Confidence level MEDIUM: three listings for the same model were found in Turkey; sahibinden.com could not be searched for this study; Mediterranean comparables are sufficient. The report should be considered valid for 3 months from the survey date; it should be reassessed if repairs are carried out on the vessel or if market conditions change.

3 HULL AND STRUCTURE

3.1 Hull Structure

3.1.1 HULL DESIGN TYPE

The vessel is designed with a modified-V, planing hull and a flared bow.

3.1.2 HULL MATERIAL

The vessel's hull was found to be constructed of GRP (glass-reinforced plastic) material.

3.1.3 EXTERIOR FINISH

The vessel was observed to have a white gelcoat hull with matching gelcoat along the sheer line.

3.1.4 OVERALL EXTERIOR CONDITION

The exterior of the vessel was observed to be generally clean and well maintained in appearance. Some exceptions were found.

3.1.5 TRANSOM

The transom was observed to be generally in its original condition.

The transom surface was examined individually around the platform supports, exhaust outlets and drain outlets, and no cracking or staining indicating water ingress was found. No subsequently cut or closed-off hull penetration was found.

3.1.6 BATHING PLATFORM SURFACE

The mounting and fixing points were found to be sound, and no oil leakage was observed at the hydraulic connections.

3.1.7 BATHING LADDER

The bathing ladder is of stainless steel, folding type, and is stowed in its housing on the aft platform.

OPERATED; the steps, hinge points and locking mechanism were checked by hand under load, and no looseness or corrosion was observed. It was found to be FIT FOR PURPOSE.

3.1.8 BULKHEADS

The vessel's structural reinforcement was observed to be provided by bulkheads bonded/laminated to the hull with GRP.

The bonding tapes between the accessible bulkheads and the hull and deck were examined; no separation, cracking or moisture staining was found. A complete examination of the bulkheads could not be carried out due to limited access.

3.1.9 STRINGERS AND FLOORS

Structural support was observed to be provided by GRP horizontal and vertical stringers.

3.1.10 STEM

A raked and curved stem was observed. Its condition is good.

3.1.11 KEEL

The vessel's keel is a moulded keel, formed in GRP as part of the hull moulding in accordance with the planing hull construction.

3.1.12 FRAMES

The vessel's frames were examined visually and by hand wherever accessible.

In the areas visible from locker bases, bilge compartments and the engine room, the frames were observed to be in full contact with the hull, with no separation or moisture staining at the lamination lines. Sections concealed beneath fixed flooring and furniture are outside the scope of the survey.

3.1.13 BILGE

The bilge was examined with the aid of a torch in all accessible compartments.

The bilge was found to be generally clean and dry; no salt/limescale deposits or oil/diesel contamination indicating long-term water accumulation were observed. This is a positive indicator both of the watertight integrity of the hull penetrations and of the vessel's maintenance regime.

3.1.14 LIMBER HOLES

The visible bilge limber/drain holes were found to be of suitable size and clean.

3.1.15 LIST AND TRIM

The waterline mark at the stern was examined, and no listing was observed on the vessel.

3.1.16 EXTERIOR WOODWORK COMMENTS

The furniture was observed to fit properly into place.

3.1.17 MOISTURE COMMENTS

A Tramex Skipper moisture/conductivity meter was used as the reference meter for conductivity in various areas of the vessel.

Measurement points were selected at the deck-to-superstructure transitions, hardware attachment areas, around portlights and hatches, the hull-to-deck joint line, and the underwater hull surface. At each point, a comparative reading was taken against the adjacent area, with the difference between areas taken as the basis rather than a single absolute value.

The readings taken did not identify any area giving a markedly higher value than its surroundings; no adverse condition indicating moisture accumulation or water retention within the sandwich structure was found.

3.2 Deck Structure

3.2.1 DECK MATERIAL

The deck is of GRP construction, with teak decking used on the open decks.

The teak decking planks, caulking seams and edge trims were inspected; lifting planks, caulking separation and water staining at screw holes were looked for. No deficiency beyond surface wear consistent with the vessel's age was found in the decking (see Findings).

3.2.2 DECK COVERING

There is no significant wear and tear on the teak decks; the present condition is consistent with the age of the vessel.

The remaining teak thickness was visually assessed from the depth of the recessed screw heads, and no area with exposed screw heads was observed. The caulking seams were found to have largely retained their flexibility.

3.2.3 DECK BEAMS/PILLARS

The deck beams and support pillars were inspected where visible through locker interiors and deckhead access hatches.

No sagging, delamination or cracking was found in the beams; the points where the support pillars meet the deck above and the sole below were found to be sound. No flexing or softness was felt when walking the deck during the inspection.

3.2.4 GUNWALE

Moulded GRP bulwarks (forming part of the deck moulding) were found to be fitted.

The upper surfaces and inner corners of the bulwarks were examined for cracking, mould separation or impact marks; no adverse condition was found. The hardware attachment points on the gunwale were also checked by hand pressure, and no looseness was observed.

3.2.5 STANCHIONS

Stainless steel stanchions complying with the regulations are fitted around the vessel's perimeter.

The stanchions were tested individually by hand pressure; no looseness was found at the base plates, and no cracking or water staining was found at the deck attachment points. The stanchions were found to be sound.

3.2.6 RUBBING STRAKE

The rubbing strake (guard) consists of a PVC covering over an aluminium support and runs around the vessel from bow to stern.

The guard rubber is positioned at the junction of the vessel's upper and lower mouldings and is secured to the hull by bolts. It was found to be in good condition.

3.2.7 HULL-TO-DECK JOINT TYPE

The hull-to-deck joint was inspected from the inside at all accessible areas.

The joint line was followed from bow to stern; no separation in the sealant, nor any water staining or rust streaking around the bolted areas, was observed. In the surveyor's opinion, the joint is structurally sound and watertight.

3.2.8 HULL-TO-DECK JOINT FASTENERS (SCREWS AND BOLTS)

It was found that the upper moulding is fitted over the lower hull and secured using a combination of bolts and adhesive bonding.

The accessible bolt heads and nuts were visually inspected; no looseness, corrosion or signs of pulling were observed. The condition of the fastenings was found to be good.

3.2.9 HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint is reinforced internally with GRP where visible.

3.3 Superstructure

3.3.1 SUPERSTRUCTURE MATERIAL

The superstructure is constructed of GRP (glass-reinforced plastic).

3.3.2 SUPERSTRUCTURE-TO-DECK JOINT TYPE

The superstructure and deck were moulded seamlessly, with no joints.

3.4 Bridge and Flybridge Structure

3.4.1 BRIDGE MATERIAL

The bridge structure is constructed of GRP (glass-reinforced plastic).

3.4.2 BRIDGE TYPE

Enclosed wheelhouse and flybridge

3.4.3 BIMINI TOP

The bimini top is of Sunbrella-type fabric with stainless steel support tubing.

Finding C-2

The stainless steel fittings on the port side of the bimini top were found to have corroded.

Recommendation

It is recommended that the corrosion be cleaned and the bolts causing the corrosion be renewed.

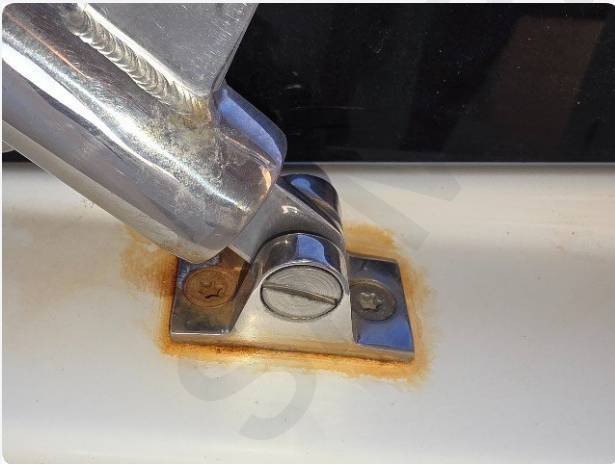


Photo 2

3.4.4 RADAR ARCH

The GRP radar mast is supported by stainless steel elements.

4 PROPULSION AND MACHINERY SPACE

4.1 Propulsion Engines

4.1.1 ENGINE MAKE AND MODEL

Volvo Penta IPS 600 (D6-435) – two units, each 435 hp / 320 kW.

4.1.2 ENGINE LABELS

The engine manufacturer's data plates are in place and legible on both engines.

The model, power and serial number information on the data plate was read and compared with the particulars given in the report. In assessing engine power, the value on the engine data plate was taken as the reference, rather than the parameter reported by the control unit.

4.1.3 ENGINE SERIAL NUMBERS

Withheld in the sample report.

4.1.4 DATE OF MANUFACTURE

2017

4.1.5 ENGINE HOURS

393 hours (Port) / 393 hours (Starboard). The diagnostic readings and gauge values are consistent.

4.1.6 HORSEPOWER

2 × 320 kW (2 × 435 hp)

4.1.7 ENGINE GAUGES

The instrument arrangement consists of Volvo Penta EVC displays; there is one display at each of the two helm stations.

OPERATED; RPM, coolant temperature, oil pressure, boost pressure and supply voltage readings were taken, and the readings at the two stations were found to be consistent with each other. No dimming or loss of touch function was found on the displays, and they were observed to be SERVICEABLE.

4.1.8 ENGINE INSTRUMENTS

A toolbox and various hand tools are present; it is recommended that confirmation be obtained that these will be supplied with the sale of the vessel.

4.1.9 ENGINE ALARM SYSTEM

The engine alarm system is integrated into the Volvo Penta EVC arrangement; warnings are given on the display at both control stations.

OPERATED; it was observed that the indicator lights completed their test cycle when the ignition was switched on and that the audible warning functioned. No alarm occurred during the sea trial. A detailed inspection of the system was also carried out as part of the engine survey.

4.1.10 ENGINE EXHAUST SYSTEM

The exhaust system appears to be original.

Finding B-1

Only a single clamp was found at an exhaust hose connection.

ABYC P-1 Installation of Exhaust Systems for Propulsion and Auxiliary Engines (July 2019), 1.7.1.10 – Flexible Exhaust Hose Connections and Clamps

(1.7.1.10.1) Each exhaust hose connection shall be secured at each end with at least two non-overlapping clamps to form a secure, liquid- and vapour-tight joint.

(1.7.1.10.2) Clamps used for this purpose shall be entirely of stainless steel. The band width shall be at least 12 mm (0.5 in).

(1.7.1.10.3) Clamps relying solely on spring tension shall not be used.

Recommendation

It is recommended that double clamps be fitted.



Photo 3



Photo 4

4.1.11 ENGINE COOLING SYSTEM TYPE

The engines have a closed-circuit (heat exchanger) cooling system; the sea water circuit provides cooling via the heat exchanger.

The coolant expansion tank level, hose connections and clamps were checked; the sea water circuit was traced from the seacock to the pump, and from there to the heat exchanger and the exhaust mixing elbow. Water flow at the exhaust outlets was visually confirmed during operation.

4.1.12 ENGINE DRIVE BELTS

The main engine drive belts were examined after the engines had been stopped.

The belt surfaces were examined for cracking, edge wear and scorch marks; pulley alignment and belt tension were checked by hand. No significant sign of wear was found on the belts, and no misalignment was found on the pulleys.

4.1.13 ENGINE THROTTLE AND SHIFT CONTROLS

The control arrangement consists of a Volvo Penta EVC single-lever control and an IPS joystick.

This was observed to be FIT FOR PURPOSE.

4.1.14 ENGINE OIL/FUEL LEAKS

Both main engines were examined individually, both cold and after reaching operating temperature.

The crankcase, oil filter area, oil cooler, fuel filter connections and injector return lines were inspected with a torch; the bilge and the drip trays beneath the engines were also checked. No active oil or diesel leak was found.

4.1.15 ENGINE BEDS AND MOUNTS

The engine beds and mounts were examined visually and by hand with the engines stopped.

The mount bodies were examined for rubber cracking, compression and oil contact, and the adjusting nuts were checked for security. Vibration and the amount of movement were also observed while the engines were running. The matter found is described in the Findings section.

Finding C-3

Age-related surface cracking and wear were observed on the rubber bodies of the engine mounts. No unusual movement or vibration was found while the engines were running.

Recommendation

It is recommended that the mounts be measured and assessed by an authorised service centre at the next periodic maintenance, and that they be renewed as a set if sagging is found.



Photo 5



Photo 6

4.1.16 MAIN ENGINE OIL LEVEL

The oil level on the main engine crankcase dipsticks was observed to be normal.

4.1.17 EMERGENCY STOP SWITCH (KILL SWITCH)

The kill switch was pointed out at both helm stations.

The position, accessibility and labelling of the switch were checked; it was observed to be located immediately next to the control levers, in a position that could be reached without hesitation in an emergency. The system was not tested so as to avoid suddenly stopping the engines while under load.

4.1.18 MAIN ENGINE COOLANT LEVEL

The coolant was observed to be at the normal level in the expansion tank on both engines.

4.1.19 DIAGNOSTIC COMMENTS

Inspected as part of the engine survey.

4.1.20 ENGINE SERVICE HISTORY

Not provided in the sample report.

4.2 Gearboxes, Gears and Drive Systems

4.2.1 DRIVE SYSTEM TYPE

Volvo Penta IPS

4.2.2 GEARBOX MAKE AND MODEL

2 × Volvo Penta IPS pod units.

4.2.3 GEARBOX SERIAL NUMBERS

Withheld in the sample report.

4.2.4 GEARBOX COOLERS/HEAT EXCHANGERS

The pod units are fitted with Volvo Penta IPS sea water-cooled heat exchangers.

It is recommended that the sea water-cooled heat exchangers of the pod units, including their zinc anodes and connections, be inspected at regular intervals.

4.2.5 GEARBOX OIL LEVEL

The oil levels of the pod units were checked at their gauges and filler openings.

The levels were observed to be within the normal range; no milky discolouration of the oil indicating water contamination, nor any metal particles, were found. No trace of oil leakage was found around the units.

4.3 Engine Room and Bilge Equipment

4.3.1 ENGINE ROOM VENTILATION

The engine room ventilation was assessed both visually and by observation while the engines were under load. The air intake vents, duct routing and fan positions were inspected; no blockage or subsequently narrowed cross-section was found at the vents. During the sea trial, the engine room temperature was observed to remain within normal limits.

4.3.2 ENGINE ROOM BLOWERS

There is one 24 V extractor fan. The fan was operated.

4.3.3 SEACOCKS AND SEA VALVES

When tested, the seacocks moved freely.

4.3.4 SEA STRAINERS

Vetus brand filters are fitted in the sea water circuits of the engines and generator. The sea water filters were individually inspected by opening the covers. It was observed that the strainer baskets were clean, the cover gaskets retained their flexibility and no cracks were found in the bodies. It is recommended that the filters be inspected and cleaned at regular intervals.

4.3.5 HOSES, PIPING AND PLUMBING

The hose, pipe and valve arrangement in the engine room was traced route by route. The sea water, fuel, exhaust and bilge lines were each traced separately; the hoses were checked for hardening, swelling, cracking and chafing marks, and the pipe connections were checked for leaks and corrosion. The valves were observed to be in an accessible position and the handles were observed to move freely.

4.3.6 HOSE CLIPS

The clamp arrangement at all hose connections below the waterline was individually inspected. The clamps were checked for stainless steel construction, tightness and correct seating on the hoses; in addition, the use of double clamps at connections below the waterline was checked for. The finding identified is described in the Findings section.

4.3.7 ENGINE ROOM INSULATION

The engine room sound and heat insulation was visually inspected on all surfaces. The adhesive points, edge trims and door surrounds of the insulation panels were inspected; peeling, separation and oil-soaked areas were checked for. The finding identified is described in the Findings section.

Finding C-4

Deformation and separation were found in the insulation lining at the engine room entrance (photographed under UV light).

Recommendation

It is recommended that the insulation be repaired or the relevant panel be replaced.



Photo 7

4.3.8 SPARE PARTS

There is a spare parts set on board the vessel consisting of oil and fuel filters, belts and impellers; it was stated that this would be provided with the sale (as reported by the captain). The set was SIGHTED ONLY; it was confirmed from the packaging labels that the parts were suitable for the engine and generator type. The presence on board of spare parts specific to the engine was considered favourably in the assessment in terms of maintenance continuity.

5 SEA TRIAL

5.1 Sea Trial

5.1.1 SEA TRIAL CONDITIONS

The sea trial was carried out in coastal waters under calm sea and light wind conditions.

Conditions were suitable for reaching full throttle RPM, carrying out astern and manoeuvring trials, and obtaining reliable speed measurements. Behaviour in heavy sea conditions could not be assessed within the scope of this survey.

5.1.2 LOAD CONDITION

It was reported that there were 6 persons on board, with approximately 30% fuel load, 50% water load, and a low/medium equipment load.

5.1.3 MAIN ENGINE COLD START

Both main engines were started in sequence and separately while cold.

The engines started on the first attempt without excessive cranking; no white or blue smoke was emitted from the exhaust at initial start-up, and idle speed settled within a short time. During start-up, the warning lamps on the instrument panel were observed to complete their test cycle and extinguish.

5.1.4 VIBRATION COMMENTS

Vibration was observed separately at different RPM stages and during turns throughout the sea trial.

No significant vibration was felt in the hull, at the control stations, or in the engine room. No RPM-related increase in vibration that could indicate propeller imbalance, shaft misalignment, or pod bearing wear was found.

5.1.5 ENGINE ASTERN TEST

The engines were tested astern separately and together.

Gear changes were observed to be made smoothly, with no vibration or abnormal noise occurring astern, and the vessel was observed to respond as expected. During manoeuvring with the joystick, the pods were observed to apply the commands correctly.

5.1.6 ENGINE CONTROL STATIONS TRIAL

The main engine controls were operated at both helm stations without exception.

5.1.7 STEERING SYSTEM TRIAL

The steering system was tested separately from both control stations.

The helm was turned from lock to lock; the response to helm commands was observed to be without delay, no sign of air or leakage was found in the hydraulic circuit, and the rudder angle indicator was observed to reflect the actual position. The system responded well to all commands given, without exception.

5.1.8 ENGINE PERFORMANCE

During the sea trial, the engines were progressively loaded from idle to full throttle, with RPM, speed and engine readings recorded together at each stage.

At full throttle, both engines reached 3,480 RPM, and the speed was found to be 27.5 knots. This figure is 99.4% of the rated full throttle RPM stated on the engine data plate (3,500 RPM); there is no loss of RPM in the engines. No condition was observed whereby one engine lagged behind the other in RPM, failed to reach full throttle RPM, or dropped in RPM under load.

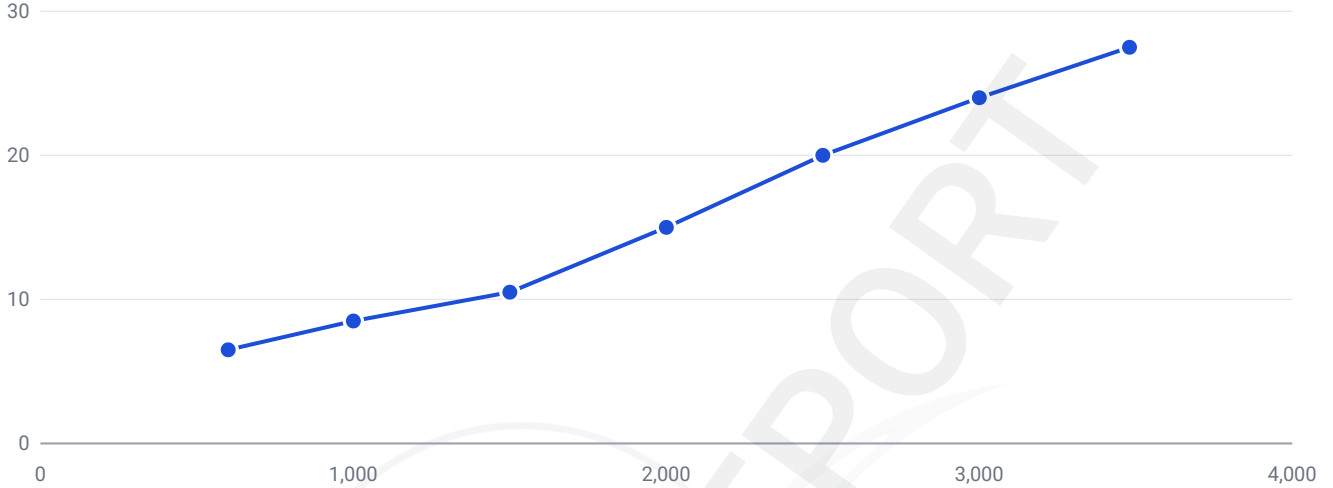
The ability to reach full throttle RPM is a positive indication that the propeller pitch is suited to the engines and that the cleanliness of the underwater hull is not limiting performance.

rpm	Speed (kn)	Coolant temperature (°C) P / S	Oil pressure (bar) P / S	Sound level (dBA) Enclosed wheelhouse
600	6.5	71 / 71	4.2 / 4.2	51
1,000	8.5	75 / 75	4.1 / 4.1	54
1,500	10.5	78 / 78	3.9 / 4	57
2,000	15	81 / 81	3.8 / 3.9	61
2,500	20	83 / 84	3.8 / 3.8	64
3,000	24	85 / 85	3.7 / 3.7	72

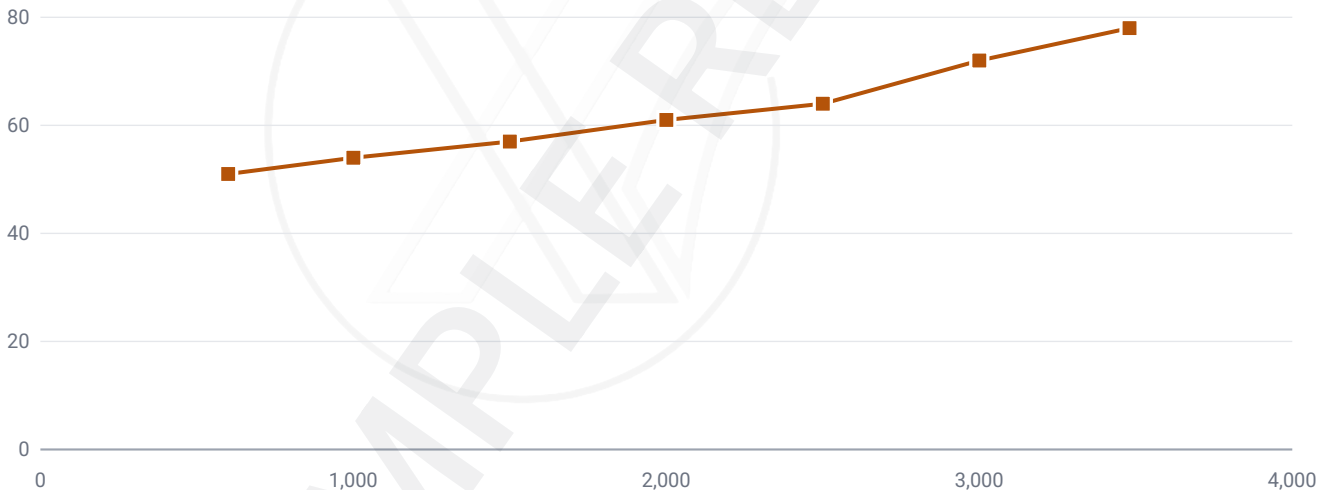
rpm	Speed (kn)	Coolant temperature (°C) P / S	Oil pressure (bar) P / S	Sound level (dBA) Enclosed wheelhouse
3,480	27.5	87 / 88	3.6 / 3.7	78

The rated speed of the engine is 3,500 rpm. The highest speed reached during the sea trial was 3,480 rpm, which corresponds to 99.4% of the rated speed.

Speed vs RPM kn · rpm



Sound level vs RPM · Enclosed wheelhouse dBA · rpm



The 3,480 RPM reached at full throttle is 99.4% of the rated full throttle RPM stated on the engine data plate (3,500 RPM); there is no loss of RPM, and this indicates that the propeller pitch is suited to the engines. The difference in RPM between the two engines is within measurement tolerance. Coolant temperature and oil pressure remained within normal limits at all stages; no temperature rise or drop in oil pressure was observed at full throttle. This data set shows that the engines deliver the expected performance under load.

5.1.9 ENGINE ROOM VENTILATION

The ventilation of the engine room was found to be adequate.

5.1.10 SOUND LEVEL MEASUREMENTS

The sound level was measured using a digital sound level meter at two separate operating stages in the enclosed wheelhouse.

It was found to be 78 dBA at full throttle and 64 dBA at cruising speed. In the surveyor's opinion, these values are within the normal range for this class of motor yacht; the measurement was taken with doors and windows closed and the air conditioning off.

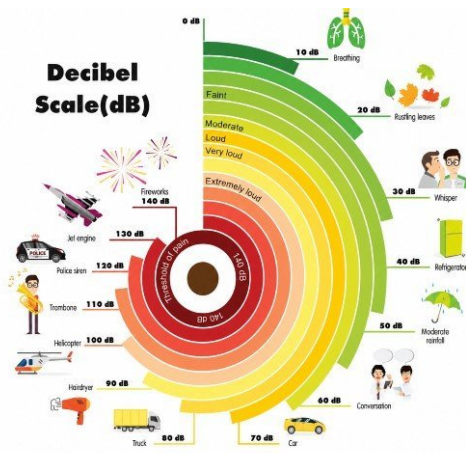


Photo 9

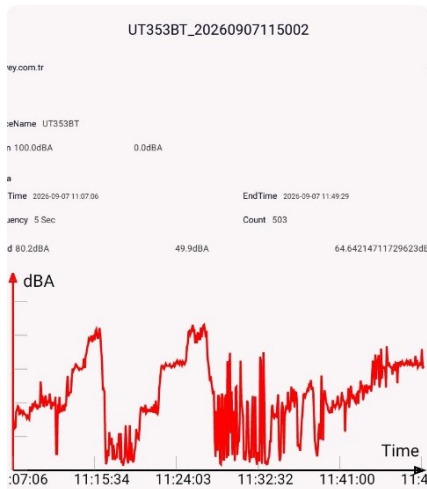


Photo 8

5.1.11 CONSIDERATIONS

There are numerous variables affecting vessel speed and engine RPM: trim, load, cleanliness of the underwater hull, weather and sea conditions, current, wind and depth. The values measured relate to the conditions on the day of the survey.

6 ELECTRICAL SYSTEMS

6.1 DC Electrical Systems

6.1.1 DC VOLTAGE SYSTEM

The vessel's DC electrical system is based on 24 volts.

6.1.2 BATTERIES

The battery bank is of the AGM type; the start and service batteries are connected as separate banks.

The battery banks were measured individually during the survey using a digital battery tester, and their state of health was recorded.

Tender 46% · Generator 100% · Start batteries (4 units) 100% · Port service 40, 48, 100% · Starboard service 27, 100, 70% · Bow thruster 100, 100, 100, 97%.

The batteries were also visually inspected; the terminals were checked for oxidation and the casings for swelling or electrolyte leakage. Batteries found to have a low state of health are addressed separately in the Findings section.



Photo 10



Photo 11



Photo 12



Photo 13



Photo 16

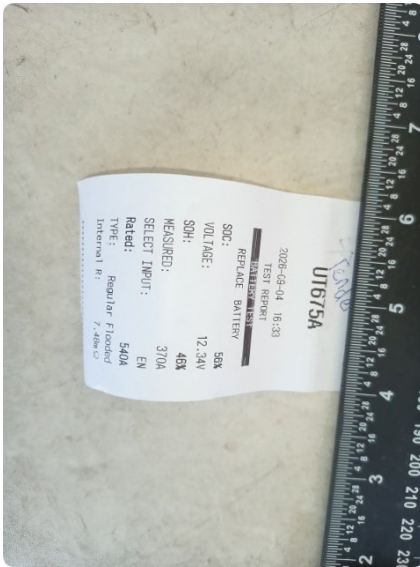


Photo 14



Photo 15

Finding B-2

The service batteries (27%, 40%, 48%) and the tender battery have dropped below the 50% level.

Recommendation

It is recommended that these be monitored and replaced without delay.

ABYC E-11 AC and DC Electrical Systems on Boats (July 2021, with July 2023 technical amendments), 11.6.1.1.2 – House Battery Reserve Capacity

The rated reserve capacity of the battery or battery bank shall meet the following conditions: on boats with a single source of charge, the battery shall be capable of supplying the total load in Column A of Appendix 1 Table 1 for at least 1.5 hours; on boats with more than one source of charge operating simultaneously, the capacity of all charging sources except the largest shall be subtracted from the Column A total load, and the battery shall be capable of supplying the remaining difference for at least 1.5 hours. Exception: power sources used solely for propulsion.

6.1.3 BATTERY ISOLATOR SWITCHES

The main engine and generator battery isolator switches (Blue Sea Systems) are located in the engine room, labelled.

The switches were operated individually; it was verified on the indicator that the circuit was broken and made in the off and on positions. It was observed that the labelling clearly indicates which bank each switch belongs to, allowing the correct switch to be located quickly in an emergency.



Photo 17

6.1.4 BATTERY PARALLEL SWITCHES

The parallel switch combining the battery banks is located in the engine room.

SIGHTED ONLY; the switch position, connection terminals and cable lugs were visually inspected, and no oxidation or looseness was observed.

6.1.5 BATTERY ISOLATORS

A battery isolator (charge splitter) is fitted, which charges the battery banks separately.

6.1.6 MAIN DC CIRCUIT BREAKERS

The main DC breakers are located on the distribution panel in the engine room; they were operated and observed to break the circuit.

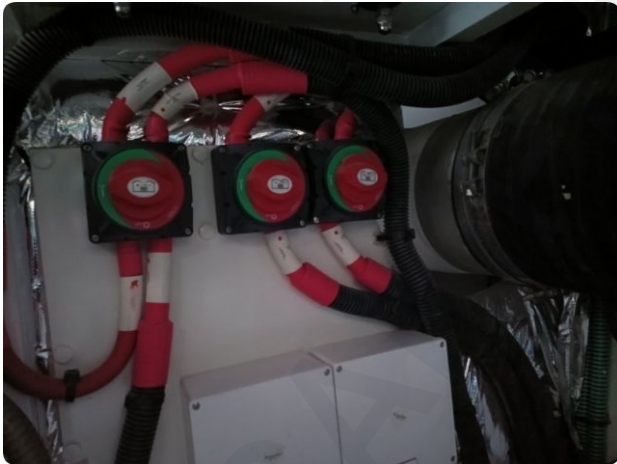


Photo 18

6.1.7 DC PANEL FUSES/CIRCUIT BREAKERS

Withheld in the sample report.

6.1.8 BATTERY CHARGERS

The battery charger set consists of Dolphin Pro Dem 24.60 and 24.40 models.

There are 2 chargers of the Dolphin Pro Dem 24.60 and 24.40 models; they were found to be SERVICEABLE.

The units were OPERATED with shore power connected, and were observed to switch to the charging stage via the indicator lamps. The mounting position, ventilation and cable connections were also checked, and no adverse condition was found.



Photo 19

6.1.9 DC SOCKETS

The vessel is fitted with 12 V cigarette-lighter type DC sockets, distributed at the helm stations and in the cabins. The sockets were POWERED UP; voltage measurements confirmed that they were live. The cover seals were found to be in place and intact. The finding identified is described in the Findings section.

Finding C-5

The flybridge 12 V cigarette lighter socket is corroded.

Recommendation

It is recommended that it be repaired, and replaced if necessary.



Photo 20

6.1.10 BONDING SYSTEM

The bonding and earthing arrangement was visually inspected at accessible points. The connections of the engine, generator, fuel tank and underwater equipment to the bonding circuit were examined; disconnected ends, corroded lugs or subsequently removed connections were looked for. No bonding or earthing abnormality was found during the survey.

6.2 AC Electrical Systems

6.2.1 AC SHORE POWER SYSTEM

The shore power system is recorded as 230 volt AC / 50 Hz.

6.2.2 AC SHORE POWER PHASE

The shore power connection is single-phase.

6.2.3 AC SHORE POWER INLETS

There are two Marincobrand shore power inlets on the aft deck.

The shore power inlets were found to conform to the standard and to be sound.

The covers, gaskets and hull mounting points of the inlet sockets were inspected; no cracking, scorch marks or corrosion indicative of water ingress was found. The locking rings were tried and found to hold the cable in place.

6.2.4 AC SHORE POWER LEAD

A Marincobrand shore power lead is carried on board.

The shore power lead was found to be in good condition and undamaged.

6.2.5 MAIN AC SHORE POWER BREAKERS

The main AC breakers are located on the main electrical panel, immediately after the shore inlet.

SIGHTED ONLY; not tested under load. No heat damage or burning was found on the breaker bodies, no looseness was found at the connection terminals, and the labelling was found to clearly indicate which circuit each breaker isolates. In the surveyor's opinion, they are SERVICEABLE.

6.2.6 AC PANEL BREAKERS/FUSES

Withheld in the sample report.

6.2.7 AC SOURCE SELECTOR SWITCHES

A selector switch is fitted between the shore power connection and the generator, preventing the two sources from being engaged simultaneously.

The switch was tried in both positions; on changeover the panel was observed to cut the supply and switch over to the new source. As this arrangement prevents the shore supply and the generator from being connected in parallel, it is correct practice for both the vessel and the marina network.

6.2.8 AC SOCKETS

The AC sockets on board are of the earthed (Schuko) type, distributed in the saloon, cabins and cockpit.

The sockets were POWERED UP; polarity and earth checks were carried out at all sockets sighted using a socket tester, and the connections were found to be correct. No cracking or oxidation was found on the covers and frames, and they were found to be SERVICEABLE.



Photo 21



Photo 22



Photo 23

6.2.9 AC SOCKET POLARITY

Polarity and earth checks were carried out at all AC sockets sighted using a socket tester.

The test was repeated separately with both the shore power supply and the generator supply energised; no reversal of phase and neutral, earth discontinuity or mixing of earth and neutral was found. The connections were found to be correct.



Photo 24

6.2.10 AC ELECTRICAL/WIRING COMMENTS

The AC wiring was visually inspected inside the panels and along accessible routes.

The cable cross-sections were observed to appear consistent with the circuit protection, connections were found to be made via terminals, and no loose ends were found. No contact with sharp edges, signs of heat damage or burning smell was found at cable penetrations.

No adverse condition was found in the AC cabling during the survey.

7 GENERATORS, INVERTERS AND OTHER AUXILIARY POWER SOURCES

7.1 Generators

7.1.1 GENERATOR MAKE AND MODEL

Cummins Onan — 11 kVA marine diesel generator.

7.1.2 GENERATOR LOCATION

It is located at the forward end of the engine room.

7.1.3 GENERATOR ACCESSIBILITY

Access is good: all areas requiring servicing can be reached to a reasonable extent.

The oil and fuel filters, oil extraction pump, sea strainer and impeller cover are accessible without opening the sound shield. This arrangement is a positive feature, allowing scheduled maintenance to be carried out without delay.

7.1.4 GENERATOR SPECIFICATIONS

Cummins Onan, 2197 cc engine displacement, 11 kVA marine generator.

7.1.5 GENERATOR FUEL TYPE

Diesel. Supplied from the same tank as the main engines.

7.1.6 NUMBER OF CYLINDERS

Four (4) cylinders, in-line.

7.1.7 GENERATOR KW RATING

The generator power rating was recorded from the manufacturer's nameplate. 11 kVA.

7.1.8 GENERATOR ENGINE RPM RATING

The generator operates at a constant 1500 RPM.

7.1.9 GENERATOR VOLTAGE RATING

The generator output was recorded as 230 volts AC / 50 Hz.

7.1.10 GENERATOR PHASE

The generator is single-phase.

7.1.11 GENERATOR STARTING VOLTAGE

The generator starting system is supplied at 12 volts DC.

7.1.12 GENERATOR HOURS

1401 hours.

The operating hours were read from the counter on the generator control panel. The value is consistent with the vessel's age and pattern of use; in the surveyor's opinion, the average annual running time is within the usual limits for marina-connected use.

7.1.13 GENERATOR SERIAL NUMBERS

Withheld in the sample report.

7.1.14 GENERATOR LABELS AND WARNINGS

The manufacturer's nameplate and warning plates on the generator are in place and legible.

The power, voltage, frequency and serial number details on the nameplate were read and compared with the particulars given in the report, and were found to be consistent.

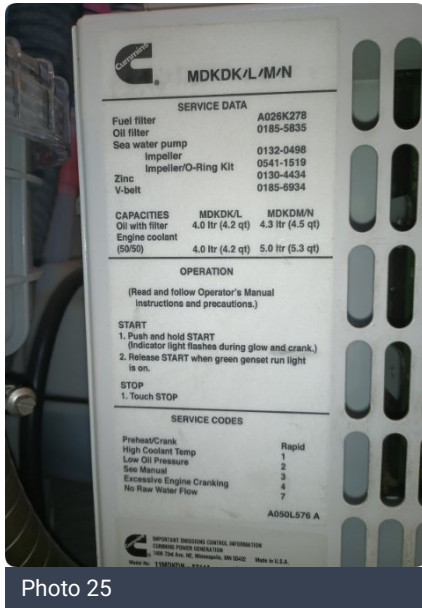


Photo 25

7.1.15 GENERATOR ALARM SYSTEM

The Cummins Onan control panel includes warnings for high temperature, low oil pressure, overcranking and loss of sea water flow; the panel was operated.

7.1.16 GENERATOR DRIVE BELT

The generator drive belt is well seated, and no signs of excessive wear were found during the inspection. The belt surface was checked for cracking, scorch marks and rubber dust build-up; no misalignment was observed at the pulley. The belt tension was checked by hand and found to be within the usual limits.

7.1.17 GENERATOR OIL LEVEL

The generator's crankcase oil level was checked on the dipstick with the unit cold. The level is within the normal range; no indication of water contamination or excessive fouling was observed in the colour or consistency of the oil. No signs of oil leakage were observed around the cap and gasket areas.

7.1.18 GENERATOR COOLING SYSTEM TYPE

The generator is directly cooled by sea water. The sea water circuit was traced in sequence through the seacock, filter, pump and heat exchanger, and the water flow at the exhaust outlet was visually confirmed during operation. The issue found in the circuit is described in the Findings section.

7.1.19 GENERATOR EXHAUST SYSTEM

The generator exhaust system was visually inspected from the unit outlet to the transom discharge. The waterlock, hose routing, clamps and support points were checked, and the hoses were examined for hardening, swelling or signs of burning. Matters identified in the system are described in the Findings section.

7.1.20 GENERATOR COMPARTMENT VENTILATION

In the surveyor's opinion, ventilation around the generator is adequate. The connection between the unit's combustion air supply and the engine room ventilation louvres was inspected; no blockage or restriction was observed in the air intake paths. No excessive heating was observed around the unit while the generator was running under load.

7.1.21 GENERATOR LOAD TEST

The generator was tested under load: the air conditioning units, calorifier and galley appliances were switched on in sequence, increasing the load in stages. As the load increased, the RPM was observed to remain stable, with no drop in output voltage, and the unit was observed to carry the load without strain. No darkening of the exhaust colour, unusual heating around the unit, or vibration was observed.

7.1.22 GENERATOR COMMENTS

The generator was started with shore power disconnected and was OPERATED under load throughout the survey. No excessive cranking or excessive smoke was observed at start-up; the RPM was found to settle quickly, and the

running noise was found to be smooth. During operation, the instrument panel, the cooling water flow at the exhaust outlet and the area around the unit were monitored. The matters found during the observation are described in the Findings section.



Photo 26



Photo 27



Photo 28



Photo 29

Finding B-3

A leak was found at the sea water pump.

Recommendation

It is recommended that this be repaired.



Photo 30



Photo 31

Finding B-4

A leak was found in the exhaust sea water system behind the generator, the surrounding area was still wet, and flaking of the insulation was observed.

Recommendation

It is recommended that it be repaired and serviced again.



Photo 32



Photo 33



Photo 34



Photo 35

7.2 Inverters and Other Auxiliary Power Sources

7.2.1 INVERTER SYSTEMS (DC TO AC)

A Marinco 2000 W inverter is fitted in the engine room.

The inverter was OPERATED and was observed to produce 230 V AC from the battery bank and to perform its function.

7.2.2 INVERTER LOCATION AND VENTILATION

The inverter is installed in the engine room, in a position with adequate ventilation.

7.2.3 SOLAR POWER SYSTEM

Solar panels, fitted subsequently on the flybridge, supply the battery bank via a Victron charge regulator. The regulator display showed that the panels were supplying current.



Photo 36



Photo 37

8 UNDERWATER EQUIPMENT AND HULL INSPECTION

8.1 Underwater Equipment and Hull Inspection

8.1.1 PROPELLERS

The pod units are fitted with a Volvo Penta IPS stainless steel propeller set.

The propellers were examined while the vessel was ashore; no bending, cracking or cavitation erosion was found on the blades.



Photo 38



Photo 39

8.1.2 DRIVE SYSTEM

The drive system is of pod (IPS) configuration.

The pod housings, hull penetrations and sealing points were examined; no evidence of impact, scratches, repair, or signs of leakage was found. The propellers were turned by hand, and no play or resistance was felt in the bearings.

8.1.3 HYDRAULIC BATHING PLATFORM

The aft platform is an Opacmare hydraulic lifting bathing platform.

OPERATED. No difficulty was found in the lowering or raising of the platform.

8.1.4 TRIM TAB SYSTEM

The trim tabs were operated, and both tabs are performing their function.



Photo 40

8.1.5 THRUSTERS

The bow thruster tunnel interior and propellers were checked, and no problem was found.

8.1.6 ABOVE-WATERLINE DRAINS (TOPSIDES)

The topsides drains above the waterline were visually inspected and all were found to be open and functional.

8.1.7 BELOW-WATERLINE SEACOCKS AND SKIN FITTINGS

The seacocks and skin fittings below the waterline were visually inspected and all were found to require cleaning.

Finding B-5

The seacock openings and skin fittings below the waterline were found to be covered with marine growth and insufficiently cleaned.

Recommendation

It is recommended that the seacock openings and skin fittings be cleaned while the vessel is ashore, and that the seacocks be operated open and closed to check them after cleaning.



Photo 42



Photo 43



Photo 41

8.1.8 HULL TRANSDUCERS

The Raymarine transducers mounted to the bottom of the hull were examined; no external damage or excessive corrosion was found.

8.1.9 EARTH PLATES

The hull earth plate is made of copper.

The hull earth plate is present, and its connection appears sound.

8.1.10 SACRIFICIAL ANODES

Wastage on the sacrificial anodes is generally at approximately 80%; as this exceeds the 50% depletion threshold, the anodes require renewal.

Finding B-6

Some anodes were found to have wasted far more than normal.

Recommendation

The anodes must be replaced once they reach 50% depletion; otherwise, this may cause the base metal they protect to corrode in the water.



Photo 44



Photo 45



Photo 46



Photo 47

8.1.11 ANTIFOULING PAINT

The antifouling paint requires renewal.

Finding B-7

The antifouling paint has exceeded its service life and requires renewal. In some areas the paint has come away.

Recommendation

It is recommended that the areas where the paint has come away down to the gelcoat be coated with Gelshield before being repainted with antifouling paint.



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56



Photo 57



Photo 58



Photo 59

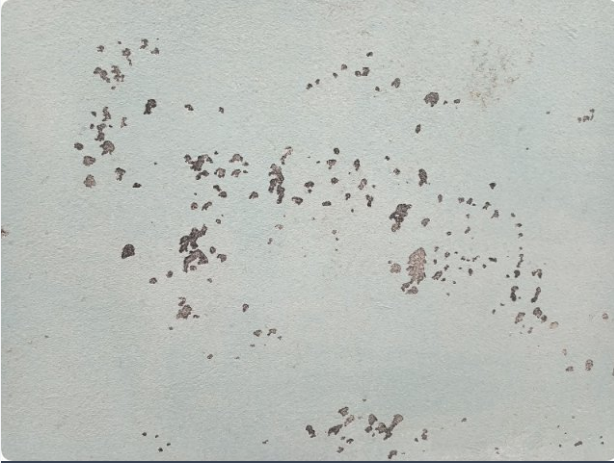


Photo 60



Photo 61

8.1.12 OSMOSIS COMMENTS

No visible osmotic blistering (moisture-induced blistering beneath the gelcoat) was found on the underwater hull. The entire hull was checked with a Tramex Skipper 5 moisture meter, phenolic hammer and thermal camera, and no adverse condition was found.



Photo 62



Photo 63



Photo 64



Photo 65



Photo 66



Photo 67



Photo 68



Photo 69



Photo 70



Photo 71



Photo 72



Photo 73

8.1.13 HULL SURFACE COMMENTS

No evidence of impact, scratches or repair was found on the underwater hull surface.

8.1.14 UNDERWATER METALS COMMENTS

The underwater metal components were examined separately: pod housings, propellers, seacocks, transducers, the earth plate and the trim tab fittings.

Blistering beneath the paint, white oxide deposits, pitting, or pinkish discolouration of brass fittings were checked for. No significant finding indicative of galvanic corrosion was found; the degree of wastage on the sacrificial anodes is addressed separately in the Findings section.

8.1.15 ROPE CUTTER

No rope cutter was found fitted to the pod units. See Finding.

Finding C-6

No rope cutters were found fitted to the propellers.

Recommendation

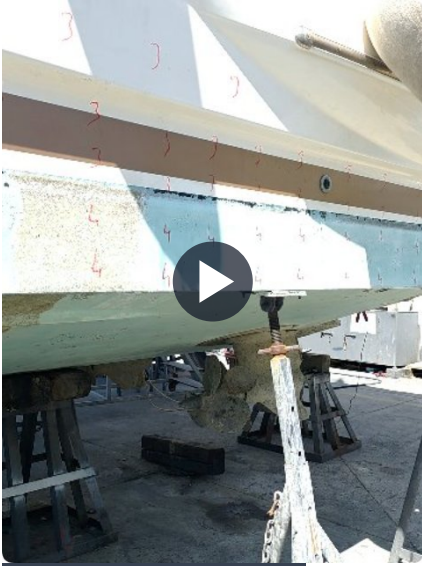
It is recommended that a rope cutter suitable for the pod type be fitted (good seamanship practice).

8.1.16 HULL INSPECTION COMMENTS

After the vessel was hauled out and the underwater hull was washed and dried, the underwater hull was examined visually, by percussion sounding (phenolic hammer) and with a moisture meter; a thermal camera was additionally used in areas that could be considered suspect.

The area where the slings were positioned, together with the IPS legs, propellers and pod housings, was found not to have been sufficiently cleaned; outside of these areas, the entire underwater hull surface could be examined.

The osmosis and moisture meter readings taken were clean; no finding indicative of delamination, concealed repair or water-saturated areas was found. No adverse condition was found.



Video 1 · 0:20

yachtsurvey.com.tr/en/v/uVURRqV8 · watch

Scan the QR code with your phone



SAMPLE REPORT

9 SUMMARY

9.1 Condition and Valuation Summary

9.1.1 VESSEL CONDITION

Once the survey has been completed and the findings have been logically arranged, forming an opinion on the VESSEL'S OVERALL CONDITION RATING relies on the surveyor's experience.

Taking its age and usage history into account, the vessel has been assessed as being in ABOVE AVERAGE CONDITION; no structural defect was found, and the matters identified were limited to maintenance and secondary-priority items. This rating is the starting point for the condition adjustments in the valuation section.

The overall condition rating, made after the survey was completed and the findings were evaluated, may be used to determine the adjustment to be made against the market value of a comparable vessel.

○ Excellent (Bristol) Condition

● **Above Average Condition**

○ Average Condition

○ Fair Condition

○ Poor Condition

○ Restorable Condition

9.1.2 VALUATION METHODOLOGY

The valuation was carried out in three steps:

1. Comparable analysis (market approach): Current listings and sold/pending records of the same model and nearby years (2016-2019) were compiled, and a market discount was applied in moving from listing price to completed sale. The source and access date are given in each row.

2. Condition adjustment: The cost of rectifying the category A and B findings in this report has been deducted from the value; low engine hours, a clean osmosis scan and subsequently added equipment have been added to the value. The amounts are approximate ranges based on shipyard and service prices in Turkey.

3. Age-price cross-check: As the model's 2017-2018 new sale price could not be verified from a primary source, the depreciation calculation was carried out using the listing price curve of the same model between 2016 and 2019.

The currency is EUR. USD listing prices are given using the listing site's own conversion and are used for indicative purposes only; in this example 1 USD = 0.86 EUR has been assumed (in the actual report, the CBRT/ECB rate on the valuation date is to be stated). The value is dependent on VAT, flag and documentation status, and this report does not examine legal title or lien status.

9.1.3 COMPARABLE VESSELS ON THE MARKET

Date accessed: 10.09.2026. Prices are listing prices; (*) denotes a value converted to USD by the listing site.

No	Model / year	Engine hours	Location · VAT	Listing price	Source
1	Prestige 500 Fly / 2017	600-670 h	Istanbul, TR · VAT not paid	\$669,231*	YachtWorld
2	Prestige 500 / 2016	~925 h	Istanbul, TR · VAT not paid	\$611,037*	YachtWorld
3	Prestige 500 / 2016	—	Fethiye, TR · not stated	\$581,940*	YachtWorld (pre-listing)
4	Prestige 500 Fly / 2018	878 h	Fort Lauderdale, USA	\$689,000*	YachtWorld
5	Prestige 500 Fly / 2017	780 h	Attica, GR · VAT included	\$675,050*	YachtWorld
6	Prestige 500 / 2017	—	Greece	€580,000	yachtall.com
7	Prestige 500 S / 2018	—	Spain	€599,000	yachtall.com
8	Prestige 500 / 2017	25 h	Canet-en-Roussillon, FR · VAT included	\$756,406*	YachtWorld
9	Prestige 500 Fly / 2019	460 h	Valletta, MT · VAT included	\$871,746*	YachtWorld

Assessment: The listing prices of 2017-2018 model Mediterranean and Turkish comparables with 600-900 hours are clustered in the band of €580,000 – 600,000 (1, 4, 5, 6, 7). The very low hour listing (8) and the 2019 model with VAT

paid (9) are above this band; the 2016 models (2, 3) are below it. The subject vessel's engine hours (393 h) are below those of the comparables in the band.

9.1.4 COMPARABLE VESSELS RECENTLY SOLD

As the actual sale prices achieved have not been published, direct sale comparables are limited; the following were used to determine the market discount.

- Prestige 500 / 2017, Auckland: listed at \$520,600*, shown as "sale pending" as of 10.09.2026 (YachtWorld).
 - Prestige 500 S / 2017, ~200 h: marked as "sold", sale price not disclosed (Lighthouse Yachting).
 - YachtBuyer Prestige 500 market summary (10.09.2026): average discount of 4-5% from listing price, average of 348 days on market.
 - General market: sellers allow a negotiating margin of 8-15% on the listing price (Baranof Yachts); for motor yachts over 50 ft, sales achieved average more than 90% of the listing price (United Yacht Sales, 2023).
- In this study, a listing-to-sale discount of 5-10% has been applied.

9.1.5 ADDITIONAL REFERENCES

Comparable models (2018, listing price, accessed 10.09.2026):

Model / year	Location	Listing price	Source
Prestige 520 / 2018	New York, USA	\$695,000*	YachtWorld
Prestige 520 Fly / 2018	Cannes, FR · VAT included	\$756,522*	YachtWorld
Absolute 50 Fly / 2018	Seget, HR · VAT paid	\$986,970*	YachtWorld
Beneteau Monte Carlo 5 / 2018	Alicante, ES · VAT included	€639,000	Band of Boats
Beneteau Monte Carlo 5 / 2018	Keramoti, GR · VAT included	\$755,358*	YachtWorld
Azimut 50 / 2017	Kaş, TR	€720,000	iNautia

Motor Boat & Yachting second-hand test (2016 Prestige 500 Fly): given as £499,000 (VAT paid) at the time of testing, as the midpoint of the 500s then on the market. The 2017-2018 new list price of the model could not be verified from a primary source; the figure of €607,900 cited in a secondary source has not been taken into account as it could not be confirmed.

9.1.6 VALUATION ADJUSTMENTS

Starting point: the median of the 2017–2018 comparable listing band is €590,000.

Item	Direction	Amount (€)	Rationale
Discount from listing price to sale price (5-10%)	-	30,000 – 59,000	Market data (YachtBuyer 4-5%, general 8-15%)
Renewal of anodes	-	1,500 – 2,500	Finding: ~80% depletion
Antifouling renewal, primer in exposed areas	-	4,000 – 6,000	Finding: paint has reached the end of its service life, areas exposed down to the gelcoat
Generator sea water circuit (pump and exhaust leak)	-	1,200 – 2,500	Finding: leak at pump, leak in exhaust sea water line
Service batteries (3 units) and tender battery	-	1,500 – 2,500	Finding: SOH 27-48%
Double clamps on exhaust line, seacock cleaning, engine room insulation	-	600 – 1,200	Category B and C findings
Engine mounts (monitoring, set renewal if required)	-	0 – 1,500	Finding: age-related surface cracking
Low engine hours (393 h; comparables 600-900 h)	+	10,000 – 15,000	The engines are the largest component of value
Equipment added subsequently: watermaker, solar power, enlarged black water tank	+	5,000 – 8,000	OPERATED, functional
Clean osmosis scan, no structural adverse findings, no priority "A" findings	0	—	Expected condition; no basis for deduction

Net adjustment: -€15,800 to -€59,200; result €530,800 – €574,200; allowing for rounding and the spread of comparables, a range of €520,000 – €580,000 has been given.

9.1.7 VALUATION CONCLUSIONS

Open market value (September 2026): €520,000 – €580,000

Most probable value: €550,000

Confidence level: Medium (nine listing comparables, limited completed sale data; the Turkish market could only be partially surveyed).

Validity: 3 months from the survey date; to be reassessed once the category B findings have been rectified or if market conditions change.

Assumptions: The vessel is Turkish-flagged; VAT and documentation status have not been examined in this report, and the value is given subject to the proviso that "VAT status is to be verified against documentation." For insurance value, replacement cost should be requested separately. This section is a surveyor's opinion; it does not substitute for a broker's price recommendation or a formal valuation.

Surveyor: Serkan KOTEL – YachtSurvey Com.Tr

9.2 Survey Summary

9.2.1 SUMMARY

During the inspection of the vessel both ashore and afloat, a vessel with a generally clean and well-maintained external appearance, and interior spaces and equipment largely in SERVICEABLE condition, was encountered. No significant structural defects were found in the hull, deck, superstructure or propulsion systems.

The inspection was carried out by means of visual examination of the underwater hull surface, percussion sounding (phenolic hammer) testing, and comparative scanning with a Tramex moisture meter; separate observation of the engines in the engine room both cold and at operating temperature; measurement of the electrical systems with a socket tester and a digital battery tester; and, during the sea trial, progressive loading and noise measurement. The systems were tested with shore power, the generator and the battery bank each operating separately.

The underwater hull was scanned with a moisture meter, phenolic hammer and thermal camera, and no osmosis was found. During the sea trial, the engines reached 3,480 RPM and 27.5 knots at full throttle, with no loss of RPM or abnormal vibration observed; the generator ran under load without any drop in output voltage. At 393 hours, the main engines have seen less use than those of comparable vessels.

The findings affecting value are mostly maintenance-related: advanced wastage of the sacrificial anodes, antifouling paint that is past its service life and worn through to the gelcoat in some areas, seacocks and skin fittings that have not been cleaned, a pump and exhaust leak in the generator's sea water circuit, low health readings on the service batteries, use of a single clamp on the exhaust line, and deformation in the engine room insulation. No finding with a priority rating of "A" (safety/urgent) was found.

In light of these findings, the vessel's overall condition has been rated ABOVE AVERAGE; the open market value, based on comparable analysis and condition adjustments, has been assessed at between €520,000 and €580,000, with a most probable value of €550,000. The valuation method, comparables table, adjustments and assumptions are set out in detail in the items at the beginning of this section.

IMPORTANT NOTICE: This summary does not replace the report in its entirety. The full findings, measured values, photographs, recommendations and survey limitations are set out in the relevant sections of the report; the WHOLE of the report must be taken as the basis when forming an assessment.

9.2.2 SURVEYOR'S CV

Serkan KOTEL

Yacht Surveyor · YachtSurvey Com.Tr

[withheld] · yachtsurvey.com.tr · yachtsurvey.app

EXPERIENCE An independent yacht surveyor who brings together sea-going experience gained from ocean-going command, marine engineering education and engine maintenance and repair craftsmanship in a single profession. Carries out pre-purchase surveys, condition surveys and valuations, as well as out-of-water hull surveys, on motor yachts and sailing yachts; conducts inspections within the framework of ABYC standards and national maritime legislation, using methods based on measurement and documentation, and reports findings with an A-B-C priority classification, supported by photographs and references.

Creator of the 3D survey method, which documents the yacht survey with a three-dimensional virtual tour. The vessel is recorded entirely in three dimensions as it is on the day of the survey; the reader of the report can walk through the vessel step by step on their own screen, from the cabin to the engine room.

Personally designed and programmed the yachtsurvey.app survey and reporting system used in the field. The system brings together a comprehensive checklist, a Turkish-language ABYC reference library, engine diagnostics, a voyage log with sound and vibration measurements, an equipment inventory, and an online verifiable report under

one roof; it works simultaneously on a tablet in the field and on a computer in the office.

EDUCATION AND CERTIFICATIONS IIMS – Marine Surveying for Yacht and Small Craft

IIMS – Certificate of Tonnage Survey

MTA – Surveying Yacht and Small Craft Systems

ABYC – Marine Standards Certification

Master's Degree – International Trade, Gedik University (Thesis: An Examination of Methods That Could Be Applied to Prevent the Loss of Tax Revenue and Prestige to the National Economy Arising from Foreign-Flagged Yachts Owned by Turkish Nationals)

Bachelor's Degree – Marine Engineering, Dokuz Eylül University

Bachelor's Degree – Public Administration, Anadolu University

Ocean-going Captain (Chief Mate) · 3000 GT Master · Yacht Master (Unlimited)

Engine maintenance and repair journeyman, master craftsman and master trainer certificates

EQUIPMENT USED Jaltest Marine (Cojali) engine diagnostic tool

Tramex Skipper moisture/conductivity meter

Phenolic hammer (delamination check)

Thermal camera and infrared lighting

Endoscope camera

UNI-T UT353BT sound level meter and WitMotion WTVB01 vibration sensor

Socket polarity tester and digital battery tester

360° camera and 3D scanning (virtual tour)

01.10.2026

Serkan KOTEL

Yacht Surveyor

9.2.3 SURVEYOR'S CERTIFICATION

IIMS – Marine Surveying for Yacht and Small Craft

IIMS – Certificate of Tonnage Survey

MTA – Surveying Yacht and Small Craft Systems

ABYC – Marine Standards Certification

Gedik University – International Trade (Master's Degree)

THESIS: A Study of Methods That Could Be Applied to Prevent the Loss of Tax Revenue and Prestige to the National Economy from Foreign-Flagged Yachts Owned by Turkish Nationals

Dokuz Eylül University – Marine Engineering (Bachelor's Degree)

Anadolu University – Public Administration (Bachelor's Degree)

Ocean-going Captain (Chief Mate) · 3000 GT Master · Yacht Master (Unlimited)

Engine maintenance and repair training and certificates (journeyman, master craftsman and master instructor)

Serkan KOTEL – Yacht Surveyor, YachtSurvey.com.tr

Findings and Recommendations

This section is a summary only; some findings, observations and recommendations also appear in the relevant sections of the report.

B: SECOND PRIORITY / FINDINGS REQUIRING TIMELY ATTENTION

Finding B-1

– Engine Exhaust System

Only a single clamp was found at an exhaust hose connection.

ABYC P-1 Installation of Exhaust Systems for Propulsion and Auxiliary Engines (July 2019), 1.7.1.10 – Flexible Exhaust Hose Connections and Clamps

(1.7.1.10.1) Each exhaust hose connection shall be secured at each end with at least two non-overlapping clamps to form a secure, liquid- and vapour-tight joint.

(1.7.1.10.2) Clamps used for this purpose shall be entirely of stainless steel. The band width shall be at least 12 mm (0.5 in).

(1.7.1.10.3) Clamps relying solely on spring tension shall not be used.

Recommendation

It is recommended that double clamps be fitted.

Finding B-2

– Batteries

The service batteries (27%, 40%, 48%) and the tender battery have dropped below the 50% level.

Recommendation

It is recommended that these be monitored and replaced without delay.

ABYC E-11 AC and DC Electrical Systems on Boats (July 2021, with July 2023 technical amendments), 11.6.1.1.2 – House Battery Reserve Capacity

The rated reserve capacity of the battery or battery bank shall meet the following conditions: on boats with a single source of charge, the battery shall be capable of supplying the total load in Column A of Appendix 1 Table 1 for at least 1.5 hours; on boats with more than one source of charge operating simultaneously, the capacity of all charging sources except the largest shall be subtracted from the Column A total load, and the battery shall be capable of supplying the remaining difference for at least 1.5 hours. Exception: power sources used solely for propulsion.

Finding B-3

– Generator Comments

A leak was found at the sea water pump.

Recommendation

It is recommended that this be repaired.

Finding B-4

– Generator Comments

A leak was found in the exhaust sea water system behind the generator, the surrounding area was still wet, and flaking of the insulation was observed.

Recommendation

It is recommended that it be repaired and serviced again.

Finding B-5*– Below-Waterline Seacocks and Skin Fittings*

The seacock openings and skin fittings below the waterline were found to be covered with marine growth and insufficiently cleaned.

Recommendation

It is recommended that the seacock openings and skin fittings be cleaned while the vessel is ashore, and that the seacocks be operated open and closed to check them after cleaning.

Finding B-6*– Sacrificial Anodes*

Some anodes were found to have wasted far more than normal.

Recommendation

The anodes must be replaced once they reach 50% depletion; otherwise, this may cause the base metal they protect to corrode in the water.

Finding B-7*– Antifouling Paint*

The antifouling paint has exceeded its service life and requires renewal. In some areas the paint has come away.

Recommendation

It is recommended that the areas where the paint has come away down to the gelcoat be coated with Gelshield before being repainted with antifouling paint.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS**Finding C-1***– Draught*

The draught stated as 2.65 metres in the Certificate of Registry was found to be 1.1 metres when measured with the vessel ashore. The discrepancy between the document and the vessel's actual value stems from the registry entry.

Recommendation

It is recommended that the record on the certificate be corrected at the relevant Harbour Master's Office, and that the documented value not be relied upon for shallow water passages until the correction has been made.

Finding C-2

– Bimini Top

The stainless steel fittings on the port side of the bimini top were found to have corroded.

Recommendation

It is recommended that the corrosion be cleaned and the bolts causing the corrosion be renewed.

Finding C-3

– Engine Beds and Mounts

Age-related surface cracking and wear were observed on the rubber bodies of the engine mounts. No unusual movement or vibration was found while the engines were running.

Recommendation

It is recommended that the mounts be measured and assessed by an authorised service centre at the next periodic maintenance, and that they be renewed as a set if sagging is found.

Finding C-4

– Engine Room Insulation

Deformation and separation were found in the insulation lining at the engine room entrance (photographed under UV light).

Recommendation

It is recommended that the insulation be repaired or the relevant panel be replaced.

Finding C-5

– DC Sockets

The flybridge 12 V cigarette lighter socket is corroded.

Recommendation

It is recommended that it be repaired, and replaced if necessary.

Finding C-6

– Rope Cutter

No rope cutters were found fitted to the propellers.

Recommendation

It is recommended that a rope cutter suitable for the pod type be fitted (good seamanship practice).

SAMPLE REPORT

Appendix 1 Equipment Inventory

List of the equipment inspected on board during the survey. **NOT FITTED:** the equipment is not fitted on the vessel. The Finding column gives the numbers of the findings for that equipment.

Hull and Structure

Equipment	Make / Model	Qty	Location	Status	Finding
Bathing Ladder	Stainless steel folding ladder	1	Aft platform	OPERATED SERVICEABLE	—
Rubbing Strake	PVC rubbing strake on aluminium profile	—	Hull-to-deck joint	SIGHTED ONLY	—
Bimini Top	Sunbrella fabric on stainless steel tubing	1	Flybridge	SIGHTED ONLY	C-2
Radar Arch	GRP radar mast	1	Flybridge	SIGHTED ONLY	—

Propulsion and Machinery Space

Equipment	Make / Model	Qty	Location	Status	Finding
Engine Make and Model	Volvo Penta IPS 600	2	Engine room	OPERATED SERVICEABLE	—
Engine Gauges	Volvo Penta EVC display	2	Wheelhouse	OPERATED SERVICEABLE	—
Engine Instruments	Toolbox and hand tools	1	Engine room	SIGHTED ONLY	—
Engine Alarm System	Volvo Penta EVC alarm system	1	Wheelhouse	OPERATED SERVICEABLE	—
Engine Throttle and Shift Controls	Volvo Penta EVC controls and IPS joystick	2	Wheelhouse	OPERATED SERVICEABLE	—
Emergency Stop Switch (Kill Switch)	Kill switch	2	Wheelhouse	SIGHTED ONLY	—
Gearbox Make and Model	Volvo Penta IPS pod unit	2	Engine room	SIGHTED ONLY	—
Gearbox Coolers/Heat Exchangers	Volvo Penta IPS heat exchanger	2	Engine room	SIGHTED ONLY	—
Engine Room Blowers	24 V extractor fan	1	Engine room	OPERATED SERVICEABLE	—
Sea Strainers	Vetus sea water strainer	3	Engine room	SIGHTED ONLY	—
Spare Parts	Oil/fuel filter, belt and impeller set	1	Engine room	SIGHTED ONLY	—

Electrical Systems

Equipment	Make / Model	Qty	Location	Status	Finding
Batteries	AGM start and service batteries	12	Engine room	POWERED UP SERVICEABLE	B-2
Battery Isolator Switches	Blue Sea Systems battery switch	4	Engine room	OPERATED SERVICEABLE	—
Battery Parallel Switches	Battery parallel switch	1	Engine room	SIGHTED ONLY	—
Battery Isolators	Charge splitter (battery isolator)	1	Engine room	SIGHTED ONLY	—
Main DC Circuit Breakers	Main DC breaker	2	Engine room	OPERATED SERVICEABLE	—
Battery Chargers	Dolphin Pro Dem 24.60 and 24.40	2	Engine room	OPERATED SERVICEABLE	—
DC Sockets	12 V cigarette-lighter socket	2	Wheelhouse	POWERED UP SERVICEABLE	C-5

Equipment	Make / Model	Qty	Location	Status	Finding
AC Shore Power Inlets	Marinco shore power inlet	2	Aft deck	SIGHTED ONLY	—
AC Shore Power Lead	Marinco shore power lead	1	Aft deck	POWERED UP SERVICEABLE	—
Main AC Shore Power Breakers	Main AC breaker	2	Main electrical panel	SIGHTED ONLY	—
AC Source Selector Switches	Shore/generator selector switch	1	Main electrical panel	OPERATED SERVICEABLE	—
AC Sockets	Earthed (Schuko) socket	—	Saloon	POWERED UP SERVICEABLE	—

Generators, Inverters and Other Auxiliary Power Sources

Equipment	Make / Model	Qty	Location	Status	Finding
Generator Make and Model	Cummins Onan 11 kVA marine diesel generator	1	Engine room	OPERATED SERVICEABLE	—
Generator Alarm System	Cummins Onan control and alarm panel	1	Engine room	OPERATED SERVICEABLE	—
Inverter Systems (DC to AC)	Marinco 2000 W inverter	1	Engine room	OPERATED SERVICEABLE	—
Solar Power System	Victron charge regulator and solar panels	2	Flybridge	SIGHTED ONLY	—

Underwater Equipment and Hull Inspection

Equipment	Make / Model	Qty	Location	Status	Finding
Propellers	Volvo Penta IPS stainless steel propeller set	2	Underwater hull	SIGHTED ONLY	—
Hydraulic Bathing Platform	Opacmare lifting bathing platform	1	Aft platform	OPERATED SERVICEABLE	—
Hull Transducers	Raymarine hull transducer	2	Underwater hull	SIGHTED ONLY	—
Earth Plates	Copper earth plate	1	Underwater hull	SIGHTED ONLY	—
Rope Cutter	—	—	—	NOT FITTED	C-6

Surveyor's Declaration and CV

Declaration of Impartiality

This survey was carried out independently. The survey fee does not depend on the outcome of the survey or on whether the vessel is sold. The surveyor does not receive commissions or referral fees from sellers, brokers, shipyards, service companies or insurers. The surveyor has no commercial or personal relationship with this vessel, its owner or the parties to the sale; any such relationship would have been disclosed in this report. Repair and maintenance work recommended in this report is not carried out by the surveyor or by any company in which the surveyor is a partner.

Surveyor's CV

Serkan KOTEL

Yacht Surveyor · YachtSurvey Com.Tr

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EXPERIENCE

Independent yacht surveyor combining, in a single profession, seagoing experience as an ocean-going master, an education in marine engineering and hands-on expertise in machinery maintenance and repair. Carries out pre-purchase surveys, condition and valuation surveys and out-of-water hull surveys on motor and sailing yachts; conducts inspections within the framework of ABYC standards and national maritime legislation, using methods based on measurement and documentation, and reports findings with an A-B-C priority classification, photographs and the supporting standard clause.

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EQUIPMENT USED

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Tramex Skipper moisture/conductivity meter

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Thermal camera and infrared lighting

Endoscope camera

UNI-T UT353BT sound level meter and WitMotion WTVB01 vibration sensor

Socket polarity tester and digital battery tester

360° camera and 3D scanning (virtual tour)

October 2026

Serkan KOTEL
Yacht Surveyor

SAMPLE REPORT