

YACHT OUT-OF-WATER HULL SURVEY REPORT

"SAMPLE MOTOR YACHT"

TYPE
Motor Yacht

HIN
XX-XXXXXXXXXXXX

FLAG
Türkiye



FILE NO.
ORNEK-03-EN

SURVEY DATE
September 2026

SURVEYOR
Serkan KOTEL

PREPARED FOR
Buyer (name withheld)



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Yacht Out-of-Water Hull 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 Yacht Out-of-Water Hull Survey Report has been prepared at the request of Buyer (name withheld), following the inspection ashore of the 2018 (built 2017) model 14.92 m Jeanneau Prestige 500 vessel named SAMPLE MOTOR YACHT, on September 2026.

The vessel was hauled out using a travel lift for the survey; the underwater hull surface was washed with high-pressure water and left to dry before inspection. Washing and drying were carried out under the surveyor's supervision so that the moisture meter readings would be reliable.

During the survey, the weather was clear and dry, with a moderate ambient temperature; the weather conditions did not prevent the completion of any part of the inspection.

Moisture meter readings were taken after the underwater hull surface had fully dried and in areas not directly heated by the sun; no difference between surface temperature and ambient temperature likely to affect the readings was observed during measurement.

The Hull Identification Number is XX-XXXXXXXXXXXX, belonging to the vessel named SAMPLE MOTOR YACHT referred to in this report.

The number was observed in place on the permanent plate at the upper starboard corner of the transom, its legibility was checked, and it was photographed. The plate was observed to be fixed to the hull in its original manner, with no sign of removal, replacement or tampering.

This survey is intended to establish the condition of the vessel's underwater hull and equipment attached to the hull; the inspection was carried out with the vessel ashore, and a sea trial was excluded from the scope.

The entire underwater hull surface was surveyed visually, by percussion sounding (phenolic hammer), with a Tramex Skipper 5 moisture/conductivity meter, and with a thermal camera. The seacocks, transducers, earth plate, sacrificial anodes, pod units, propellers and bow thruster tunnel were each examined separately.

While the vessel was ashore, the running hours of the main engines were read from the engine control units (ECUs) using a Jaltest Marine diagnostic tool with the ignition switched on, and compared with the values on the instrument panel; the engines were not operated (see Propulsion System › Engine Hours).

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 report reflects the condition of the vessel on the day of the survey; it does not cover subsequent modifications, repairs, or conditions arising from use. The out-of-water hull survey does not include an assessment of the vessel's above-water systems, engine room equipment, or performance underway.

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 Yacht Out-of-Water Hull 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 GENERAL RECOMMENDATIONS

It is recommended that periodic maintenance items such as underwater hull paint, sacrificial anodes and seacock cleaning be completed before the vessel is relaunched; carrying out this work while the vessel is ashore is both easier and less costly than having to dive to carry it out after relaunching.

It would be appropriate for the sacrificial anodes to be checked at the start of each season, renewed once the 50% depletion threshold is exceeded, and monitored more frequently for the first few months whenever the vessel's berth is changed (particularly when moving to a new marina with shore power).

It is strongly recommended that the buyer spend sufficient time with the owner or captain of the vessel to learn important vessel-specific details and obtain information regarding any unusual system installations.

1.2.2 SURVEY LIMITATIONS

The inspection was carried out while the vessel was hauled out and suspended in the slings (lifting straps). The areas obscured by the slings and the interior surfaces of the pod housings could not be fully viewed because of the way the vessel was slung and their cleanliness.

The interior hull surface, fixed panels, flooring, headlining and fitted furniture were inspected without dismantling; areas that were not accessible were excluded from the scope of the survey.

Moisture metering is a method that shows relative moisture differences within the gelcoat and laminate on a comparative basis; it does not give an absolute moisture value and should be interpreted within the limits of non-destructive examination.

2 GENERAL INFORMATION

2.1 Vessel and Survey Particulars

2.1.1 FILE NUMBER

ORNEK-03-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

Out-of-Water Hull Survey. This covers the inspection of the vessel's underwater hull, propulsion equipment and underwater equipment attached to the hull while the vessel is hauled out.

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

2.3.8 GROSS TONNAGE

43.25 GT

2.3.9 NET TONNAGE

24.17 NT

2.3.10 GENERAL ARRANGEMENT PLAN

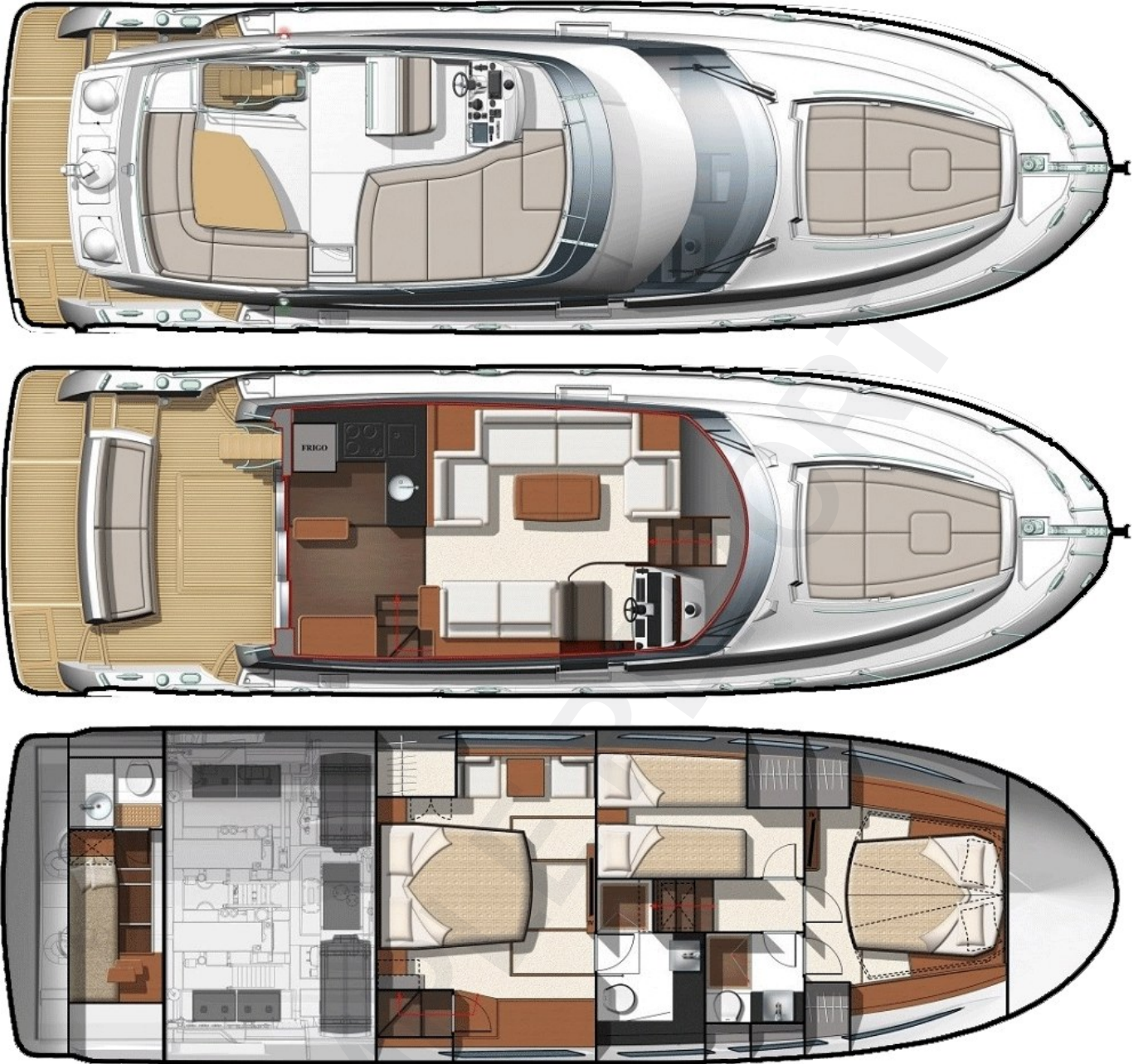


Photo 1

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.

A deadrise angle decreasing from bow to stern, a wide planing surface aft, and continuous spray rails on both sides were observed in the hull form. The edge lines of the spray rails were followed from bow to stern, and no breaks, crushing or signs of repair were found.

3.1.2 HULL MATERIAL

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

The hull shell was moulded as a single piece, with solid laminate in the underwater section and a sandwich construction (foam/ balsa core) above the waterline and on the deck. The laminate thickness transitions and reinforcement areas gave a consistent and sound response during percussion sounding (phenolic hammer) examination.

3.1.3 EXTERIOR FINISH

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

The gelcoat surface is in good condition for the age of the vessel; it largely retains its gloss, and no widespread dulling, hairline spider cracking or colour fading was observed. The surface was inspected on both sides of the hull and on the transom using raking light, and no moulding irregularity or waviness suggestive of underlying repair was found.

3.1.4 OVERALL EXTERIOR CONDITION

The exterior of the vessel was observed to present a generally clean and well-maintained appearance.

The hull, deck and superstructure surfaces were inspected at close range; no cracking, depression or deformation indicative of a structural defect was observed. No notable deficiencies were found other than surface marks commensurate with the age of the vessel.

3.1.5 TRANSOM

The transom was observed to generally retain its original condition.

The transom surface was inspected visually and by percussion sounding (phenolic hammer) around the platform fixing points, exhaust outlets and drain outlets; no cracking, separation or staining indicative of water ingress was found. The corner joints between the transom and the topsides are sound and fair.

3.1.6 BATHING PLATFORM SURFACE

The mounting and fixing points of the bathing platform were observed to be sound, with no oil leakage found at its hydraulic connections.

The platform surface was examined from end to end; no bending in the supporting arms, cracking at weld areas, or looseness at the hull connection points was found. No deficiency was found in the teak decking on the platform other than surface wear consistent with use (see Findings).

Finding C-1

Surface wear and discolouration consistent with use were observed on the teak decking of the aft platform. No lifting of the decking planks or separation at the caulking seams was found.

Recommendation

It is recommended that the teak surface be maintained with a suitable cleaner, and that the caulking seams be inspected at the start of each season.



Photo 2



Photo 3

3.1.7 BATHING LADDER

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

The bathing ladder was removed from its housing, lowered, and returned to its stowed position; it was found to be FIT FOR PURPOSE.

The steps, hinge points and locking mechanism were checked by hand under load; no looseness, cracking or corrosion was observed. The bolting points by which the ladder is secured to the platform were also examined and found to be sound.

3.1.8 BULKHEADS

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

The junctions of the accessible bulkheads with the hull and deck were inspected; no separation, cracking or moisture staining was found at the lamination tape joints. A complete inspection of the bulkheads could not be carried out due to limited access.

3.1.9 STRINGERS AND FLOORS

The structural support in the keel area was observed to be provided by GRP horizontal and vertical members (stringers and floors).

The lamination of the members to the hull was inspected in the accessible compartments; no separation, cracking or softening was found at the bonding lines. The stringer areas supporting the engine beds were additionally checked and found to be sound.

3.1.10 STEM

The stem is of a raked and curved form; it was inspected visually and by hand from the waterline to deck level.

No impact, crushing, gelcoat cracking or repair marks were found along the stem line. The moulding line is fair and symmetrical, and no softening or change in sound indicative of laminate separation was found at the junction of the stem with the keel.

3.1.11 KEEL

The vessel's keel is a moulded keel, manufactured from GRP as part of the hull moulding, consistent with the planing hull construction.

The keel line was followed from bow to stern both visually and by percussion sounding (phenolic hammer); no grounding, abrasion or impact marks, laminate separation or evidence of repair were found. The corner lines where the keel meets the underwater hull surface are fair and continuous.

3.1.12 FRAMES

The vessel's frames were inspected visually and by hand where accessible.

In all visible areas, the frames were observed to be in full contact with the hull, with no separation, cracking or moisture marks found at the lamination lines. Frames concealed beneath fixed flooring and furniture are outside the scope of the survey, as dismantling was not carried out.

3.1.13 BILGE

The bilge was inspected in all accessible compartments using a torch and mirror.

The bilge was generally found to be clean and dry; no accumulation of oil, diesel or coolant, long-standing water marks, or salt/ lime residue was found. The gelcoat on the bilge surface is sound, and no marks indicative of separation at the hull-bulkhead junctions were observed.

3.1.14 LIMBER HOLES

The visible limber and drain holes were found to be of adequate size and clear.

The holes providing water transfer between compartments were individually checked with a torch; no blockage, accumulation of foreign matter or subsequently sealed passage was observed. It was thus confirmed that water entering the bilge can reach the pump sump in the main bilge compartment.

3.1.15 LIST AND TRIM

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

The boundary line between the antifouling paint and the waterline paint was compared on both sides; no significant difference in level between the port and starboard sides, nor any mark indicating bow-to-stern trim irregularity, was observed. This condition is considered normal in the absence of an uneven weight distribution within the vessel and in the absence of any compartment likely to take on water.

3.1.16 EXTERIOR WOODWORK COMMENTS

The fixed furniture and fittings in the exterior areas were observed to be properly seated in place, with sound fixing points.

No cracking, loosening or signs of leakage were found around the fastenings.

3.1.17 MOISTURE COMMENTS

A Tramex Skipper 5 moisture/conductivity meter was used as a reference meter for conductivity in various areas of the vessel.

Readings were taken across the entire underwater hull surface in a grid pattern, as well as around the seacock, transducer and earth plate penetrations, along the keel line, in the sling areas and along the hull-deck joint line. Comparative readings were taken against adjacent areas at each location, with the difference between areas being the basis of assessment rather than any single value in isolation.

No area giving a markedly elevated reading relative to its surroundings was found; no finding indicative of moisture accumulation, water retention beneath the gelcoat, or laminate saturation was observed.

4 PROPULSION AND MACHINERY SPACE

4.1 Propulsion Engines

4.1.1 ENGINE HOURS

1,240 hours (port) / 1,238 hours (starboard).

The engine running hours were read from the ECU of each engine using a Jaltest Marine diagnostic tool with the ignition switched on while the vessel was ashore, and were compared with the values shown on the instrument panel at the helm station; the values from both sources were found to be consistent with each other. The engines were not run during this survey.

The 2-hour difference between the two engines is a normal variance arising from the engines being run for different durations during manoeuvring, and does not indicate that one engine has run significantly more than the other.

4.1.2 DIAGNOSTIC COMMENTS

The diagnostic report will be provided as a separate report.

4.1.3 ENGINE SERVICE HISTORY

All available service records are listed here.

5 UNDERWATER EQUIPMENT AND HULL INSPECTION

5.1 Underwater Equipment and Hull Inspection

5.1.1 PROPELLERS

The pod units are fitted with Volvo Penta IPS stainless steel propeller sets; both units were directly visible while the vessel was ashore.

The propellers were examined separately on both pod units while the vessel was ashore.

No bending, cracks, nicks or cavitation erosion were found on the blades; the blade edges are uniform and symmetrical. The relative position of the forward and aft propellers and the blade pitch angles were visually compared, and no difference was observed.

The propellers were turned by hand; no play, binding or unusual noise was found in the shaft bearings. Detailed surface inspection was limited due to marine growth on the blade surfaces (see Findings).



Photo 4



Photo 5

5.1.2 DRIVE SYSTEM

The propulsion system is of pod (IPS) configuration; the vessel is propelled by two pod units.

The pod housings, drive leg sockets, bellows and sealing areas, and hull penetrations were examined. No impact marks, scratches or repair marks were found on the pod housings, and no signs of leakage were found at the hull penetrations. The areas where the pods seat against the hull were also checked by percussion sounding (phenolic hammer), and the laminate was found to be sound.

5.1.3 HYDRAULIC BATHING PLATFORM

The aft platform is an Opacmare hydraulic lifting bathing platform.

The bathing platform was OPERATED; no difficulty was found in either lowering or raising it.

Throughout the movement, both support arms were observed to operate evenly, no leakage was found in the hydraulic cylinders, and the platform was observed to seat fully at the end of travel. Deformation was observed in the outer protective sheathing of the platform's hydraulic hoses (see Findings); no leakage or swelling was found in the hoses themselves.

Finding C-2

The outer sheathing protecting the bathing platform's hydraulic hoses from seawater was found to be deformed. No leakage, cracking or swelling was observed in the hoses themselves.

Recommendation

It is recommended that the protective sheathing be renewed and that the hoses be reviewed at the next service.

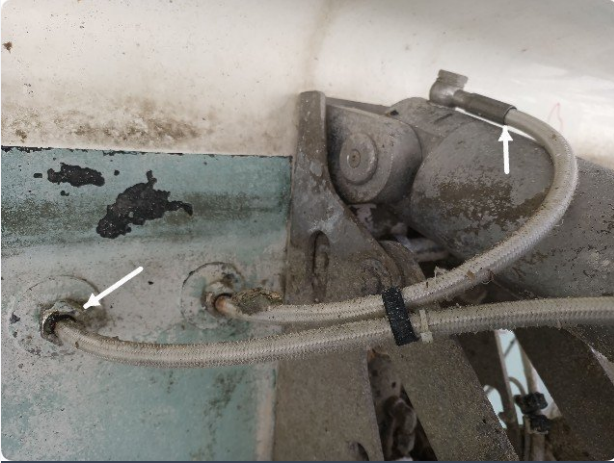


Photo 6



Photo 7

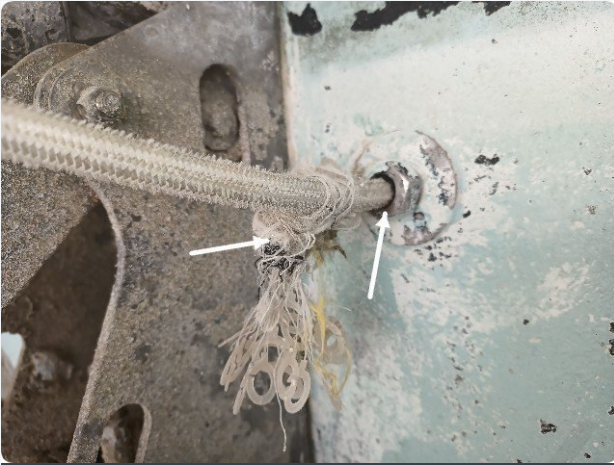


Photo 8



Photo 9

5.1.4 TRIM TAB SYSTEM

The trim tabs were OPERATED, and both tabs were found to be functioning correctly.

The trim tabs were moved to the fully down and fully up positions; the movement was observed to occur at equal speed on both sides and without binding. The hinge lines, hydraulic cylinders and hull penetrations were examined; no oil leakage, corrosion or distortion of the tabs was found.



Photo 10

5.1.5 THRUSTERS

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

No marine growth or paint loss was observed on the tunnel's interior surface, and no bending, nicks or rope-fouling marks were observed on the propeller blades. The propeller was turned by hand, and no play or binding was felt in the bearings. The condition of the anode at the tunnel opening was also checked and has been included in the general assessment under the sacrificial anodes heading.

5.1.6 ABOVE-WATERLINE DRAINS (TOPSIDES)

The topsides drains above the waterline were visually inspected, and all were found to be open and functional. The outlets draining deck and cockpit water were checked individually, and the sealant at the hull penetrations was found to be sound. Surface corrosion was observed at one drain outlet on the port topsides (see Findings); there was nothing of note at the other outlets.

Finding C-3

Surface corrosion was found at the deck drain outlet on the port topsides. The drain was open and functional; no sign of leakage was observed at the hull penetration.

Recommendation

It is recommended that the corrosion be cleaned off and the surface protected, and that the drain outlet be renewed should the corrosion progress.



Photo 11

5.1.7 BELOW-WATERLINE SEACOCKS AND SKIN FITTINGS

All seacocks and skin fittings below the waterline were examined individually.

The hull penetrations were found to be seated securely, with no cracks, signs of leakage or gelcoat separation found around them. No pinking or porosity indicative of dezincification was found on the seacock bodies.

However, the seacock openings, skin fittings and the earth plate were observed to be covered with marine growth and algae (see Findings); this layer needs to be cleaned before the vessel is relaunched.

Finding B-1

The seacock inlets, skin fittings and hull earth plate below the waterline were found to be covered with marine growth and a layer of weed. No other adverse condition was found in the seacock bodies or penetrations.

Recommendation

It is recommended that the seacock inlets, skin fittings and earth plate be cleaned of marine growth before the vessel is relaunched, and that the seacocks be checked by operating them open and closed after cleaning.



Photo 12



Photo 14



Photo 13

5.1.8 HULL TRANSDUCERS

The Raymarine transducers mounted on the bottom of the hull were examined, and no external damage or excessive corrosion was found.

The transducer housings were found to be seated securely at the hull penetrations, and the nuts and support blocks inside the hull were found to be in place. The polyurethane sealant around the transducer was found to have deteriorated (see Findings); renewing the sealant is a task that needs to be carried out before the vessel is relaunched.

Finding C-4

The polyurethane sealant around the transducer housings was found to have lost its flexibility and to have begun cracking at the edges. No sign of leakage was found at the hull penetrations.

Recommendation

It is recommended that the old sealant be removed and renewed with marine-grade polyurethane sealant, and that this work be completed before the vessel is relaunched.



Photo 15

5.1.9 EARTH PLATES

The hull earth plate is made of copper and is bolted to the bottom of the aft hull.

A hull earth plate is fitted, and its connection was found to be secure.

The plate is secured to the hull by a bolted connection; no loosening or signs of leakage were found at the fixing points. The surface of the plate was observed to be covered with marine growth and has been included among the equipment requiring cleaning (see Findings): a plate covered with growth does not fully perform its intended function for radio earthing and bonding, as it loses the surface area for which it was designed.

5.1.10 SACRIFICIAL ANODES

All sacrificial anodes were found to be in place and properly secured; the anodes on the pod units, trim tabs, bow thruster tunnel and hull were individually checked.

Wastage of the anodes overall was found to be approximately 80%; as the generally accepted 50% depletion threshold in the industry has been exceeded, renewal of the anodes is required (see Findings). The fact that wastage is similar and even across all anodes indicates that the cathodic protection circuit is functioning and that there is no accelerated consumption caused by stray current.

No oxide build-up or looseness was found at the anode mounting surfaces.

Finding B-2

Wastage of the sacrificial anodes overall was found to be approximately 80%; the generally accepted 50% depletion threshold in the industry has been exceeded. Wastage is similar and even across all anodes and does not indicate accelerated consumption caused by stray current.

Recommendation

It is recommended that the sacrificial anodes be renewed before the vessel is relaunched, and that the new anodes be fitted only after the mounting surfaces have been cleaned back to bright metal.



Photo 16



Photo 18

Photo 17



Photo 19

5.1.11 ANTIFOULING PAINT

The antifouling paint was found to have reached the end of its service life and to require renewal (see Findings). The paint layer was examined over the entire underwater hull surface; in some areas the coating was observed to have worn through to the gelcoat, while in other areas thickened old layers were observed to be flaking off. It would be appropriate for the exposed areas to be primed with a suitable primer (for example an epoxy-based barrier coating) and repainted, and for the flaking layers to be removed by sanding. Renewal of the paint is a maintenance item that must be carried out with the vessel ashore.

Finding B-3

The antifouling paint has reached the end of its service life. In some areas the paint layer has worn through to the gelcoat, while in other areas thickened old layers are flaking off.

Recommendation

It is recommended that the flaking layers be removed by sanding, that the exposed areas be primed with a suitable barrier primer, and that new antifouling be applied over the entire underwater hull. This work must be completed with the vessel ashore.



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24



Photo 25



Photo 26

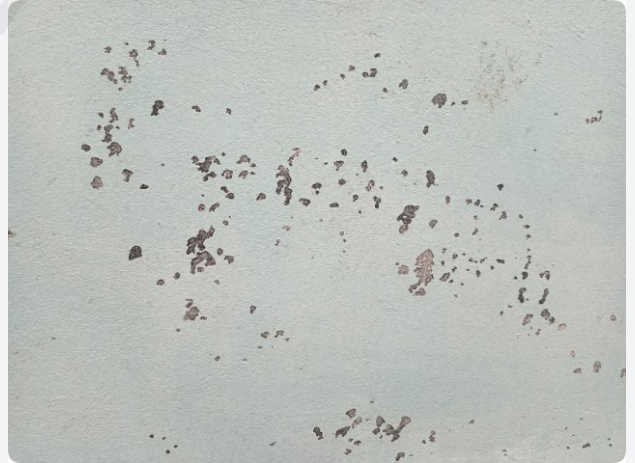


Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33

5.1.12 OSMOSIS COMMENTS

No visible osmotic blistering (moisture-related blistering beneath the gelcoat) was found on the underwater hull. The entire hull was scanned with a Tramex Skipper 5 moisture meter, percussion sounding (phenolic hammer) and a thermal camera; no findings indicative of moisture retention beneath the gelcoat, laminate saturation or incipient blistering were found. In areas where the antifouling coating had worn away or been removed, the gelcoat surface was directly visible, and no blistering or discolouration was observed in these areas either. In the surveyor's opinion, the vessel is in good condition with regard to osmosis for its age.



Photo 34



Photo 35



Photo 36



Photo 37



Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45

5.1.13 HULL SURFACE COMMENTS

No impact marks, scratches, grounding marks or repair marks were observed on the underwater hull surface. The surface was examined separately on both sides using raking light; no area showing a difference in gelcoat colour or texture, or indicating prior repair work, was observed. Lines most exposed to impact, such as the lower edges of the spray rails and the keel corners, were additionally checked and found to be sound.

5.1.14 UNDERWATER METALS COMMENTS

No significant findings indicative of galvanic corrosion were found on the underwater metal fittings. The pod housings, propellers, seacocks, transducer housings, earth plate and trim tab fittings were examined separately; no blistering beneath the paint, white oxide deposits, pitting or pinking were observed. The degree of anode depletion indicates that cathodic protection is functioning, but also indicates that renewal is due (see

Findings).

5.1.15 ROPE CUTTER

No rope cutters were found fitted to the pod units (see Findings).

A rope cutter is a safety device that prevents ropes and nets entangled around the shaft or pod drive leg from damaging the propulsion system and can be retrofitted.

Finding C-5

No rope cutter was found on the pod units.

Recommendation

It is recommended that a suitable type of rope cutter be fitted to the pod units in order to prevent damage to the drive system from rope and nets becoming entangled on the shaft.

5.1.16 HULL INSPECTION COMMENTS

The entire underwater hull surface was scanned using three separate methods after washing and drying: detailed visual examination, sound/response examination with a phenolic hammer, and comparative moisture measurement with a Tramex Skipper 5. Surface temperature distribution was also checked with a thermal camera in areas that could be considered suspect.

The phenolic hammer examination was applied in a grid pattern from bow to stern, along the keel line and along both sides of the hull; a solid and consistent sound was obtained in all areas. No dull sound or surface flexing indicating delamination, a water-saturated area or a concealed repair was found.

The area where the slings were positioned, along with the IPS pod housings and the propeller blades, were found not to have been adequately cleaned (see Findings); outside these areas, the entire underwater hull surface could be inspected. No adverse condition was found in the measurements and examinations carried out.

Finding C-6

As the areas under the slings (lifting straps), the IPS pod housings and the propeller blades were not adequately cleaned during washing, surface inspection and moisture meter readings could not be fully carried out in these areas.

Recommendation

It is recommended that the surface inspection and moisture meter readings be repeated after these areas have been cleaned, and that, while the vessel remains on the same hard-standing, the slings be shifted so that the areas previously obscured by them can also be inspected.

6 SUMMARY

6.1 Condition and Valuation Summary

6.1.1 VESSEL CONDITION

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

Taking into account the age and usage history of the vessel, the underwater hull and its associated equipment were assessed as being in ABOVE AVERAGE CONDITION. No structural defect, sign of osmosis or evidence of repair was found; the matters identified were limited to routine maintenance items.

This assessment applies only to the sections covered by the out-of-water hull survey; the vessel's machinery, electrical, electronic and interior equipment systems were not inspected as part of this report.

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

6.2 Survey Summary

6.2.1 SUMMARY

The vessel was hauled out using a travel lift for the out-of-water hull survey; the underwater hull surface was washed with high-pressure water and inspected after being allowed to dry. The inspection was carried out using three methods in combination: detailed visual examination, sound/response examination with a phenolic hammer, and comparative moisture measurement with a Tramex Skipper 5 moisture/ conductivity meter; in addition, surface temperature distribution was checked with a thermal camera.

The hull is a GRP modified-V planing hull, with the keel formed as part of the hull moulding. No osmotic blistering, delamination, impact damage or signs of repair were found across the entire underwater hull surface; no area giving a higher moisture reading relative to its surroundings was found. Frames, stringers and bulkheads were found to be sound where accessible, with the bilge clean and dry.

The picture with regard to the underwater equipment is favourable: the IPS pod units, propellers, bow thruster tunnel, seacocks, transducers, the earth plate and the trim tab equipment were inspected; no findings indicating bending, cracking or cavitation erosion to the blades, or galvanic corrosion to underwater metal components, were found. The fact that wastage of the sacrificial anodes was similar and even across all anodes indicates that the cathodic protection circuit is functioning.

The matters identified are concentrated in routine maintenance items that need to be completed before the vessel is relaunched: renewal of the antifouling paint, replacement of the sacrificial anodes (wastage ~80%, the 50% threshold having been exceeded), and cleaning of marine growth from the seacocks and skin fittings and the earth plate. Findings other than these are of secondary priority and do not prevent the vessel's use. No finding with a priority rating of "A" (safety/urgent) was found.

During the period the vessel was ashore, the running hours of the main engines were read from the ECU using a Jaltest Marine diagnostic tool and compared against the gauge readings; the two sources are consistent. Operation of the engines, performance measurements and sea trial assessment are outside the scope of this report.

This report is a sample presentation of an out-of-water hull survey. All findings, measurement methods, photographs and recommendations are set out under the relevant items and in the Findings and Recommendations section; the report should be considered as a whole when forming an assessment.

6.2.2 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

6.2.3 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

SAMPLE REPORT

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

– Below-Waterline Seacocks and Skin Fittings

The seacock inlets, skin fittings and hull earth plate below the waterline were found to be covered with marine growth and a layer of weed. No other adverse condition was found in the seacock bodies or penetrations.

Recommendation

It is recommended that the seacock inlets, skin fittings and earth plate be cleaned of marine growth before the vessel is relaunched, and that the seacocks be checked by operating them open and closed after cleaning.

Finding B-2

– Sacrificial Anodes

Wastage of the sacrificial anodes overall was found to be approximately 80%; the generally accepted 50% depletion threshold in the industry has been exceeded. Wastage is similar and even across all anodes and does not indicate accelerated consumption caused by stray current.

Recommendation

It is recommended that the sacrificial anodes be renewed before the vessel is relaunched, and that the new anodes be fitted only after the mounting surfaces have been cleaned back to bright metal.

Finding B-3

– Antifouling Paint

The antifouling paint has reached the end of its service life. In some areas the paint layer has worn through to the gelcoat, while in other areas thickened old layers are flaking off.

Recommendation

It is recommended that the flaking layers be removed by sanding, that the exposed areas be primed with a suitable barrier primer, and that new antifouling be applied over the entire underwater hull. This work must be completed with the vessel ashore.

C: SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

Finding C-1

– Bathing Platform Surface

Surface wear and discolouration consistent with use were observed on the teak decking of the aft platform. No lifting of the decking planks or separation at the caulking seams was found.

Recommendation

It is recommended that the teak surface be maintained with a suitable cleaner, and that the caulking seams be inspected at the start of each season.

Finding C-2*– Hydraulic Bathing Platform*

The outer sheathing protecting the bathing platform's hydraulic hoses from seawater was found to be deformed. No leakage, cracking or swelling was observed in the hoses themselves.

Recommendation

It is recommended that the protective sheathing be renewed and that the hoses be reviewed at the next service.

Finding C-3*– Above-Waterline Drains (Topsides)*

Surface corrosion was found at the deck drain outlet on the port topsides. The drain was open and functional; no sign of leakage was observed at the hull penetration.

Recommendation

It is recommended that the corrosion be cleaned off and the surface protected, and that the drain outlet be renewed should the corrosion progress.

Finding C-4*– Hull Transducers*

The polyurethane sealant around the transducer housings was found to have lost its flexibility and to have begun cracking at the edges. No sign of leakage was found at the hull penetrations.

Recommendation

It is recommended that the old sealant be removed and renewed with marine-grade polyurethane sealant, and that this work be completed before the vessel is relaunched.

Finding C-5*– Rope Cutter*

No rope cutter was found on the pod units.

Recommendation

It is recommended that a suitable type of rope cutter be fitted to the pod units in order to prevent damage to the drive system from rope and nets becoming entangled on the shaft.

Finding C-6*– Hull Inspection Comments*

As the areas under the slings (lifting straps), the IPS pod housings and the propeller blades were not adequately cleaned during washing, surface inspection and moisture meter readings could not be fully carried out in these areas.

Recommendation

It is recommended that the surface inspection and moisture meter readings be repeated after these areas have been cleaned, and that, while the vessel remains on the same hard-standing, the slings be shifted so that the areas previously obscured by them can also be inspected.

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	—

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	C-2
Hull Transducers	Raymarine hull transducer	2	Underwater hull	SIGHTED ONLY	C-4
Earth Plates	Copper earth plate	1	Underwater hull	SIGHTED ONLY	—
Rope Cutter	—	—	—	NOT FITTED	C-5

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

05320595917 · yachtsurvey.com.tr · yachtsurvey.app

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.

Creator of the 3D survey method, which documents the yacht survey with a three-dimensional virtual tour. The vessel is recorded in full in three dimensions as it was 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 cabins to the engine room.

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EDUCATION AND CERTIFICATIONS

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Ocean-Going Master (Chief Officer) · 3000 GT Master · Yacht Master (Unlimited)
Machinery maintenance and repair certificates: journeyman, master craftsman and master trainer

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)

October 2026

Serkan KOTEL
Yacht Surveyor

SAMPLE REPORT