

MARINE SURVEY REPORT

"SAMPLE MOTOR YACHT"

TYPE
Motor Yacht

HIN
XX-XXXXXXXXXXXX

FLAG
Türkiye



FILE NO.
ORNEK-01-EN

SURVEY DATE
September 2026

SURVEYOR
Serkan KOTEL

PREPARED FOR
Buyer (name withheld)



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

The survey was carried out in three stages. In the first stage, the vessel was hauled out using a travel lift, and following washing and drying of the underwater hull, the underwater hull and propulsion equipment were inspected. In the second stage, while the vessel was moored, the interior, engine room, electrical and water systems, and safety equipment were each tested separately. In the third stage, a sea trial was carried out, the engines were observed under load, and the handling characteristics were assessed.

The methods and equipment used at each stage are further described under the relevant headings.

Weather conditions during the survey did not prevent the completion of any part of the inspection.

The underwater hull inspection was carried out in clear, dry weather after the surface had fully dried; moisture meter readings were taken in areas not directly heated by the sun. The sea trial was conducted in calm sea and light wind conditions, which allowed the RPM and speed figures to be comparable.

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

The permanent plate bearing the number was examined for legibility and integrity; no signs of removal, alteration or tampering were observed. The number was also compared against the record in the Certificate of Registry, and the details on the document were found to correspond with those on the vessel.

The purpose of the survey is to determine the physical condition of the vessel. The vessel was examined ashore and afloat; a sea trial was carried out and the engines were observed under load.

During the sea trial, the engines were progressively loaded from idle to full throttle, and at each stage the RPM, speed, cooling water temperature, oil pressure and charge pressure were monitored via the EVC display. Astern operation, steering control, manoeuvring by joystick, the bow thruster and the trim tab system were each tested separately; noise levels were measured at two operating stages.

The vessel's systems were tested with shore power, the generator and the battery bank each supplying power separately. No dismantling, disassembly, pressure testing or destructive examination was carried out.

In the operation of the electrical systems referred to within the scope of this report, only AC and DC power were used unless otherwise stated; no other systems were energised. Electrical and electronic equipment was powered up, with some systems tested only for their basic and/ or limited functions. Cabling in accessible areas was examined and, unless otherwise stated, was generally found to be SERVICEABLE. However, a significant amount of wiring harness and cable routing that could not be examined without dismantling could not be observed. Should a detailed report on the condition and capacity of the cabling be required, it is recommended that a qualified marine electrical engineer be engaged.

References and information concerning the internal condition of the main engine/ engines, gearboxes and generators, and the assessment of the operating capacity of the propulsion system or auxiliary power systems, fall outside the scope of this examination and should not be interpreted as an assessment. The vessel's tanks were visually examined where accessible. Unless otherwise stated, no visible leaks were found; however, it was not confirmed during the examination that the tanks were completely full. If a more detailed assessment is required, it is recommended that the tanks be filled and checked in a completely full condition, or that a pressure test be carried out.

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

The report reflects the condition of the vessel on the day of the survey; it does not cover subsequent alterations, repairs or conditions arising from use. The recommendations contained in the report are aimed at rectifying the matters identified; determining the repair method and scope to be applied is the responsibility of the relevant shipyard, service provider or specialist.

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 Marine 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

The main engines, drive (IPS) units and generator were checked by the surveyor by connecting to the EVC data bus using a Jaltest Marine diagnostic tool; operating hours, RPM band distribution and the fault memory were read, and the readings obtained were compared with the instrument panel. The recorded fault codes were not cleared and are listed in the report (see Propulsion System › Diagnostic Comments).

The VOLVO PENTA authorised service centre was present on board during the sea trial and carried out a separate mechanical survey of the engines, drive units and generator; it is recommended that any questions regarding the internal condition of these systems be directed to that service centre.

It is further recommended that the maintenance history be requested from the authorised service centre in order to determine the scheduled maintenance work required on the main engines, drive units and generator.

1.2.2 GENERAL RECOMMENDATIONS

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 receive instruction on any unusual system installations and electrical/electronic configurations and operations.

Findings marked as priority "A" in the report should be rectified before the vessel is taken to sea; foremost among these are the delamination in the hull laminate, the cracks in the bow area, and the exhaust gas leak in the engine room. The scope and cost of this work should be taken into account in the sale negotiations.

It would be appropriate to request invoices, service forms and warranty documents relating to the vessel's maintenance history from the seller, and to examine records showing that the periodic maintenance of the main engines and generator has been carried out by an authorised service centre.

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.

During the inspection carried out while the vessel was ashore, the areas obscured by the slings (lifting straps) and the interior surfaces of the pod housings could not be fully viewed. The internal components of the engine and generator were not opened up; oil, coolant and fuel analysis was not carried out.

In the electrical systems, panel covers were opened for visual inspection and polarity was checked with a socket tester; cable cross-sections, circuit protection ratings and bonding continuity were not verified by measurement. Moisture meter readings are a non-destructive method that provides a comparative indication of relative moisture differences; they do not give an absolute moisture value.

2 GENERAL INFORMATION

2.1 Vessel and Survey Particulars

2.1.1 FILE NUMBER

ORNEK-01-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

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 B-1

It was found that the draught value stated as 2.65 metres on the Certificate of Registry is, in fact, 1.1 metres.

Recommendation

It is recommended that this be corrected.

2.3.8 GROSS TONNAGE

43.25 GT

2.3.9 NET TONNAGE

24.17 NT

2.3.10 GENERAL ARRANGEMENT PLAN

General arrangement plan of the vessel.

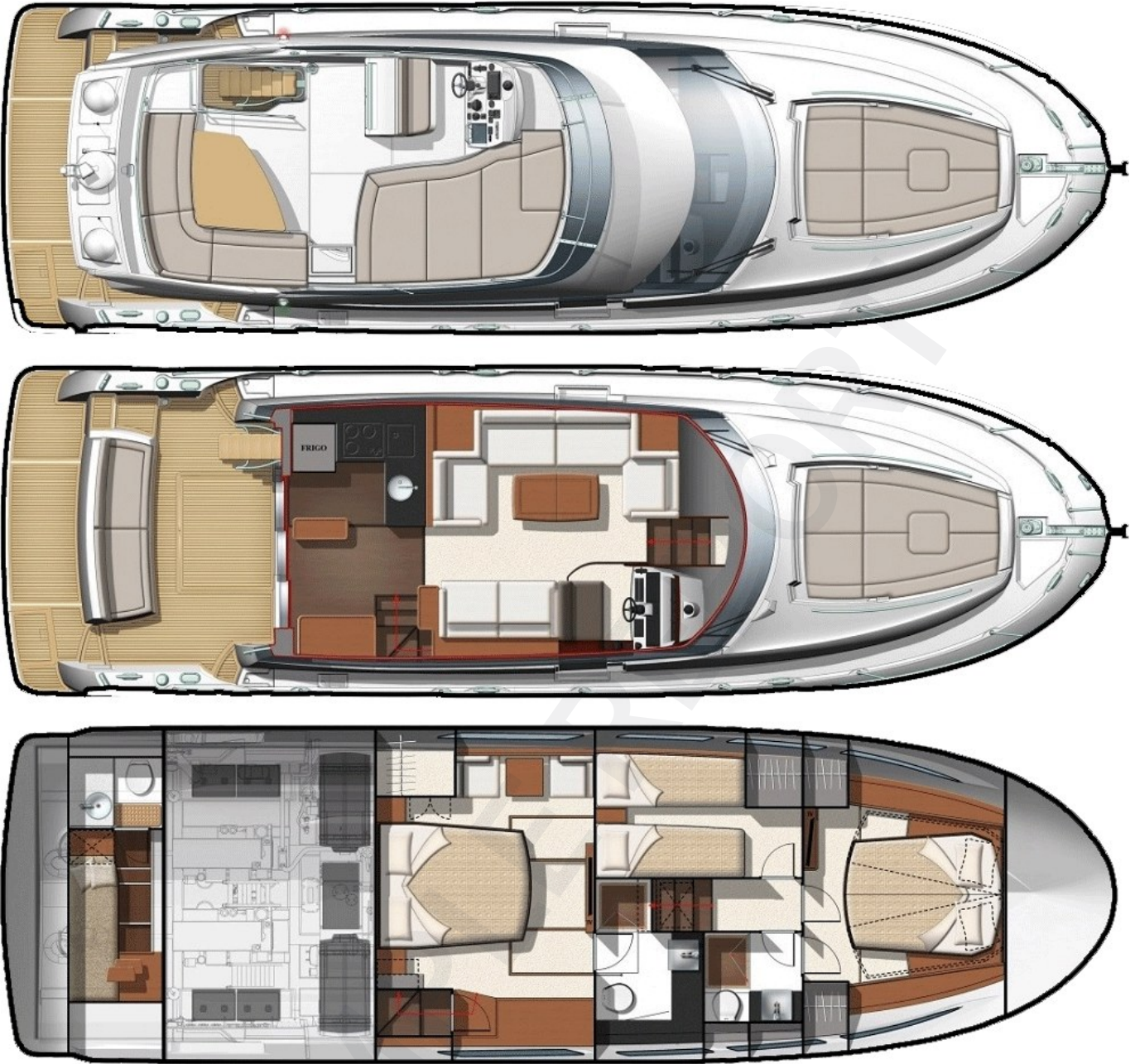


Photo 1

2.4 Valuation Summary

2.4.1 OVERALL VESSEL ASSESSMENT

The points below are matters identified during the survey that preserve the vessel's value or are considered a positive for the buyer; 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 tool reading and the gauge reading are consistent with each other.
- During the sea trial, both engines ran smoothly under load; no abnormal vibration, unusual noise or temperature rise was found, and cooling water temperature and oil pressure remained within normal limits. (The measured RPM drop is addressed separately in the Findings and Recommendations section.)
- The underwater hull was scanned with a moisture meter, phenolic hammer and thermal camera; no osmotic blistering or widespread moisture was found. (The repaired area on the starboard bow shoulder and the cracks beneath the bow thruster are addressed separately in the Findings and Recommendations section.)
- No structural adverse findings were observed in the deck, superstructure or bulkheads; the hull-to-deck joint was found to be watertight and sound.
- The Seakeeper gyroscopic stabiliser is stated to have been fitted in 2024 (AS REPORTED BY THE CAPTAIN); OPERATED during the sea trial; it was observed to markedly reduce roll.

- The VHF radio is stated to have been replaced with a new unit in 2024 (AS REPORTED BY THE CAPTAIN); the flybridge and cockpit seat cushions are stated to have been renewed in 2025 (AS REPORTED BY THE CAPTAIN).
- The watermaker is stated to have been fitted in 2024 (AS REPORTED BY THE CAPTAIN); 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 is stated to have been renewed; the black water tank is stated to have been replaced with a custom-built tank of increased capacity to suit requirements.
- The washing machine is stated never to have been used (AS REPORTED BY THE CAPTAIN); the air conditioning, refrigerator, oven, stove, dishwasher, microwave and sound system were OPERATED; found to be SERVICEABLE.
- The anchor (35 kg Ultra), chain counter and windlass are in working order; fenders and mooring lines are adequate; a spare parts set and toolbox are present.

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 justified given that comparables are based on asking prices and actual sale data is limited. The lower end of the range corresponds to the scenario in which the category A and 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 subsequently added equipment (watermaker, solar power, enlarged black water tank) are fully reflected.

Confidence level MEDIUM: three listings for the same model were seen in Turkey; sahibinden.com could not be scanned 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 SAFETY EQUIPMENT

3.1 Safety Equipment

3.1.1 LIFEJACKETS

No lifejackets were found on board the vessel.

No lifejackets were found when the lockers, deck lockers and spaces beneath the seating were searched; the captain also stated that there were no lifejackets on board. The number of lifejackets required on board is determined by the maximum number of persons stated on the vessel's documentation, and the lifejackets should be kept in a marked location accessible to everyone.

Finding A-1

No lifejackets are present on board the vessel.

Recommendation

It should be ensured that serviceable lifejackets are carried on board for the number of persons to be carried.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.A.1 – Lifejackets and Child/Infant Lifejackets

This is among the minimum safety equipment required to be carried on all private vessels and yachts: each vessel must carry at least as many lifejackets as the number of persons on board during the voyage. Child/infant lifejackets must be carried in a number at least equal to the number of children/infants on board during the voyage. (Scope – Part (A) of Annex 2 applies to all private vessels and yachts without length restriction.) (Enforcement – Under the eighth paragraph of Article 18 of the Regulation, in the event of a deficiency the vessel is NOT PERMITTED TO SAIL, and an administrative fine of TL 1,000 per metre of overall length is imposed on the owner. Calculation: overall length × amount per metre; values below one metre are disregarded. The amount is as stated in the January 2026 text; it is increased each year at the statutory revaluation rate. It is payable within one month at the latest from service of the penalty notice.)

3.1.2 LIFEBOUOYS

1 yellow horseshoe-shaped lifebuoy was found.

The body, straps and attached line of the lifebuoy were inspected; it was observed that the vessel's name was not marked on it and that it was not fitted with a light/strobe to provide night-time visibility.



Photo 2

Finding B-2

The vessel is fitted with 1 horseshoe lifebuoy; the illuminated lifebuoy with 20 m buoyant line required for vessels over 10 m under Annex 2 (B) was not found.

Recommendation

It is recommended that this be supplied.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (January 2026, last amended July 2026), Annex 2.A.2 – Lifebuoy and Marking Requirement

One horseshoe-shaped lifebuoy must be carried. With the exception of horseshoe-shaped types, lifejackets and lifebuoys must bear IMO, TSE or Wheel Mark marking. (Enforcement – in the absence of this, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is applied to the owner. Calculation: overall length × amount per metre, with values below one metre not counted. The amount is the 2026 value and increases annually at the statutory revaluation rate; the fine is payable within one month of service of the penalty notice.)

3.1.3 FIRE EXTINGUISHERS

The portable extinguishers are of the dry chemical powder (ABC) type.

The portable fire extinguishers were found in their locations; the pressure gauge readings, expiry/service dates and labels were checked individually.

It was found that the number, capacity and placement did not meet regulatory requirements, and that the validity periods had expired.

Finding A-2

The portable fire extinguishers on board were found to have expired on 10.08.2023.

Recommendation

It is recommended that all fire-fighting equipment be recharged and certified.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (Official Gazette 17.07.2026), Annex 2.B.5 – Fire-Fighting Equipment on Vessels with Enclosed Spaces

For private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES that have enclosed spaces, IN ADDITION to the equipment listed in Annex 2, Part (A), a fire axe of at least 30 cm in length and one 6 kg fire extinguisher must be carried. (Scope – this requirement is set out in Annex 2, Part (B) and does not apply to vessels with an overall length of 10 metres or less. It also does not apply to vessels without enclosed spaces, even if their overall length exceeds 10 metres. The 6 kg extinguisher referred to here does not replace the 2 kg extinguishers required under Annex 2, Part (A); it is in addition to them.) (Enforcement – under the eighth paragraph of Article 18 of the Regulation, if this requirement is not met, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is imposed on the owner. Calculation: overall length × amount per metre; values below one metre are not taken into account. The amount is as stated in the January 2026 text; it is increased annually by the statutory revaluation rate. It must be paid within one month at the latest from service of the penalty notice.)

(Annex 2.A.5 is among the minimum safety equipment that must be carried on all private vessels and yachts: on vessels fitted with an inboard engine, one 2 kg fire extinguisher must be carried per engine, in the engine room or outside the engine box. On vessels with cabins, one 2 kg fire extinguisher must be carried in each cabin; on vessels with a galley, one 2 kg fire extinguisher and a fire blanket must be carried near the galley.)

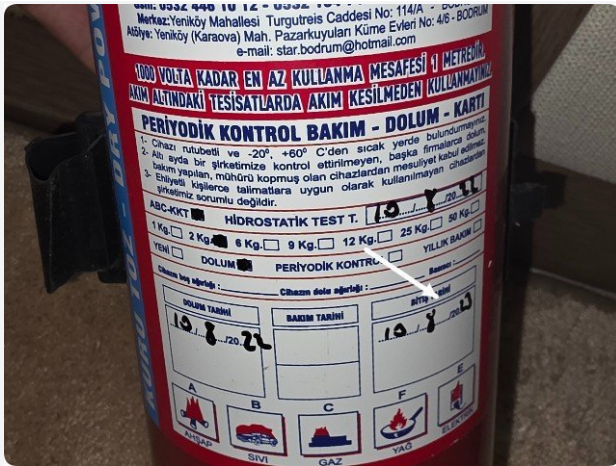


Photo 3



Photo 4

3.1.4 OTHER FIREFIGHTING EQUIPMENT

It was found that a fire blanket was present on board, but that a fire axe was not present.



Photo 5

Finding B-3

The fire axe was found to be absent.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (Official Gazette 17.07.2026), Annex 2.B.5 – Fire-Fighting Equipment for Vessels with Enclosed Spaces

Private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES that have enclosed spaces must carry, IN ADDITION to the equipment listed in Annex 2 Part (A), a fire axe of at least 30 cm in length and one 6 kg fire extinguisher. (Scope – this requirement is set out in Annex 2 Part (B) and does not apply to vessels with an overall length of 10 metres or less. It also does not apply to vessels with an overall length greater than 10 metres that have no enclosed spaces. The 6 kg extinguisher referred to here does not replace the 2 kg extinguishers required under Annex 2 Part (A); it is in addition to them.) (Enforcement – under the eighth paragraph of Article 18 of the Regulation, the vessel is NOT PERMITTED TO SAIL if this item is missing, and the owner is liable to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre; values of less than one metre are disregarded. The amount stated is as set out in the January 2026 text; it is increased annually in line with the statutory revaluation rate. It must be paid within one month at the latest from service of the penalty notice.)

Recommendation

It is recommended that a fire axe compliant with the Regulation be obtained and stowed ready for use.

3.1.5 VISUAL DISTRESS SIGNALS

1 parachute distress rocket, 2 hand flares and 1 smoke signal were found.

The expiry date on each was checked, and all were found to be out of date. Pyrotechnic distress signals should be stored in a waterproof container in an easily accessible location, and expired ones should be disposed of properly.



Photo 6

Finding C-1

Pyrotechnic equipment with an expired service life is present. (This is not mandatory under the Regulation; it is noted as a recommendation.)

Recommendation

Procurement/renewal is recommended in accordance with good seamanship practice.

3.1.6 HORN / SHIP'S WHISTLE

The ship's horn is an electric horn type and is located on the flybridge.

OPERATED; it was observed to sound, with adequate volume, and to be FIT FOR PURPOSE.

3.1.7 NAVIGATION LIGHTS

The navigation lights are of LED type.

The navigation lights were tested one by one.

All the lights were found to illuminate; however, the lenses of the port sidelight and the masthead light were found to be cracked, the starboard sidelight was found to shine noticeably dimmer than the others, and its base was found to be cracked.

Navigation lights are essential safety equipment that ensure the vessel's visibility at night and in restricted visibility, and allow correct interpretation by other vessels.

Finding C-2

Deficiencies were found in the navigation lights: the lenses of the port sidelight and the masthead light are cracked, the starboard sidelight burns noticeably dimmer than the others and its base is cracked. All lights are illuminated.

Recommendation

It is recommended that the cracked lenses and bases be renewed, and that the supply voltage and socket of

the dimly burning light be checked. Navigation lights directly affect the visibility of the vessel during night navigation.



Photo 7



Photo 8

3.1.8 CE MARKING

Category B (Offshore): Designed to withstand sea conditions with winds up to Beaufort force 8 (approximately 40 knots) and significant wave heights up to 4 metres. The maximum carrying capacity for operation under these conditions is 12 persons.

Category C (Inshore): Suitable for coastal waters, estuaries and large lakes with wind up to Beaufort force 6 (approximately 27 knots) and wave heights up to 2 metres. As sea conditions are less severe, the safe persons-carrying capacity rises to 14.

Category D (Sheltered Waters): For sheltered inland waters with wind up to Beaufort force 4 (approximately 16 knots) and a wave height of 0.3 metres. The capacity is again a maximum of 14 persons.

Maximum Power (814 kW MAX): This is the maximum engine power that may be used in the propulsion system without compromising the vessel's hull structural integrity and transom strength. It corresponds to approximately 1091 HP. If this limit is exceeded, the vessel loses its CE certification.

3.1.9 GARBAGE DISPOSAL PLACARD

Under Annex 2 of the Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), this is mandatory on all vessels exceeding 10 metres in length and must be displayed in a place visible to all.

Finding B-4

It was found that the No Discharge of Garbage at Sea poster was not present.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (January 2026, last amended July 2026), Annex 2.B.2 – No Discharge of Garbage at Sea Poster

A poster of at least A4 size stating that the discharge of garbage into the sea is prohibited must be displayed in a location visible to all. (Enforcement – in its absence the vessel is NOT PERMITTED TO SAIL and the owner is subject to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre, fractions of less than one metre not counted. The amount is the 2026 value and is increased annually at the statutory revaluation rate; payable within one month of service of the penalty notice.)

Recommendation

It is recommended that the poster in question be procured and displayed in a visible location.

3.1.10 COLREGS (INTERNATIONAL REGULATIONS FOR PREVENTING COLLISIONS AT SEA)

It was found that the Turkish Collision Regulations (implementing COLREGs) were not present on board the yacht.

3.1.11 REQUIRED PUBLICATIONS AND TABLES

It was found that the books required to be carried on board the vessel were not present.



Photo 9



Photo 10



Photo 11

Finding B-5

It was found that the books required to be carried on board the vessel were not present.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.B.3 – Mandatory Books and Tables
On private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES, IN ADDITION to the equipment listed in Annex 2 Section (A), a Survival at Sea Handbook, an Amateur Seafarer's Handbook and a Table of Life-Saving Signals must be carried. (Scope – this requirement is set out in Annex 2 Section (B) and does not apply to vessels with an overall length of 10 metres or less.) (Enforcement – pursuant to the eighth paragraph of Article 18 of the Regulation, in the absence of these items THE VESSEL IS NOT PERMITTED TO SAIL and the owner is subject to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre; fractions of less than one metre are disregarded. The amount is as stated in the January 2026 text and is increased annually at the statutory revaluation rate. It is payable within one month of service of the penalty notice.)

Recommendation

It is recommended that these be procured.

3.1.12 BINOCULARS, SIGNAL MIRROR, WHISTLE AND TORCH

It was found that these were not present on board.

Referans/Örnek Görsel



Photo 12

Referans/Örnek Görsel



Photo 13

Referans/Örnek Görsel



Photo 14

Referans/Örnek Görsel



Photo 15

Finding B-6

It was found that binoculars, a signal mirror, a whistle and a torch were not on board the vessel.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.A.4 – Binoculars, Signal Mirror, Whistle and Torch
These are among the minimum safety equipment required to be carried on all private vessels and yachts: one pair of binoculars with at least eightfold magnification, one signal mirror, one whistle and one torch must be carried. (Scope – Section (A) of Annex 2 applies to all private vessels and yachts without any length limit.)
(Enforcement – Under the eighth paragraph of Article 18 of the Regulation, in the event of a deficiency, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is applied to the owner. Calculation: overall length × amount per metre; values below one metre are disregarded. The amount is as stated in the January 2026 text; it is increased annually at the statutory revaluation rate. It is payable within one month at the latest from service of the penalty notice.)

Recommendation

It is recommended that the item in question be procured and kept in a serviceable condition.

3.1.13 CONSIDERATIONS

It should be verified that the safety equipment observed on board the vessel during the survey will be included with the sale.

3.1.14 NAVIGATION EQUIPMENT

A magnetic compass together with navigation charts, dividers, a parallel rule, a pencil and an eraser were observed on board the vessel.

3.2 Additional Safety Equipment

3.2.1 FIXED FIRE SUPPRESSION SYSTEM

One Fireboy fixed fire suppression tank is fitted in the engine room.

The tank's pressure gauge, actuation mechanism, safety pin and service label were checked. The warning/status indicator at the control station and the engine automatic shutdown interlock were also inspected. The matter identified is described in the Findings section.

Finding A-3

The expiry dates were found to have passed (2023).

Recommendation

It is recommended that the system be recharged.



Photo 16

3.2.2 HIGH BILGE WATER ALARM

The high bilge water alarm is integrated with the automatic discharge pumps; when the pumps activated, an audible and visual warning was observed in the wheelhouse. OPERATED.



Photo 17



Photo 18

3.2.3 LIFERAFTS

None

3.2.4 EPIRB

An ACR GlobalFix iPRO 406 MHz EPIRB is fitted; it was tested using the test switch and was observed to function. The battery expiry date and the hydrostatic release unit date were read, and the register status was checked. The matter identified is described in the Findings section.

Finding B-7

The EPIRB battery (05/2025) and the hydrostatic release unit (01/2025) were found to be out of date.

Recommendation

It is recommended that the battery and HRU be renewed at an authorised service centre, and that the unit be re-registered with the new ownership details.

3.2.5 FIRST AID KIT

The first aid kit was found in place and its contents were checked item by item.

It was found that items were missing and that some had passed their expiry date. The contents of the kit should be completed in accordance with the vessel's area of operation and the number of persons on board.

Finding C-3

The medicines and first aid supplies were found to be past their expiry dates.

Recommendation

It is recommended that they be replaced with new ones.



Photo 19

3.2.6 CARBON MONOXIDE DETECTORS

None

Finding A-4

No CO detector was found to be fitted.

Recommendation

It is recommended that the detector in question be obtained and properly installed.

ABYC A-24 Installation of Carbon Monoxide Detection and Warning Devices (July 2020), 24.6.1 – Detector Requirement

A carbon monoxide detector must be installed on all vessels with an enclosed accommodation space. This requirement is not intended to limit the fitting of additional marine-type CO detectors to vessels, provided the manufacturer's requirements are complied with. Additional statutory requirements may apply to those fitted on commercial vessels.

3.2.7 SMOKE DETECTORS

None

Finding A-5

No smoke detector was found.

ABYC A-4 Fire Fighting Equipment (July 2023), 4.6 – Fire Detection

(4.6.1) Vessels with more than one living space shall be fitted with a fire detection device to alert occupants of fire. Shower and toilet compartments are not considered additional living spaces. Fire detection devices may be smoke or heat detectors; in some cases, smoke detectors may provide earlier warning than heat detectors. (4.6.2) Fire detection devices and systems shall include an audible alarm. (4.6.3) These shall be installed in accordance with the manufacturer's instructions.

Recommendation

Before the next voyage (priority A), it is recommended that a fire detection device (smoke and/or heat detector) compliant with ABYC A-4, 4.6 be installed in the living spaces. The device to be installed must have an audible alarm function and must be installed in accordance with the manufacturer's instructions.

3.2.8 SEARCHLIGHT

A remote-controlled searchlight is fitted on the flybridge.

SIGHTED ONLY; the housing, lens and control arrangement were visually inspected. The matter identified is described in the Findings section.

Finding C-4

The lens was found to have suffered UV-induced degradation and to be deformed.

Recommendation

It is recommended that it be repaired appropriately.



Photo 20

3.2.9 CONSIDERATIONS

It was observed that the safety equipment for use on offshore passages does not include personal locator beacons (PLBs), a SART, or an expanded first aid kit.

3.3 Bilge Pump Systems

3.3.1 ELECTRIC BILGE PUMPS

The bilge compartments are fitted with Rule-brand float-switch electric pumps.

OPERATED; found to be SERVICEABLE.

3.3.2 MANUAL BILGE PUMPS

A Whale-brand manual pump is fitted in the cockpit; it was found to be SERVICEABLE.

3.3.3 CONSIDERATIONS

It is recommended that the operation of the bilge pumps be tested regularly, and that rags and debris that could block the pumps not be left in the bilge.

4 HULL AND STRUCTURE

4.1 Hull Structure

4.1.1 HULL DESIGN TYPE

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

4.1.2 HULL MATERIAL

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

4.1.3 EXTERIOR FINISH

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

4.1.4 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 using raking light. No sagging or deformation indicative of a structural defect was observed; no notable deficiencies were found other than surface marks consistent with the vessel's age. The issue identified is described in the Findings section.

Finding B-8

Paint and gelcoat repairs visible in the images were observed during the infrared light inspection carried out at night.

Recommendation

It is recommended that the identified repair areas be closely inspected to determine whether they carry any structural weakness, and that information be requested from the seller regarding the history and cause of these repairs. It is also good seamanship practice for the progression of these areas to be monitored at subsequent surveys.

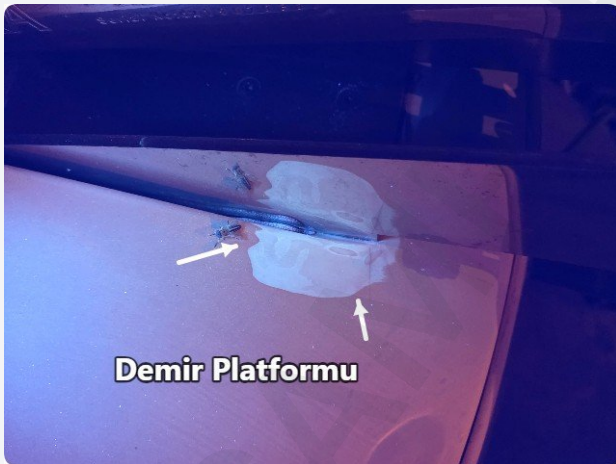


Photo 21



Photo 22



Photo 23



Photo 24

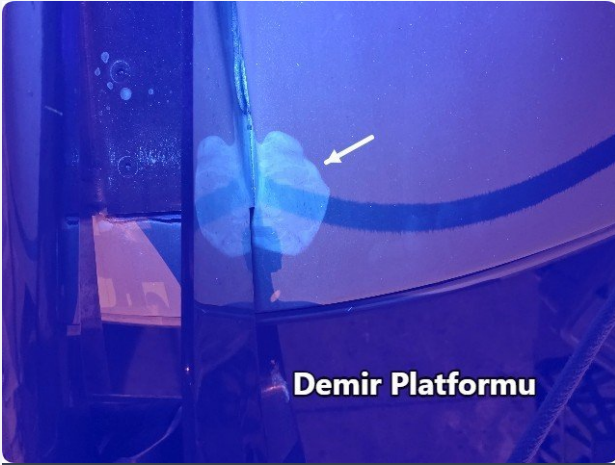


Photo 25

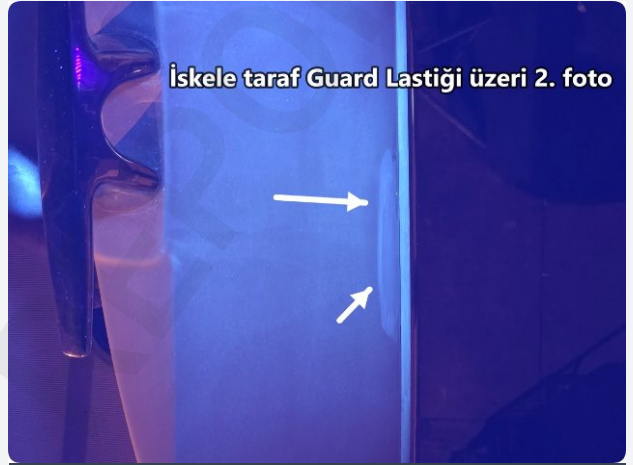


Photo 26



Photo 27

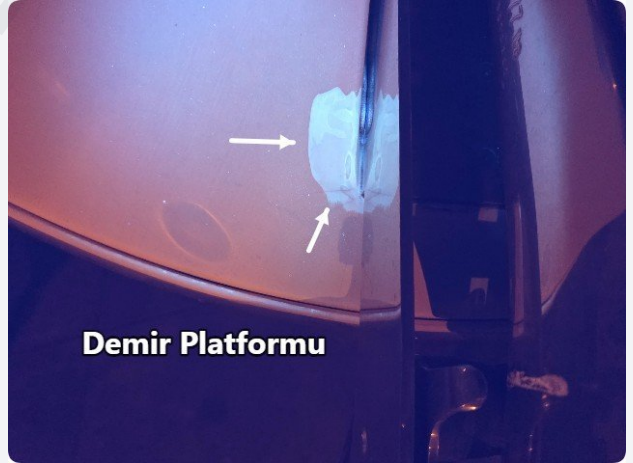


Photo 28

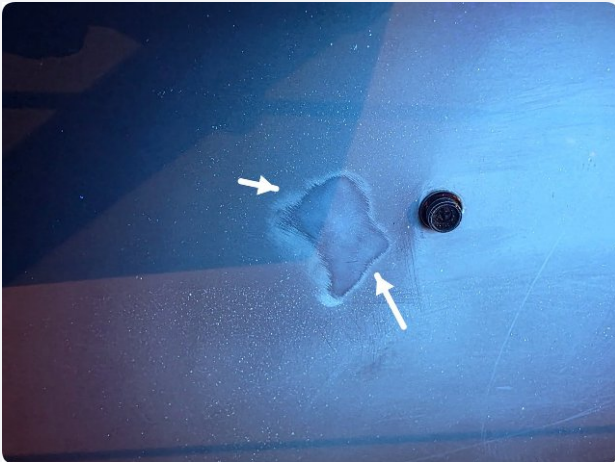


Photo 29



Photo 30

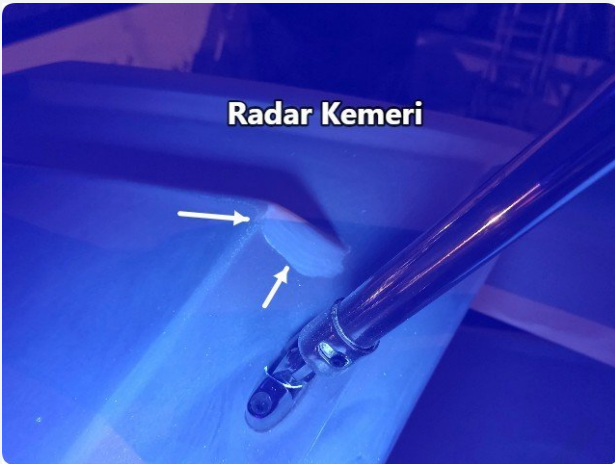


Photo 31

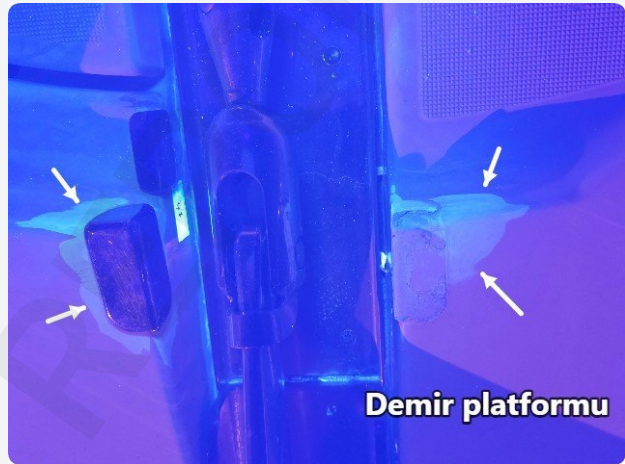


Photo 32

4.1.5 TRANSOM

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

4.1.6 BATHING PLATFORM SURFACE

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

4.1.7 BATHING LADDER

The bathing ladder is a stainless steel, folding type, stowed in its recessed housing in the aft platform. OPERATED; the steps, hinges and locking mechanism were checked by hand under load, and no looseness or corrosion was observed. It was found to be FIT FOR PURPOSE.

4.1.8 BULKHEADS

The vessel's structural reinforcement was observed to be provided by bulkheads bonded/laminated to the hull with GRP (glass-reinforced plastic). A complete inspection of the bulkheads could not be carried out due to limited access.

4.1.9 STRINGERS AND FLOORS

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

4.1.10 STEM

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

4.1.11 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.

4.1.12 FRAMES

The vessel's frames were inspected (where accessible) and were found to be in good condition where visible.

4.1.13 BILGE

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

An accumulation of oily water was found in the engine room bilge, while the accommodation bilges were found to be dry. A mark on the bilge surface indicative of prolonged water accumulation was also found, and is described in the relevant findings.

The gelcoat on the bilge surface is sound, and no sign of separation was observed at the hull-bulkhead joints.

Finding B-9

An accumulation of oily water was found in the engine room bilge. The drying and staining marks on the bilge surface indicate that the water level remained high for a prolonged period. The bilge pump and float switch were operated and were observed to function correctly.

Recommendation

It is recommended that the bilge be completely drained and cleaned, and that the sources of water and oil be individually traced and eliminated (see starboard trim tab hydraulic hose penetration and engine oil leaks), and that the bilge be kept dry and monitored. (Persistent water in the bilge shortens the life of structural components and electrical connections; oily water must not be discharged overboard.)



Photo 33



Photo 34

Finding B-10

Oily water and water were observed in the engine bilges. Water was found in the accommodation bilges; the marks in the bilge indicate that the water remained at approximately 15 cm for an extended period. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that the water be fully dried out and that the sources of the water and oil be traced and eliminated.



Photo 35

4.1.14 LIMBER HOLES

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

4.1.15 LIST AND TRIM

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

4.1.16 EXTERIOR WOODWORK COMMENTS

The furniture was observed to fit properly into place.

4.1.17 MOISTURE COMMENTS

A Tramex Skipper 5 moisture/conductivity meter was used as the 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, around deck hardware attachment areas, around portlights and hatches, and along the hull-deck joint line. Comparative readings were taken against adjacent areas in each zone, with emphasis placed on the variation between zones rather than on any single value.

No widespread moisture accumulation was observed in the overall pattern; however, elevated readings relative to the surrounding areas were obtained in the starboard bow shoulder and in the area beneath the bow thruster tunnel. These areas were further examined by percussion sounding (phenolic hammer) and endoscope, and have been included in the findings.

4.2 Deck Structure

4.2.1 DECK MATERIAL

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

Finding C-5

Wear of the teak decking was observed on the aft platform.

Recommendation

It is recommended that this be corrected by sanding.



Photo 36



Photo 37

4.2.2 DECK COVERING

No significant wear or deterioration was found on the teak decks. This is consistent with the age of the vessel.

4.2.3 DECK BEAMS/PILLARS

The deck beams and support pillars are sound WHERE SIGHTED, with no deformation found.

4.2.4 GUNWALE

Moulded GRP bulwarks (forming part of the deck moulding) were observed to be fitted. No adverse condition was found.

4.2.5 STANCHIONS

Stainless steel stanchions, compliant with the applicable regulations, surround the vessel. Tested and found to be sound.

4.2.6 RUBBING STRAKE

The rubbing strake (guard) consists of a PVC covering over an aluminium support.

The guard rubber is positioned at the point where the vessel's upper moulding meets the lower moulding and is secured to the hull by bolts.

Wear, deterioration, scratches and dents were observed along the profile; no looseness or rust staining beneath the fastening points was found. As the guard rubber protects the hull-to-deck joint line from impact, its condition is also significant from a structural standpoint.

Finding C-6

General wear, abrasion, scratches and dents were observed in some areas of the guard rubber. No looseness was found at the points where the profile is secured to the hull.

Recommendation

It is recommended that the worn sections be renewed, and that the hull-to-deck joint beneath them also be checked during renewal.



Photo 38



Photo 39

4.2.7 HULL-TO-DECK JOINT TYPE

The accessible hull-to-deck joint locations were inspected and were found to be watertight and structurally sound.

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

The upper moulding is secured to the lower hull by an overlap method, fastened with bolts and bonded with adhesive. The condition was found to be good.

4.2.9 HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint is reinforced internally with GRP WHERE SIGHTED.

4.3 Superstructure

4.3.1 SUPERSTRUCTURE MATERIAL

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

4.3.2 SUPERSTRUCTURE-TO-DECK JOINT TYPE

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

4.4 Bridge and Flybridge Structure

4.4.1 BRIDGE MATERIAL

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

4.4.2 BRIDGE TYPE

The vessel has an enclosed wheelhouse and a flybridge.

4.4.3 BIMINI TOP

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

Finding C-7

It was found that the stainless steel fittings of the bimini top on the port side had corroded.

Recommendation

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



Photo 40

4.4.4 RADAR ARCH

The GRP radar mast is supported by stainless steel elements.

5 EXTERIOR EQUIPMENT

5.1 Exterior Fittings and Equipment

5.1.1 FLYBRIDGE EQUIPMENT

A triangular table is fitted in the centre of the L-shaped seating arrangement on the flybridge, along with the steering arrangement and equipment required to operate the vessel.

5.1.2 COCKPIT/AFT DECK EQUIPMENT

A wooden table and 2 chairs with stainless steel frames are also present.

5.1.3 EXTERIOR SEATING

Seating upholstered in sun-resistant fabric is fitted on the flybridge and aft deck; the upholstery, stitching and fixing points were examined.

Wear and sun-induced colour fading were found in the stitched edge areas of the seating. No tears or loss of foam were observed in the upholstery, and the seating unit fixings were found to be sound.

Finding C-8

Wear and sun-related discolouration were found at the seam areas of the exterior seating. No tears or loss of foam padding were observed in the upholstery.

Recommendation

It is recommended that the upholstery be maintained with a suitable cleaner and protected with a cover when not in use.



Photo 41



Photo 42

5.1.4 OVERALL EXTERIOR UPHOLSTERY CONDITION

The vessel's exterior soft furnishings are SERVICEABLE without significant wear.

5.1.5 OVERALL HARDWARE CONDITION

No significant corrosion was observed in the vessel's exterior and lower deck fittings or bilge equipment.

5.1.6 OVERALL SEALANT CONDITION

Typical general deterioration was observed in the vessel's exterior caulking and sealant, with no notable areas of separation or degradation found.

5.1.7 EXTERIOR LIGHTING

The exterior lighting consists of LED fittings.
OPERATED; all exterior lights were observed to illuminate.

5.1.8 EXTERIOR SHOWER

The outdoor shower on the aft platform is fitted with a hot-cold mixer tap. A hot and cold water shower is fitted on the port aft platform. OPERATED.

5.1.9 CABIN VENTILATION

In the surveyor's opinion, the cabin ventilation is adequate.

5.1.10 DECK HATCHES

Lewmar brand deck hatches are fitted on the foredeck and in the cabins.

No signs of leakage were found. The foredeck hatch is operational and its glazing is fit for use without significant UV-induced deterioration.

5.1.11 PORTLIGHTS

The portlights are of the opening type with aluminium frames.

The portlights were opened and closed individually; the seals, locking arrangements and frame surrounds were examined.

Blistering is present on the starboard portlight; the remaining portlights were found to be in good condition, with locks holding securely and seals retaining their flexibility. The portlight surrounds were also checked with a moisture meter, and no elevated readings relative to the surrounding area were obtained.



Photo 43



Photo 44

Finding C-9

Paint blistering was observed on the starboard portlight.

Recommendation

It is recommended that the blistered paint be removed and the area refinished.

5.1.12 EXTERIOR DOORS/HATCHES

The cockpit entry door is of aluminium-framed tempered glass construction; OPERATED, the lock and gasket arrangement was found to be SERVICEABLE.

No deformation was found in the exterior door; it is SERVICEABLE.

5.1.13 WINDOWS AND GLAZING

There are 2 electrically operated up-down opening windows on the port and starboard sides of the wheelhouse. OPERATED.

5.1.14 WINDSCREEN

The windscreen is made of tempered glass and is fitted with a wiper. SIGHTED ONLY.

It was observed to be securely mounted to the vessel's structure, but UV-induced degradation was observed.

5.1.15 SPRAY DEFLECTOR

The flybridge spray shield is acrylic and set within a stainless steel frame.

SIGHTED ONLY; it was found to be in good condition for its age, with no cracking or yellowing found in the acrylic.

5.1.16 DECK RAILINGS

The deck guardrails are of stainless steel construction and run continuously from the stern around to the bow. The guardrail fixings were observed to be secure when moved by hand.

5.1.17 BOW PULPIT

The bow pulpit is of stainless steel; no cracking or rust staining was observed at the weld areas.

The pulpit fixings were observed to be sound.

5.1.18 LIFELINES AND SAFETY RAILS

The safety rails are of stainless steel construction.

The safety rails were tested by hand along the deck.

The safety rail fixings were found to be sound. However, gelcoat cracks were found around the base plates; these cracks should be sealed as they could allow water ingress into the deck laminate.

Finding C-10

Gelcoat cracks were found around the base plates where the safety rails are attached to the deck. No looseness was felt when the rails were manually tested.

Recommendation

It is recommended that the cracked areas be cleaned and filled with gelcoat, and that the base plate bolts be removed and reinstalled with sealant.



Photo 45



Photo 46

5.1.19 GRAB HANDLES

The handrails and grab rails are stainless steel.

The fixings of the handrails and grab rails were observed to be secure when moved by hand.

5.1.20 BOARDING GATES

The vessel's entry door is a sliding glass door.

The entry door was operated and was observed to open and close without issue.

5.1.21 PASSERELLE

A Besenzoni hydraulic passerelle is fitted on the aft deck.

The passerelle was operated, and the full opening and closing movement was observed.

It was observed to perform its function; no leaks were found at the hydraulic cylinders, no bending was found in the supporting arms, and no cracks were found at the weld areas. Deformation was observed on the control button

cover, and its watertightness is considered to have been impaired.



Photo 47

Finding C-11

Deformation is present on the control button cover. Its watertight seal has been compromised.

Recommendation

It is recommended that it be repaired.



Photo 48

5.1.22 DECK DRAINS (SCUPPERS)

The deck drains were clean; it is recommended that they be monitored for blockages/obstructions.

5.1.23 CLEATS/BOLLARDS/PAD EYES

The cleats, bollards and pad eyes are of stainless steel; there are 8 cleats on deck. The cleats were observed to be sound.

5.1.24 HAWSEHOLES / FAIRLEADS

The bow fairleads are stainless steel and fitted with rollers. The fairlead was found to be sound, and the rollers were found to operate.

5.1.25 EXTERIOR LOCKERS/LAZARETTES

The locker lids are of gasketed GRP (glass-reinforced plastic) construction; the hinge and latch arrangements were found to be sound.

The fittings and/or gaskets on the vessel's exterior lockers and storage areas were examined for normal operation/

condition and found to be fit for purpose.

5.1.26 EXTERIOR DECK ACCESS HATCHES

The deck access hatches are of sandwich-cored GRP (glass-reinforced plastic) construction.

The exterior deck access hatches were opened and closed individually, and the gaskets and locking arrangements were checked.

The hatches were generally found to be fit for purpose. The flybridge exit hatch was found to have UV-induced deterioration and some parts of its securing hardware were found to be missing, and the hatch could not be locked in the open position.

Finding C-12

The flybridge exit deck hatch was found to be deformed due to ultraviolet exposure, with some of its securing fittings missing. The hatch opens and closes, but cannot be locked in the open position.

Recommendation

It is recommended that the missing securing fittings be replaced, and that the hatch glazing be renewed if the UV crazing progresses.



Photo 49



Photo 50

5.1.27 ESCAPE HATCHES

The cabin escape hatches are Lewmar brand; OPERATED, the locking handles were observed to move freely.

The cabin escape hatches were found to be unobstructed and operational.



Photo 51

5.1.28 CANVAS COVERS

The covers are made of Sunbrella-type fabric; console, seat and flybridge covers are present on the vessel. Some covers were observed to be worn. The seam lines and zips were also checked, and no separation was found in the remaining covers. SIGHTED ONLY.

Finding C-13

It was found that the seat covers in the aft lounging area were worn.

Recommendation

It is recommended that these be cleaned or renewed.



Photo 52

Finding C-14

It was found that the cover for the inflatable tender was worn.

Recommendation

It is recommended that this be repaired or replaced in accordance with good seamanship practice.



Photo 53

Finding C-15

Some of the fastenings were observed to have broken off.

Recommendation

It is recommended that they be repaired or renewed.



Photo 55



Photo 54

5.1.29 SUNSHADES/AWNINGS

The sunshades are made of fabric and attached with securing clips.

The sunshades were observed to be fitted to the saloon windows and to be in good condition. The one for the wheelhouse windscreen was found to have been renewed.

5.1.30 FENDERS

8 fenders (fitted with covers) are present and are considered to be sufficient for the vessel's safety.

5.1.31 MOORING LINES

The mooring lines are of polyester plait construction; there are 6 lines on board.

During the survey, the dock/mooring lines used to secure the vessel were found to be of adequate length, and no significant wear, chafing or abrasion damage was observed.

5.2 Ground Tackle

5.2.1 ANCHOR PLATFORM / BOW ROLLER

Generally found to be in good condition.

Finding C-16

The port-side stainless steel guard, fitted to protect the gelcoat from the chain, was found to be missing.

Recommendation

It is recommended that the missing stainless steel guard be refabricated and refitted.



Photo 56

5.2.2 CHAIN LOCKER

The chain locker was observed to be of adequate volume, with the drainage open and the bitter end of the chain secured to the vessel.

5.2.3 ANCHOR

A 35 kg Ultra brand anchor was observed and found to be in good condition.



Photo 57

5.2.4 ANCHOR RODE TYPE (CHAIN/ROPE)

The anchor tackle consists of galvanised calibrated chain; no significant corrosion or deformation was observed in the links.

It was securely stowed and ready for use during the survey.

The chain counter was OPERATED. It was observed to function.

Finding C-17

The chain link connected to the anchor was observed to be more worn than the others.

Recommendation

Three or four links at the anchor end of the chain should be removed and the chain reattached to the anchor.



Photo 58

5.2.5 ANCHOR WINDLASS

A Lewmar brand electric vertical windlass is fitted on the foredeck.

The anchor windlass was operated separately from the wheelhouse and from the foredeck buttons.

The windlass was observed to operate in both directions, the chain counter was observed to display a value, and the brake arrangement was observed to hold. The rubber covers of the deck buttons were found to be deformed; a deformed cover leaves the button exposed to water ingress.

Finding C-18

The deck buttons for the anchor windlass were found to be operating, but their rubber covers were found to be deformed. The deformed cover leaves the button exposed to water ingress.

Recommendation

It is recommended that the button covers be renewed.



Photo 59

5.2.6 CONSIDERATIONS

It is recommended that at least one spare anchor and rode be carried for emergencies and additional anchoring options.

5.3 Tender and Auxiliary Watercraft

5.3.1 TENDER/INFLATABLE

Rigid inflatable boat (RIB) with a GRP hull.

5.3.2 MODEL YEAR

2017

5.3.3 HIN (HULL IDENTIFICATION NUMBER)

Withheld in the sample report.

5.3.4 ENGINE MODEL

Yamaha F20BEP – four-stroke outboard marine engine.

OPERATED; no difficulty was observed at start-up, the engine was observed to run smoothly at idle and cooling water discharge was observed. The engine was found to be SERVICEABLE. The engine's fault memory was additionally read with a diagnostic tool (see Tender › Diagnostic Comments).

5.3.5 ENGINE SERIAL NUMBER

Withheld in the sample report.

5.3.6 TENDER EQUIPMENT

The tender is equipped with oars, lines and a set of fenders. Additional lines and 4 fenders are present in the tender.

5.3.7 TENDER COMMENTS

The tender and crane arrangement were inspected in situ; the boat's hull, tubes, flooring and outboard engine were visually examined.

The engine was additionally read with a Jaltest Marine diagnostic tool (see Tender › Diagnostic Comments). The matters identified are described in the Findings section.

Finding B-11

The battery health was found to be 47%.

UV-induced wear was present at the points where the oars attach to the tender.

Rust staining was present on the forward attachment bolts.

Gelcoat damage was present on the tender's underwater hull.

Recommendation

It is recommended that the battery be replaced should its health fall below 50%, that the UV-induced wear on the oars be remedied or the affected sections replaced, that the rust staining be cleaned and sealing ensured, and that the underwater hull gelcoat be repaired.

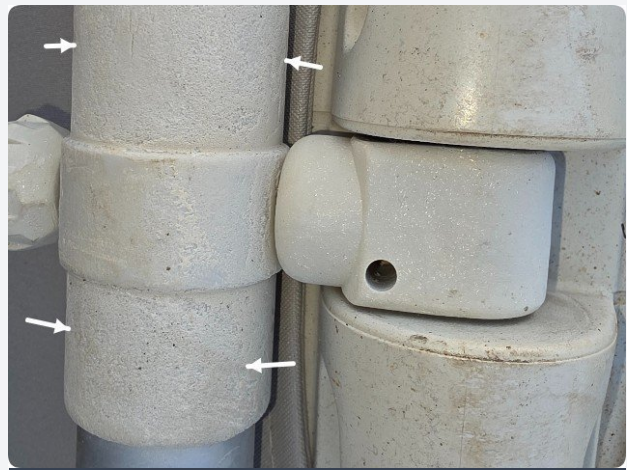


Photo 60



Photo 62

Photo 61



Photo 63

6 INTERIOR ACCOMMODATION AND FURNISHINGS

6.1 Interior

6.1.1 SALOON ARRANGEMENT

On entry, there is a galley to port, with a U-shaped seating arrangement inside and a two-seat arrangement opposite.



Photo 64

6.1.2 CABIN ARRANGEMENT

There is 1 double cabin forward, 1 double master cabin below the saloon, and 1 twin cabin on the port side.

6.1.3 HEADS ARRANGEMENT

There is one heads outside the cabins on the starboard side. There is one heads in the master cabin.

6.1.4 SHOWER ARRANGEMENT

Each heads compartment also has 1 shower. OPERATED; found to be SERVICEABLE.

6.1.5 INTERIOR JOINERY AND UPHOLSTERY

No significant wear and tear was observed in the interior cupboards and upholstery.

6.1.6 INTERIOR STORAGE

The cupboards, lockers and drawers were operational during the inspection.

6.1.7 INTERIOR BULKHEADS/PARTITIONS

The interior bulkheads are well fitted and, where visible, properly secured.

6.1.8 INTERIOR DOORS/HATCHES

The interior doors opened and closed properly during the inspection.

6.1.9 HEADLINERS

The interior headlining was visually inspected in all spaces, with checks made for sagging, staining and separation at joints.

The panelling was found to be generally in good condition and properly fitted in place, except where noted. Staining and blistering associated with water ingress were found on the master cabin headlining.

Finding B-12

Staining and blistering indicative of water ingress was found on the starboard side of the master cabin headlining. In the surveyor's opinion, the leak may originate from deck fittings or from around the portlight.

Recommendation

It is recommended that the source of the leak be identified by means of a water test, that the deck fitting fixing bolts be removed and refitted in a watertight manner, and that the headlining be renewed once dry.



Photo 65



Photo 66

6.1.10 WALL COVERINGS

The interior wall coverings are generally well fitted, with no visible tears or significant staining.

6.1.11 LOWER HELM EQUIPMENT

The lower helm station is located in the same space as the saloon. It consists of the displays for the engine and navigation instruments, together with the wheel and throttle levers used to operate them.

6.1.12 LOWER HELM SEATING

There is 1 black leather seat in front of the helm console. It was found to be in good condition.

6.1.13 CURTAINS

Roller blinds and blackout curtains are fitted in the cabins.

The saloon and cabin curtains were found to be generally in working order. The cabin curtains were also tested and were observed to operate.

6.1.14 SALOON AND CABIN FLOORING

The interior floor coverings and carpets were found to be in good condition, except as noted below.

Finding C-19

Deformed areas and stains were found in the carpet on the saloon and cabin floors.

The photographs were taken under UV light; the areas that fluoresce indicate organic stain/liquid residue.

Recommendation

It is recommended that this be cleaned/repared in accordance with good marine practice.

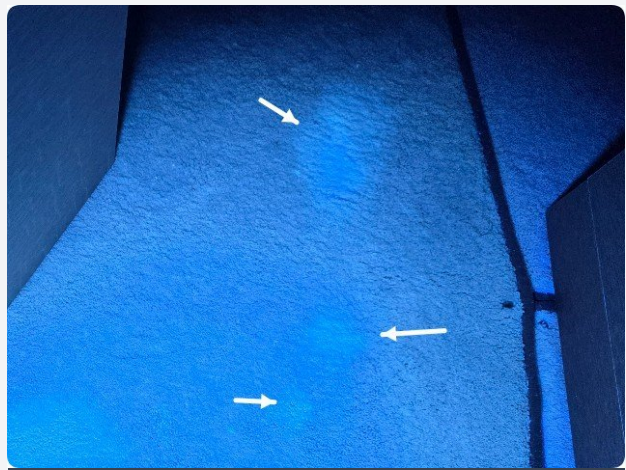
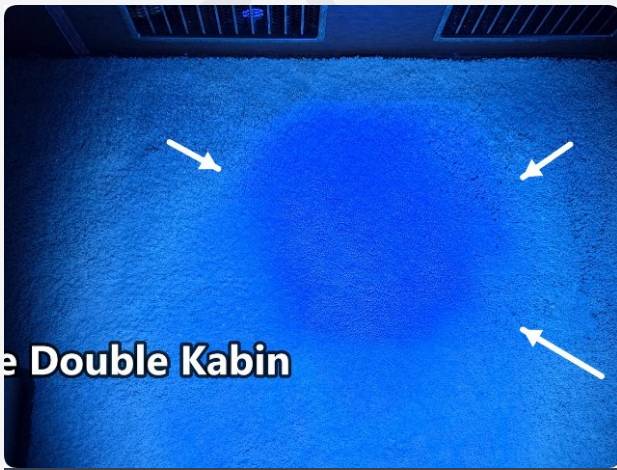


Photo 67



Photo 69

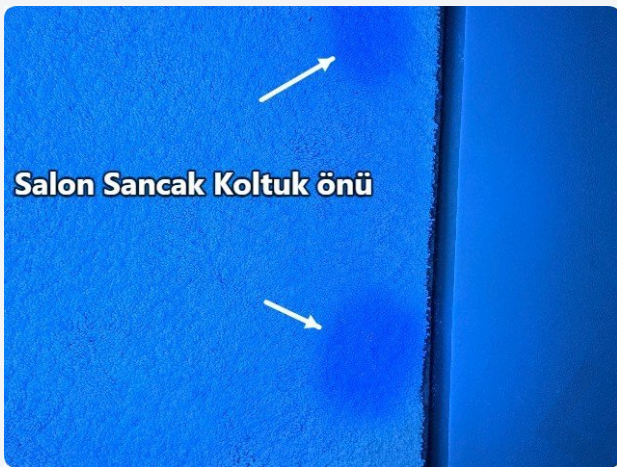


Photo 71

Photo 68



Photo 70

6.1.15 OVERALL INTERIOR FURNITURE AND UPHOLSTERY CONDITION

The vessel's interior fittings are generally in good condition. No major deformation was found in the surface leather upholstery.

Finding C-20

It was found that the linings beneath the seat cushion foam had worn over time and had torn in some areas.

Recommendation

It is recommended that these be repaired.



Photo 72



Photo 73



Photo 74



Photo 75



Photo 76



Photo 77



Photo 78

Finding C-21

The mattresses in the port-side twin cabin were found to be dirty.

Recommendation

It is recommended that they be cleaned or replaced.



Photo 79



Photo 80

6.1.16 INTERIOR JOINERY COMMENTS

Interior joinery, where visible, was well fitted; the operation of doors, drawers and hinge arrangements was tested. Blistering associated with water, assessed to have occurred in the past, was found on the saloon wall panelling; no elevated readings were obtained from moisture meter readings taken in these areas. No separation, cracking or workmanship defects were found in the other joinery and carpentry work.

Finding C-22

Blistering, considered to result from water ingress, was found on the wall linings on both the starboard and port sides of the saloon. No elevated moisture meter readings were obtained in the area where the blistering was found; the marks are considered to have occurred in the past.

Recommendation

It is recommended that the deck fittings and window surrounds above the areas showing blistering be checked for watertightness, and that the lining be renewed if considered appropriate.

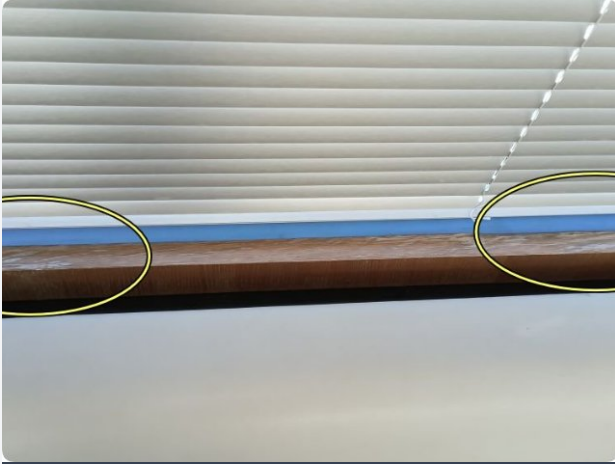


Photo 81



Photo 82

6.1.17 EVIDENCE OF INSECTS

No evidence of insect infestation or trails was found.

6.1.18 EVIDENCE OF RODENTS

No rodent droppings or evidence were found.

6.1.19 WATER INTRUSION COMMENTS

The interior spaces were individually inspected for signs of water ingress, including headlining, window and hatch surrounds, locker interiors and upholstery edges, with a moisture meter used in suspect areas.

Staining and blistering indicative of water ingress were found on the starboard side of the VIP cabin headlining. No active dripping was observed during the survey; in the surveyor's opinion, the marks may originate from deck fittings above or from around the portlight.

No signs of water ingress were found in the other spaces.

Finding C-23

Traces of water were found on the headlining in the forward VIP cabin. The trace was dry; no active dripping was observed during the survey.

Recommendation

It is recommended that the hatch gasket above the cabin and the deck fitting attachments be checked, and monitored on a rainy day or by means of a hose test.



Photo 83



Photo 84

6.1.20 INTERIOR ODOUR COMMENTS

No significant interior odour was observed during the inspection.

6.2 Galley Equipment

6.2.1 GALLEY ARRANGEMENT

The galley is located on the port side at the entrance to the saloon.

6.2.2 WORKTOPS

No significant wear and tear was observed on the worktops.

6.2.3 REFRIGERATION

Two Vitrifrigo refrigerators are fitted in the galley.

The units were operated and were observed to be cooling and found to be SERVICEABLE; the door seals and hinges were inspected.

6.2.4 FREEZER

There is a Vitrifrigo freezer in the galley; it was operated and found to cool.

6.2.5 OVEN

The Bosch built-in oven was operated and was found to be SERVICEABLE.

6.2.6 HOB

A Bosch three-burner hob is fitted in the galley; it was operated and found to be SERVICEABLE.

6.2.7 COOKER HOOD

There is an extractor hood in the galley.

The extractor hood was operated and was found to draw properly.

6.2.8 MICROWAVE OVEN

One Panasonic microwave oven is fitted in the galley. OPERATED; found to be SERVICEABLE.



6.2.9 DISHWASHER

There is an Electrolux built-in dishwasher in the galley; it was operated and found to be SERVICEABLE. No signs of leakage were found at the water inlet and drain connections.

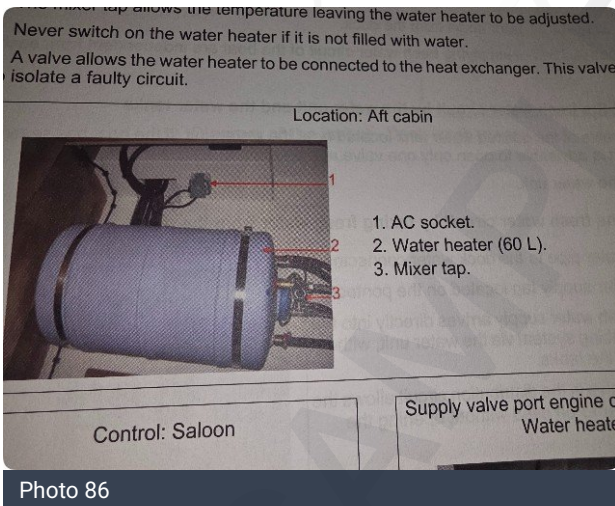
6.2.10 GALLEY SINK

The galley sink is stainless steel, with a mixer-type tap fitted.

The galley sink was observed to be properly installed in its visible location, the tap fitting was found to be operational, and the sink was found to drain properly.

6.2.11 HOT WATER DISPENSER

One 60-litre Quick Nautic Boiler calorifier is fitted in the galley (see Hot Water System › Water Heater). NOT INSPECTED, as the boards beneath the master cabin berth were not removed. OPERATED; hot water was observed to be delivered from the taps.



6.3 Interior Systems and Equipment

6.3.1 LIGHTING

The interior lighting was tested by switching on each fitting individually in all spaces.

During testing, the majority of the interior lights were observed to work. The light fitting above the wheelhouse front windows was found not to illuminate and water marks were found inside the fitting; in addition, one cabin lighting switch was found to be deformed due to water ingress.

Finding C-24

It was found that the lighting above the wheelhouse front windows was not illuminating. Traces of water were observed inside the fitting; in the surveyor's opinion, the fault is due to water ingress.

Recommendation

It is recommended that the fitting be removed and dried, that the point of water ingress be identified and sealed, and that the fitting be renewed if necessary.



Photo 87

Finding C-25

The coating on the master cabin table lamp was found to be peeling.

Recommendation

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



Photo 88

6.3.2 HVAC/AIR CONDITIONING SYSTEM

The vessel is fitted with a Dometic Cruisair brand chilled water type reverse-cycle air conditioning system; total capacity is 60,000 BTU.

All air conditioning units on board were operated, with the spaces monitored using a thermal camera to observe cooling/heating performance.

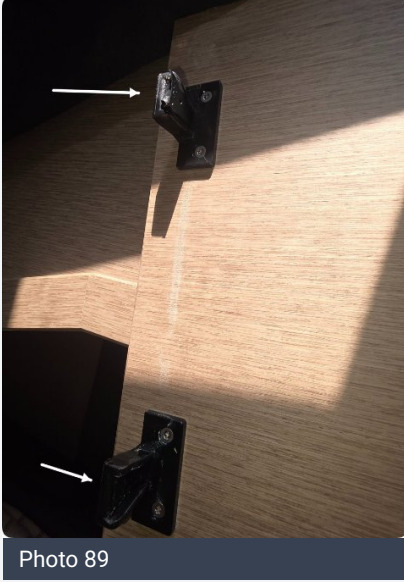
The units were found to perform their function. However, the fan-coil units were found to have incomplete general maintenance, with dust and dirt build-up found on the fins; one unit was found to have reduced cooling performance. The sea water cooling circuit, filters and condensate drain lines were also checked.

Finding C-26

Two of the fixings holding the forward twin cabin air conditioning compartment cover were found to be broken.

Recommendation

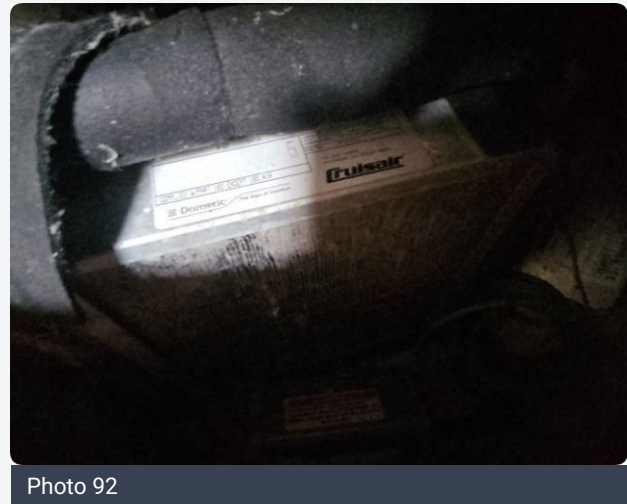
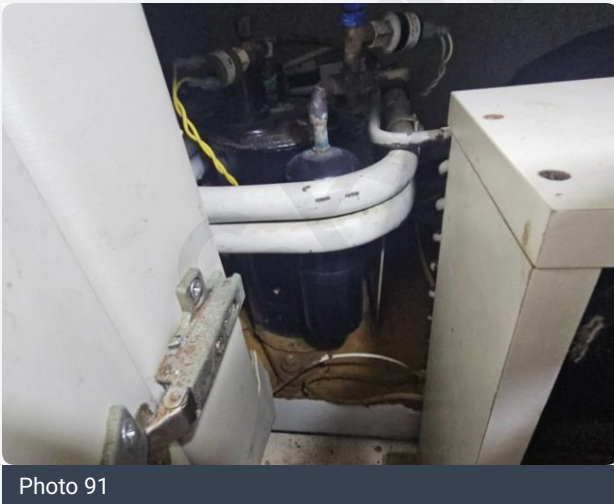
It is recommended that they be replaced with new ones.

**Finding C-27**

The air conditioning fan-coil units were found to be generally under-maintained, with dust and dirt build-up on the fins. The units were operating, but the dirty fins are reducing efficiency.

Recommendation

It is recommended that the fan-coil units and filters be cleaned, and that the condensate trays and drain lines be checked.

**6.3.3 SALOON AND CABIN HEATING SYSTEM**

Heating is provided by the reverse-cycle (heat pump) mode of the Dometic Cruisair air conditioning units; there is no

separate heating appliance. OPERATED; the spaces were confirmed to warm up using a thermal camera.

6.3.4 HEADS EXHAUST FANS

The heads extractor fans were OPERATED and were found to perform their function.

6.3.5 LAUNDRY SYSTEMS

Candy brand 6.4 kg washing machine. It was stated that it has never been used.



Photo 93

6.4 Audio/Visual Equipment

6.4.1 TELEVISION SYSTEM

There are a total of 3 LED televisions in the saloon and cabins.

These were found to be SERVICEABLE. The TV system operates via the internet, and as no internet connection was available, no broadcast signal could be received.

6.4.2 AUDIO SYSTEM

The sound system consists of a Fusion MS-AV750 unit with Bose speakers in the saloon and cockpit.

The sound system was OPERATED and found to be SERVICEABLE; the speakers were tested individually by listening to each one.

The hinges of the cockpit unit's protective cover were found to be broken, the cover does not close, and the unit was consequently found to be left exposed to water ingress.

Finding C-28

It was found that the hinges of the cockpit sound system unit's enclosure cover were broken. The unit is operational, but as the cover does not close, the unit is exposed to water ingress.

Recommendation

It is recommended that the enclosure cover be renewed or repaired.



Photo 94

6.4.3 SATELLITE TV SYSTEM

The satellite television antenna is of the auto-tracking type and is mounted on the radar tower. The satellite TV antenna was OPERATED; satellite lock could not be achieved.

Finding C-29

The satellite TV antenna was found not to lock onto the satellite.

Recommendation

It is recommended that the antenna be calibrated at an authorised service centre.

7 PROPULSION AND MACHINERY SPACE

7.1 Propulsion Engines

7.1.1 ENGINE MAKE AND MODEL

Volvo Penta IPS 600 (D6-435) – 2 units, each 435 hp / 320 kW.

7.1.2 ENGINE LABELS

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

7.1.3 ENGINE SERIAL NUMBERS

Withheld in the sample report.

7.1.4 DATE OF MANUFACTURE

2017

7.1.5 ENGINE HOURS

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

7.1.6 HORSEPOWER

2 × 320 kW (2 × 435 hp)

7.1.7 ENGINE GAUGES

The instrument arrangement consists of Volvo Penta EVC displays.

The EVC displays at both control stations were OPERATED; RPM, coolant temperature, oil pressure, boost pressure, supply voltage and drive unit oil readings were taken. This was observed to be SERVICEABLE.

Finding C-30

Three records of communication interruption on the EVC data bus (J1939) (SPN 639 FMI 2) were found in the memory of both engines. During the survey, the gauge and control functions operated without issue at both control stations.

Recommendation

It is recommended that the data bus connectors, cable runs and termination resistors at the flybridge control station be inspected at an authorised service centre. (A data bus interruption may cause loss of gauges and controls while underway.)

7.1.8 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.

7.1.9 ENGINE ALARM SYSTEM

The engine alarm system is integrated into the Volvo Penta EVC system.

The EVC alarm system was OPERATED; the indicator lamps were observed to complete their test cycle and the audible alarm was observed to function when the ignition was switched on. The alarm memory was read with a diagnostic tool (see Diagnostic Comments).

7.1.10 ENGINE EXHAUST SYSTEM

The exhaust system was visually traced from the engine outlet to the outlets at the transom.

The water injection elbow, exhaust hoses, clamps, water lock and support points were checked; the hoses were inspected for hardening, swelling and signs of burning. The system appears to be original.

A gas leak was found in the starboard engine exhaust line, together with soot deposits in the engine room caused by this leak; in addition, a single clamp was observed to be used at a connection below the waterline. As exhaust gas leaking into an enclosed space carries a risk of carbon monoxide poisoning, this matter has been flagged as first priority.

Finding B-13

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 95



Photo 96

Finding A-6

It was evident from the soot deposits on the engine and in the engine room that the starboard engine exhaust was emitting an excessive amount of exhaust gas. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be repaired and its performance tested on a sea trial.

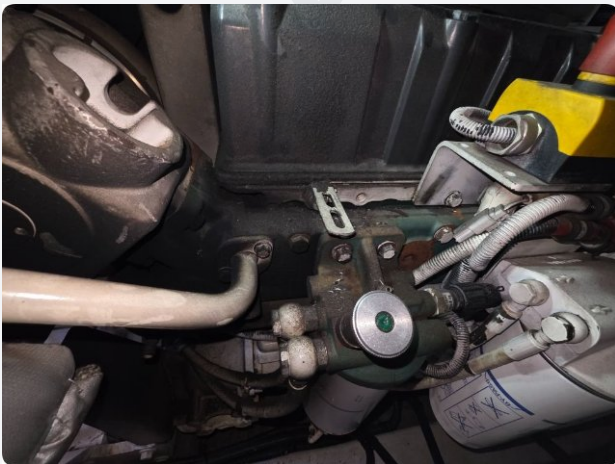


Photo 97

Finding A-7

A gas leak was found in the starboard main engine exhaust line. A layer of soot caused by the leak has accumulated on the engine room ceiling, on the insulation surfaces and around the exhaust line; the thickness of the accumulation indicates that the leak has been ongoing for a long time.

Recommendation

It is recommended that the source of the leak be identified and rectified by an authorised service centre, that the engine room be cleaned, and that the leak check be repeated after the repair. (Exhaust gas leaking into an enclosed space carries a risk of carbon monoxide poisoning; under ABYC P-1, the exhaust system must be liquid- and gas-tight.)



Photo 99

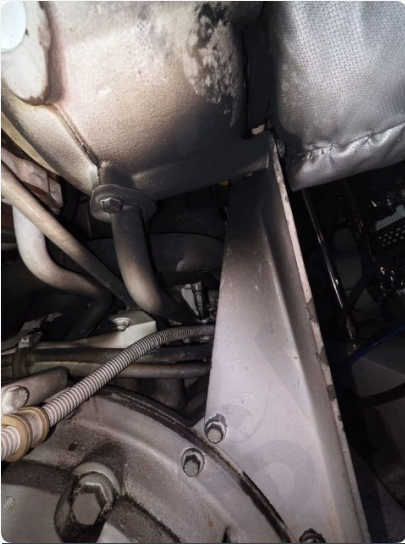


Photo 98

7.1.11 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 exhaust water injection elbow. During the

sea trial, water flow at the exhaust outlets was visually confirmed, and the coolant temperature, monitored on the EVC display, was observed to remain within normal limits.

7.1.12 ENGINE DRIVE BELTS

The main engine drive belts were inspected after the engines were stopped. The belt surfaces were checked for cracking, edge wear and signs of scorching; pulley alignment and belt tension were checked by hand. No significant signs of wear were found on the belts, no misalignment was found on the pulleys and no accumulation of rubber dust was found around them.

7.1.13 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.

7.1.14 ENGINE OIL/FUEL LEAKS

Oil leakage traces were found at the gearbox-to-engine junction area and at the oil line connections on both main engines, and diesel leakage was found at the fuel filter hose connections of the generator. Details and UV lamp photographs are given in the findings under the Engine Comments and Generator Comments items.

7.1.15 ENGINE BEDS AND MOUNTS

The engine beds and mounts were inspected visually and by hand while the engines were stationary. The mount bodies were checked for rubber cracking, compression and oil contact; the locking of the adjustment nuts was checked. The amount of vibration and movement was also observed while the engines were running; the mounts are, in the surveyor's opinion, SERVICEABLE. The issue identified is described in the Findings section.

Finding B-14

Wear was observed on the engine mounts.

Recommendation

It is recommended that the wear be monitored and, should it progress, that the mounts be replaced.



Photo 100



Photo 101

7.1.16 MAIN ENGINE OIL LEVEL

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

7.1.17 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, at a point that could be reached without hesitation in an emergency. The system was not tested so as to avoid an abrupt stoppage of the engines under load. SIGHTED ONLY.

7.1.18 MAIN ENGINE COOLANT LEVEL

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

7.1.19 ENGINE COMMENTS

The main engines were inspected separately while cold, while running and after reaching operating temperature. The block, crankcase, cooling circuit, belt guards, fuel line connections and injector return lines were examined with a torch; in addition, the surfaces beneath the engines and the bilge were checked for signs of dripping. Traces of leakage were found at the gearbox-to-engine junction and at the oil line connections on both engines, and an accumulation of dust caused by carbon brush wear was found around the starter motor on the starboard engine. The engines were observed under load during the sea trial; no unusual noise, smoke or rise in temperature was observed. Engine parameters were monitored via the EVC display, and the fault memory was additionally read using Jaltest Marine (see Propulsion System > Diagnostic Comments).

Finding B-15

Traces of leakage were found on both main engines at the gearbox-to-engine junction area and at the oil line connections; the traces were confirmed under UV light. The leakage quantity is low, and no drop in oil level was observed following the sea trial. Contamination and paint lifting caused by the leaking oil were observed on the engine mount connection brackets.

Recommendation

It is recommended that the leakage areas be cleaned and marked and re-inspected after the next voyage, and that the source be identified at an authorised service centre with renewal of the gaskets and connections.



Photo 102



Photo 103



Photo 104

Finding B-16

An accumulation of carbon dust, considered to result from brush wear, was found around the starboard main engine starter motor.

Recommendation

It is recommended that the starter motor be removed so that the brushes and commutator can be inspected, and that the brush set be renewed if necessary.



Photo 105

7.1.20 DIAGNOSTIC COMMENTS

Both main engines and the generator were read by connecting to the EVC (Electronic Vessel Control) data bus using a Jaltest Marine diagnostic tool. No ACTIVE (currently ongoing) fault code was observed during the sea trial; the following codes were found stored in the engine control units' memory as PASSIVE (occurred in the past, not currently ongoing) records. The codes were not cleared and were left as-is for the buyer's information.

Engine	Code (SAE J1939)	Meaning	Record	Status
Starboard	SPN 97 FMI 3	Water in Fuel (pre-filter)	2 times	Passive
Port	SPN 168 FMI 1	Low supply voltage (during cranking)	4 times	Passive
Starboard	SPN 105 FMI 0	High intake air temperature	1 time	Passive
Both	SPN 639 FMI 2	EVC data bus (J1939) communication interruption	3 times	Passive

Operating hours were read in the diagnostic record as 393 hours (port) / 393 hours (starboard) and matched exactly with the value on the instrument panel; no inconsistency indicating a rollback or control unit replacement was observed in the hour meter. There is no accumulation in the RPM band distribution indicating sustained full-load operation.



Photo 106

7.2 Gearboxes, Gears and Drive Systems

7.2.1 DRIVE SYSTEM TYPE

Volvo Penta IPS

7.2.2 GEARBOX MAKE AND MODEL

2 × Volvo Penta IPS pod units.

7.2.3 GEARBOX SERIAL NUMBERS

Withheld in the sample report.

7.2.4 GEARBOX COOLERS/HEAT EXCHANGERS

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

The sea water cooled heat exchangers of the pod units were SIGHTED ONLY; the zinc anodes and their connections were inspected.

7.2.5 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.

7.3 Engine Room and Bilge Equipment

7.3.1 ENGINE ROOM VENTILATION

Engine room ventilation was assessed both visually ashore and during the sea trial while the engines were under load.

The air intake vents, duct runs, water droplet separators and fan locations were inspected. None of the vents were found to have been subsequently reduced in cross-section, and the engine room temperature was observed to remain within normal limits during the sea trial.

However, the long frame at the port side ventilation intake was found to have come away from its position; this condition is considered to both reduce the intake cross-section and leave it open to water ingress while underway.

Finding B-17

The long frame at the port side engine room ventilation intake was found to have become detached from its position. The detached frame narrows the air intake cross-section and leaves it exposed to water ingress while underway.

Recommendation

It is recommended that the frame be refitted in its position in a watertight manner, and that the ventilation duct also be inspected from the inside to confirm that the water droplet separator is sound.



Photo 107

7.3.2 ENGINE ROOM BLOWERS

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

7.3.3 SEACOCKS AND SEA VALVES

All seacocks below the waterline were operated individually.

When tested, the valves moved freely, and no difficulty or seizing was found in their handles. The hull penetrations and hose connections were also inspected, and no signs of leakage were found.

The seacocks were found not to be connected to the bonding circuit.

Finding B-18

The seacocks below the waterline were found not to be connected to the bonding circuit. The onset of surface corrosion was observed at the seating areas of the unbonded seacocks on the hull.

Recommendation

It is recommended that all underwater metal fittings be connected to the bonding circuit and that the connection resistances be measured. (ABYC E-2 Cathodic Protection; metal not connected to the bonding circuit cannot benefit from the protection of the sacrificial anodes and remains exposed to galvanic corrosion.)



Photo 108

7.3.4 SEA STRAINERS

Vetus filters are fitted in the sea water circuits of the engines and generator.

The sea water filters were checked individually by opening their covers.

The condition of the strainer baskets, the flexibility of the cover gaskets and the possibility of cracking in the housings were inspected. A finding was identified relating to fouling in the sea strainers and at their connections.

Finding C-31

A record (SPN 105 FMI 0) indicating that the intake air temperature exceeded the upper limit was found in the starboard main engine's memory. Fouling was observed in the sea strainers and in the intercooler circuit.

Recommendation

It is recommended that the sea strainers be cleaned, that the intercooler (aftercooler) circuit be checked at an authorised service centre, and that the intake air temperature be monitored underway.

7.3.5 HOSES, PIPING AND PLUMBING

The hoses were observed to be SERVICEABLE where visible.

7.3.6 HOSE CLIPS

The hose clamps were found to be SERVICEABLE where visible. A single clamp was found to be fitted on the engine exhaust connection.

7.3.7 ENGINE ROOM INSULATION

Sound and heat insulation applied during the vessel's construction is present in the engine room.

The bonding points, edge trims and door surrounds of the insulation panels were checked; areas of detachment, separation and oil absorption were looked for. The inspection was also carried out under UV light.

Finding C-32

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 109

7.3.8 SPARE PARTS

The vessel carries a set of spare parts consisting of oil and fuel filters together with belts and impellers; it was stated that these would be supplied with the sale (AS REPORTED BY THE CAPTAIN). The set was SIGHTED ONLY; the suitability of the parts for the engine and generator type was confirmed from the packaging labels.

SAMPLE REPORT

8 SEA TRIAL

8.1 Sea Trial

8.1.1 SEA TRIAL CONDITIONS

The sea trial was conducted in coastal waters in calm sea conditions with light wind. Conditions were suitable for running up to full throttle, testing astern and joystick manoeuvres, and obtaining reliable speed and noise readings. Behaviour in heavy sea conditions could not be assessed within the scope of this survey.

8.1.2 LOAD CONDITION

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

8.1.3 MAIN ENGINE COLD START

Both main engines were started in sequence and individually while cold. The engines started on the first attempt without excessive cranking; no white or blue smoke was observed from the exhaust at start-up, and idle speed stabilised within a short time. When the ignition was switched on, the EVC indicator lamps were observed to complete their test cycle and then extinguish.

8.1.4 VIBRATION COMMENTS

Vibration was observed separately at different RPM stages, on a straight course, and during turns. No significant vibration was felt in the hull, at the control stations, or in the engine room. No vibration increasing within a specific RPM band, which could indicate propeller imbalance or pod bearing wear, was found.

8.1.5 ENGINE ASTERN TEST

The engines were tested astern individually and together. Gear changes were observed to be smooth, with no unusual noise or vibration occurring astern, and the vessel responded as expected. During a berthing manoeuvre carried out using the joystick, the pod units were observed to apply the command correctly.

8.1.6 ENGINE CONTROL STATIONS TRIAL

The main engine controls were operated separately at the lower helm station and at the flybridge station. Gear and throttle changes were tested at both stations; no delay was felt between control input and engine response, and no stiffness or play was felt in the levers. The takeover function between stations was also tested and was observed to operate without issue.

8.1.7 STEERING SYSTEM TRIAL

The steering system was tested separately from both control stations. A full turn from lock to lock was carried out; the helm response 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 the commands given, without exception.

8.1.8 ENGINE PERFORMANCE

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

At full throttle, the engines remained at approximately 3,300 RPM, and the manufacturer's rated full-throttle RPM for this engine type (3,500 RPM) was not reached; a shortfall of approximately 200 RPM was measured. Speed at full throttle was found to be 25.5 knots.

The RPM shortfall was similar on both engines; this points to a common cause on the propeller/hull side rather than a fault specific to a single engine. Apart from the shortfall, the engines ran smoothly under load, and cooling water temperature and oil pressure remained within normal limits.

Measurement run 1

rpm	Speed (kn)	Sound level (dBA) Enclosed wheelhouse	Vibration measurements (mm/s)				Time
			Starboard engine	Starboard IPS pod	Port engine	Port IPS pod	
600	6.5	52	2.1	1.2	2.2	1.3	10:02
1,000	8	55	2.6	1.5	2.7	1.6	10:05
1,500	10	58	3.4	1.9	3.5	2	10:08
2,000	14	62	4.2	2.3	4.4	2.4	10:11
2,250	17	63	4.6	2.6	4.8	2.7	10:14
2,500	19.5	64	5.1	2.9	5.3	3	10:17
2,750	21.5	69	5.7	3.2	5.9	3.4	10:20
3,000	23.5	73	6.4	3.6	6.6	3.8	10:23
3,300	25.5	78	7.2	4.1	7.5	4.3	10:26

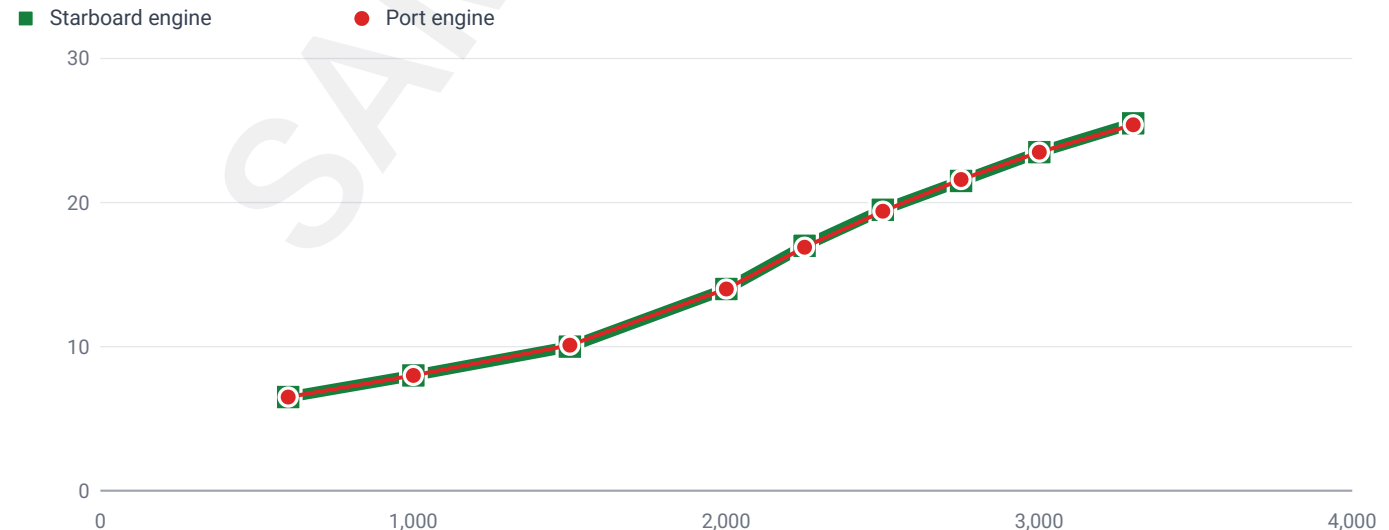
The rated speed of the starboard engine is 3,500 rpm. The highest speed reached in this run was 3,300 rpm, which corresponds to 94.3% of the rated speed (-200 rpm).

Measurement run 2

rpm	Speed (kn)	Sound level (dBA) Master cabin	Vibration measurements (mm/s)				Time
			Foredeck	Aft deck	Wheelhouse	Master cabin	
600	6.5	48	0.4	0.6	0.3	0.2	10:41
1,000	8	50	0.5	0.8	0.4	0.3	10:44
1,500	10.1	52	0.7	1.1	0.5	0.4	10:47
2,000	14	55	0.9	1.4	0.7	0.5	10:50
2,250	16.9	56	1	1.6	0.8	0.6	10:53
2,500	19.4	57	1.2	1.8	0.9	0.7	10:56
2,750	21.6	60	1.3	2.1	1	0.8	10:59
3,000	23.5	63	1.5	2.4	1.2	0.9	11:02
3,300	25.4	67	1.7	2.8	1.4	1.1	11:05

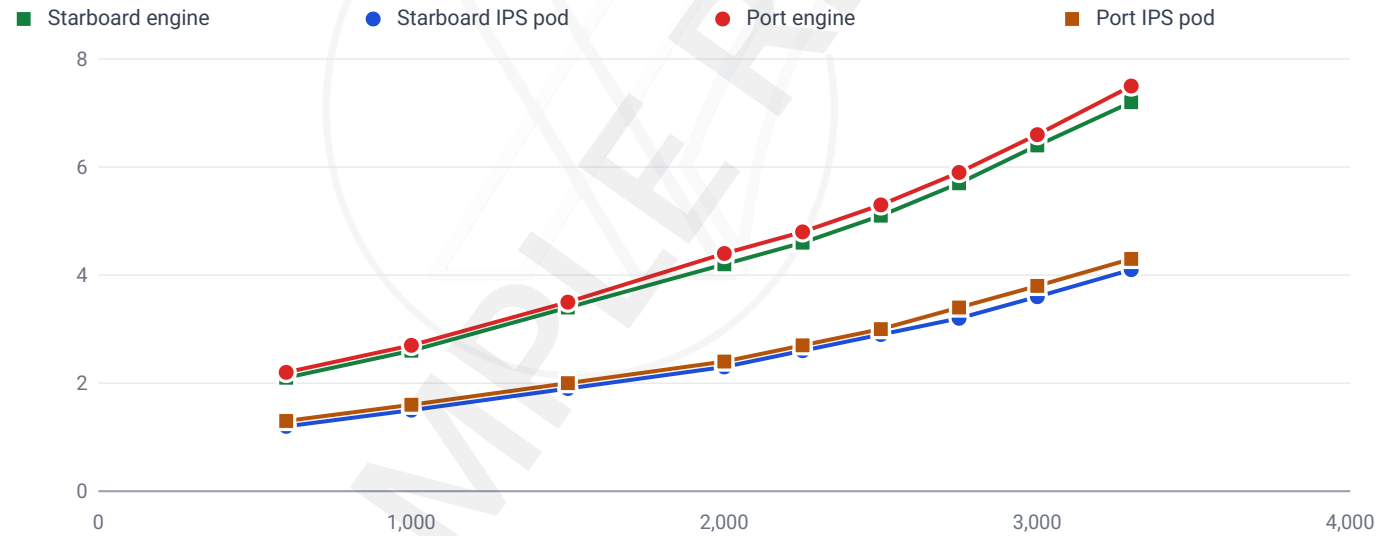
The rated speed of the port engine is 3,500 rpm. The highest speed reached in this run was 3,300 rpm, which corresponds to 94.3% of the rated speed (-200 rpm).

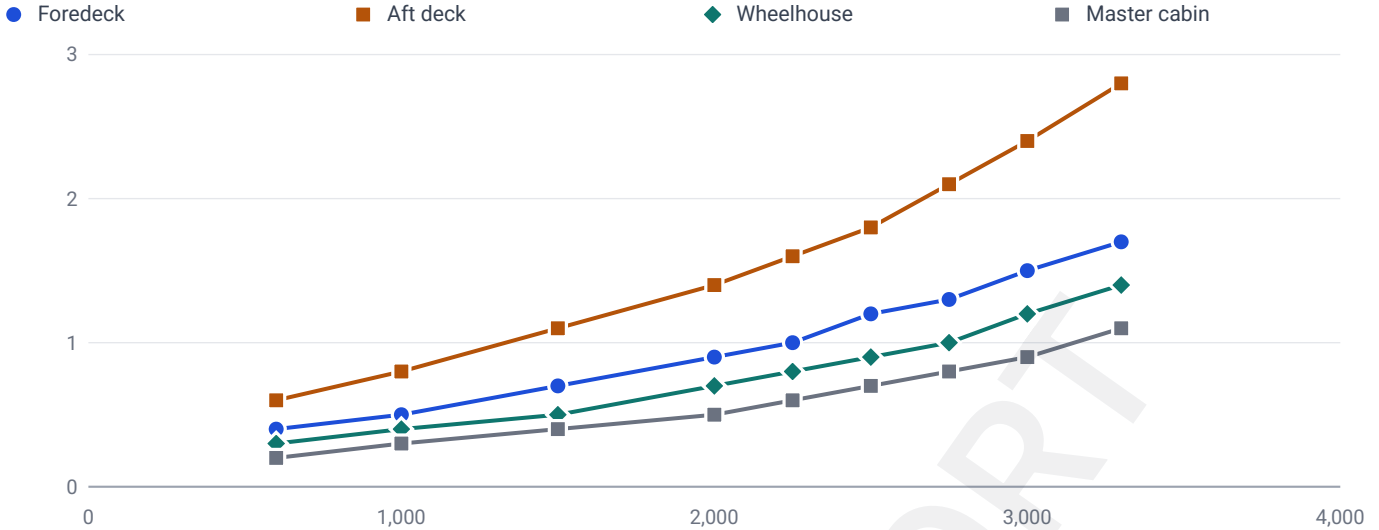
Speed vs RPM kn · rpm



Sound level vs RPM dBA · rpm

At each stage, both engines were operated together, with RPM read from one engine on each measurement round. At full throttle, 3,300 rpm was reached on both engines; this value is 94.3% of the full-throttle RPM stated on the engine data plate (3,500 rpm), representing a shortfall of approximately 200 rpm. The fact that the shortfall is similar on both engines points to a common cause on the propeller or hull side rather than a fault specific to a single engine; the hull surface and propeller blades should be investigated first.

Vibration vs RPM · Measurement run 1 mm/s · rpm

Vibration vs RPM · Measurement run 2 mm/s · rpm

Vibration measured on the engine casings increased steadily with RPM, recorded at full throttle as 7.2 mm/s on the starboard engine and 7.5 mm/s on the port engine; the difference between the two engines is small. Values at the IPS units remained at approximately half the level of the engine casing, with port and starboard close to each other. No sudden increase at a specific RPM was observed at any measurement point. Vibration remained low at the accommodation and deck points, with the highest value of 2.8 mm/s measured at the aft deck at full throttle.

Finding B-19

During the sea trial, the engines did not reach the full throttle RPM specified by the manufacturer; a loss of approximately 200 RPM relative to the expected RPM was measured. The loss was observed on both engines.

Recommendation

The cause of the RPM loss should be investigated: the underwater hull and propeller cleanliness, propeller pitch, fuel filters and air intake path should be checked in turn; if no resolution is achieved, the engines should be subjected to a load test at an authorised service centre. The RPM loss causes the engines to be continuously overloaded at full throttle.

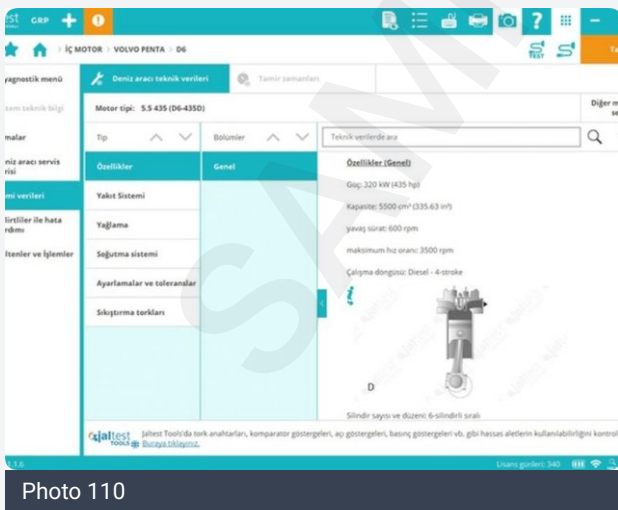


Photo 110

8.1.9 ENGINE ROOM VENTILATION

Engine room ventilation was observed while the engines were running at full throttle.

Throughout the sea trial, engine room temperature was observed to remain within normal limits, and the engines

showed no behaviour indicative of air starvation. The ventilation louvres and duct runs were additionally inspected ashore (see Engine and Bilge Area Equipment > Engine Room Ventilation and Findings).

8.1.10 SOUND LEVEL MEASUREMENTS

Sound level was measured in the enclosed wheelhouse using a digital sound level meter at two operating stages. It was found to be 78 dBA at full throttle and 64 dBA at cruising speed. The measurement was taken with doors and windows closed and the air conditioning off; in the surveyor's opinion, the values are within the normal range for a motor yacht of this class.

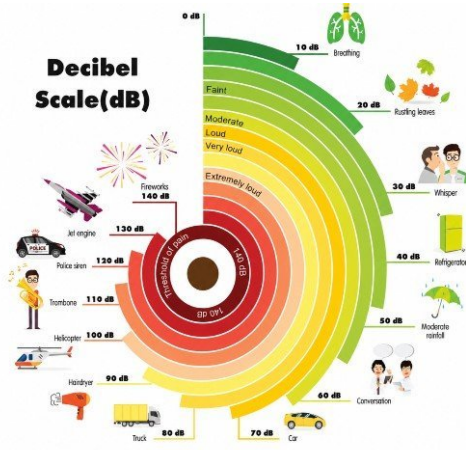


Photo 112



Photo 111

8.1.11 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.

9 STEERING SYSTEMS

9.1 Steering Systems

9.1.1 STEERING SYSTEM TYPE

Volvo Penta IPS steering system.

9.1.2 STEERING SYSTEM MANUFACTURER

Volvo Penta IPS electronic steering system.

9.1.3 NUMBER OF HELM STATIONS

There are 2 helm stations on the vessel: the main station at the enclosed wheelhouse and a second station on the flybridge; there is also a joystick station at the stern for manoeuvring.

The controls, steering and joystick arrangements at each station were tested. A small crack was found on the IPS joystick lever at the aft manoeuvring station; the lever functions correctly and transmits the command.

Finding C-33

A small crack was found in the IPS joystick lever at the aft manoeuvring station. The lever remains functional and transmits the command during manoeuvring.

Recommendation

It is recommended that the broken part be renewed, and that it be checked whether the crack has allowed water ingress into the lever.



Photo 113

9.1.4 RUDDER ANGLE INDICATOR

The rudder angle indicator is integrated into the Volvo Penta EVC system.

The rudder angle indicator was OPERATED, and the indicator was observed to accurately reflect the rudder angle.

9.1.5 THRUSTERS

A Quick brand electric bow thruster is fitted in the bow compartment.

The thruster was operated and was observed to function correctly in both directions.

9.1.6 FIN/PARAVANE STABILISERS

A Seakeeper gyroscopic stabiliser is fitted; it was stated to have been installed in 2024 (AS REPORTED BY THE CAPTAIN). OPERATED; during the sea trial the vessel was put beam-on to the waves and the stabiliser was observed to reduce rolling significantly.



Photo 114

10 FUEL SYSTEMS

10.1 Fuel Systems

10.1.1 FUEL SYSTEM TYPE

The fuel system is of the diesel type.

10.1.2 FUEL TANK MATERIAL

The fuel tank is constructed of aluminium.

10.1.3 NUMBER OF FUEL TANKS

The vessel has 2 fuel tanks.

10.1.4 FUEL TANK CAPACITY

650 x 2 = 1,300 litres

10.1.5 FUEL LEVEL GAUGE

The fuel level is read from the Volvo Penta EVC display.

The fuel level indicator was operated and was observed to display a value.

10.1.6 FUEL TANK MANUFACTURER'S LABEL

Bavent

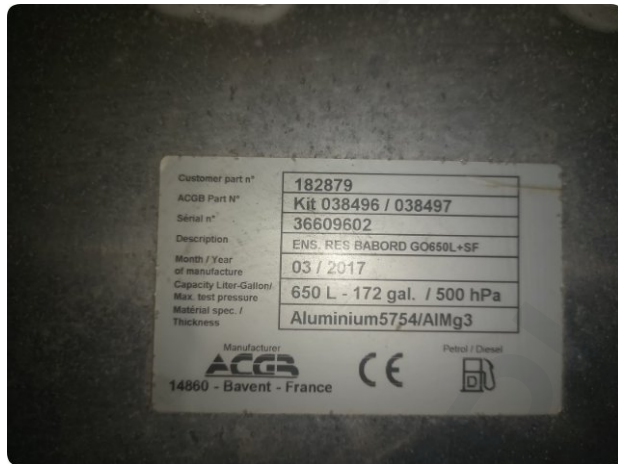


Photo 115



Photo 116

10.1.7 FUEL TANK SECURING

The fuel tank's fastenings were found to be adequate in the areas that could be inspected.

10.1.8 FUEL TANK LOCATION

The fuel tank is located in the engine room.

10.1.9 FUEL FILL LOCATION AND MARKING

The fuel fill is located on the main deck.

10.1.10 FUEL TANK VENTING

The fuel tank vent line is open and functional WHERE SIGHTED.

10.1.11 FUEL TANK AND FILL BONDING

The fuel tank, fuel fill, fill hose and vent line were traced along their routing.

It was found that the fill connections were not bonded WHERE SIGHTED. In order to dissipate the static electricity generated during fuelling, the fill, pipework and tank must be connected to a common bonding line; this is a fundamental safety arrangement that prevents the formation of sparks during fuelling.

No signs of leakage or corrosion were observed on the tank body, connection flanges or securing straps.

Finding B-20

It was found that the fuel tank fill connections were not bonded WHERE SIGHTED. The fill fitting, pipework and tank should be connected to a common bonding conductor in order to dissipate static electricity generated during filling.

Recommendation

It is recommended that bonding continuity from the fill fitting to the tank be established and verified by measurement (practice falling under ABYC H-33). Additional care should be taken during fuelling until bonding has been completed.



Photo 117



Photo 118

10.1.12 FUEL FILL HOSE/PIPE

The fuel fill hose was observed to comply with international standards.

10.1.13 FUEL LINES/HOSES

The fuel lines and hoses comply with standards WHERE SIGHTED, and no leakage was found.

10.1.14 FUEL SHUT-OFF VALVES

The fuel shut-off valves are in an accessible position and are operational.

10.1.15 MAIN ENGINE PRIMARY AND SECONDARY FUEL FILTERS

The fuel filters are genuine Volvo Penta items.

Each engine has its own genuine primary fuel filter (with water separator) and an engine-mounted secondary filter. The sight glasses of the water separator bowls were checked, and the filter bodies and connections were inspected for signs of leakage. The engines' fault memory contains a stored code indicating water present in the fuel pre-filter (see Diagnostic Comments).



Photo 119

Finding B-21

It was observed that a warning indicating the presence of water in the primary fuel filter (SPN 97 FMI 3) had been logged twice in the starboard main engine's fault memory. The warning was not active during the survey; no water was observed in the water separator bowl on the day of the survey.

Recommendation

A bottom sample should be taken from the fuel tank to check for water and sediment, the water separator bowl should be drained, and the filter elements should be renewed. Should the warning recur, the tank vent and the deck fill gasket should be checked. (Water in the fuel can damage the injection equipment and cause loss of power while underway.)

10.1.16 GENERATOR PRIMARY AND SECONDARY FUEL FILTERS

The generator's fuel filter is a genuine Onan item.

The generator has its own primary fuel filter; no leakage was observed.

10.1.17 FUEL ODOUR COMMENTS

No significant fuel odour was detected in the fuel tank area or the engine room during the inspection.

11 ELECTRICAL SYSTEMS

11.1 DC Electrical Systems

11.1.1 DC VOLTAGE SYSTEM

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

11.1.2 BATTERIES

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

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

Tender 46% · Generator 100% · Start batteries (4 units) 100% · Service port 40, 48, 100% · Service starboard 27, 100, 70% · Bow thruster 100, 100, 100, 97%.

The batteries were also visually inspected; terminal posts were checked for oxidation and casings for swelling or electrolyte leakage. Batteries with a state of health below 50% are addressed separately in the Findings section; these batteries experience voltage drop under load and cannot meet the service load when the generator is not running.



Photo 120



Photo 121



Photo 124



Photo 125



Photo 126



Photo 122



Photo 123

Finding B-22

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: on vessels 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 vessels with more than one source of charge operating simultaneously, the capacity of all sources of charge 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-23

Four records of supply voltage dropping below the lower limit during cranking (SPN 168 FMI 1) were found in the fault memory of the port main engine. Supply voltages read from the EVC display during the sea trial differ between the two engines (27.7 V / 26.0 V).

Recommendation

It is recommended that the starter battery bank be measured under load; that the tightness, cross-section and connection resistance of the battery terminals and starter cables be checked; and that any batteries with a health value below 50% be replaced (see service batteries finding).

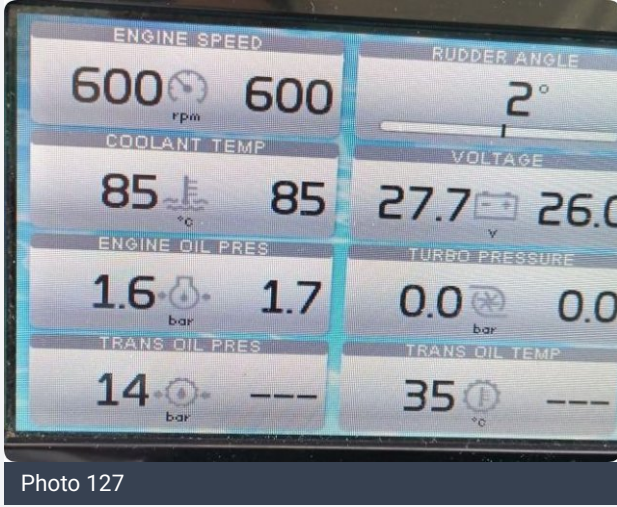


Photo 127

11.1.3 BATTERY ISOLATOR SWITCHES

The main engine and generator battery isolator switches (Blue Sea Systems) are located in the engine room, labelled. OPERATED; the switches were observed to be SERVICEABLE.



Photo 128

11.1.4 BATTERY PARALLEL SWITCHES

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

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

11.1.5 BATTERY ISOLATORS

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

11.1.6 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.

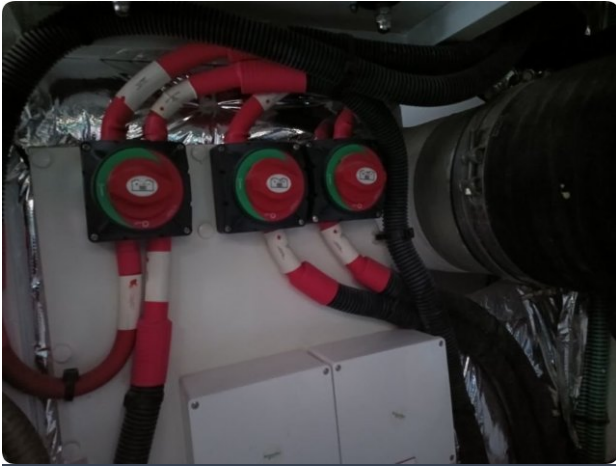


Photo 129

11.1.7 DC PANEL FUSES/CIRCUIT BREAKERS

Withheld in the sample report.

11.1.8 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 observed to be SERVICEABLE.



Photo 130

11.1.9 DC SOCKETS

12-volt DC sockets (cigarette lighter type) are fitted at both helm stations; power was applied to the sockets and voltage was measured to confirm they were powered.

Corrosion was found at the flybridge socket. The cover gaskets on the other sockets were found to be in place and sound.

Finding C-34

The flybridge 12 V cigarette lighter socket is corroded.

Recommendation

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



Photo 131

11.1.10 BONDING SYSTEM

The bonding and earthing arrangement was visually inspected at the accessible points. The connections of the engine, generator, fuel tank and underwater equipment to the bonding circuit were checked; disconnected terminals, corroded lugs or subsequently removed connections were looked for. The seacocks below the waterline were found not to be connected to the bonding circuit, as explained in the relevant finding.

11.2 AC Electrical Systems

11.2.1 AC SHORE POWER SYSTEM

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

11.2.2 AC SHORE POWER PHASE

The shore power connection is single-phase.

11.2.3 AC SHORE POWER INLETS

There are 2 Marinco brand shore power inlets on the aft deck. The shore power inlets were found to conform to the standard and to be sound.

11.2.4 AC SHORE POWER LEAD

The vessel is fitted with a Marinco brand shore power lead. The shore power lead was inspected along its length from the plug to the socket end. A cut was found in the outer sheath; although the conductor insulation was not reached at the cut, this condition poses a risk since the cable operates in a wet and saline environment. No signs of heating, oxidation or looseness of the locking rings were found at the plug and socket ends.

Finding B-24

A cut was found in the outer sheath of the shore power lead; at the cut location, the insulation of the inner conductors is visible.

Recommendation

It is recommended that the cable be replaced with a new one and not repaired with a joint or tape. (A damaged shore power lead carries a risk of electric shock and fire; a damaged cable in contact with water is also hazardous to swimmers around the harbour.)



Photo 132

11.2.5 MAIN AC SHORE POWER BREAKERS

The main AC breakers are located in the main electrical panel.

SIGHTED ONLY; not tested under load. No signs of heating, burning or loose ends were found on the breaker bodies; the labelling was observed to clearly indicate which circuit each breaker isolates.

11.2.6 AC PANEL BREAKERS/FUSES

Withheld in the sample report.

11.2.7 AC SOURCE SELECTOR SWITCHES

A selector switch is fitted between the shore power connection and the generator, preventing both sources from being engaged simultaneously. The switch was OPERATED; it was observed from the panel indicators that the supply was drawn from the correct source in both positions, and it was found to be SERVICEABLE.

11.2.8 AC SOCKETS

The AC sockets on the vessel are of the earthed (Schuko) type.

The AC sockets appear to be suitably installed. The tests returned satisfactory results.



Photo 133



Photo 134

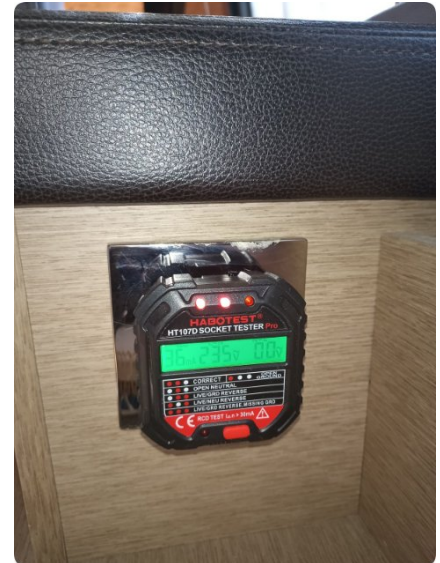


Photo 135

11.2.9 AC SOCKET POLARITY

All visible AC sockets were tested for polarity and earthing with a socket tester; the connections were found to be correct.



Photo 136

11.2.10 AC ELECTRICAL/WIRING COMMENTS

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

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 heating or burning smell were found at the cable penetrations.

All visible AC sockets were tested for polarity and earthing with a socket tester, and the connections were found to be correct.

12 GENERATORS, INVERTERS AND OTHER AUXILIARY POWER SOURCES

12.1 Generators

12.1.1 GENERATOR MAKE AND MODEL

Cummins Onan — 11 kVA marine diesel generator.

12.1.2 GENERATOR LOCATION

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

12.1.3 GENERATOR ACCESSIBILITY

Good (a reasonable degree of access is provided to all areas of the machinery requiring service).

12.1.4 GENERATOR SPECIFICATIONS

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

12.1.5 GENERATOR FUEL TYPE

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

12.1.6 NUMBER OF CYLINDERS

Four (4) cylinders, in-line.

12.1.7 GENERATOR KW RATING

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

12.1.8 GENERATOR ENGINE RPM RATING

The generator operates at a constant 1500 RPM.

12.1.9 GENERATOR VOLTAGE RATING

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

12.1.10 GENERATOR PHASE

The generator is single-phase.

12.1.11 GENERATOR STARTING VOLTAGE

The generator starting system is supplied at 12 volts DC.

12.1.12 GENERATOR HOURS

1401 hours

12.1.13 GENERATOR SERIAL NUMBERS

Withheld in the sample report.

12.1.14 GENERATOR LABELS AND WARNINGS

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

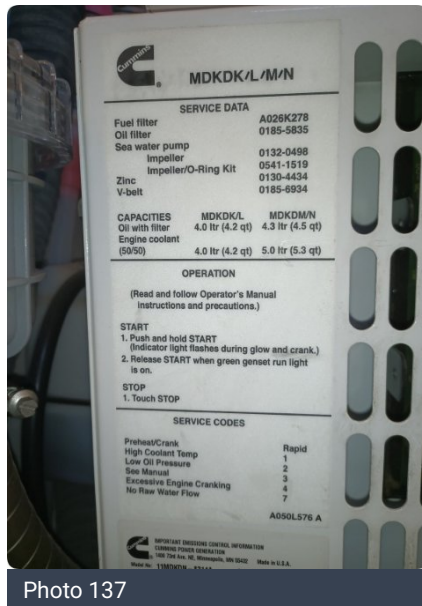


Photo 137

12.1.15 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 POWERED UP; it was observed to be operating.

12.1.16 GENERATOR DRIVE BELT

The generator drive belt is well seated, and no signs of excessive wear were found during the inspection.

12.1.17 GENERATOR OIL LEVEL

The oil level on the generator's oil dipstick is normal.

12.1.18 GENERATOR COOLING SYSTEM TYPE

The generator is cooled directly by sea water.

The sea water circuit was traced through the seacock, filter, pump and heat exchanger in sequence, and water flow at the exhaust outlet was visually confirmed during operation. A leak was found at the sea water pump in the circuit, together with associated corrosion, and a leak was found in the exhaust sea water line.

Finding B-25

A leak was found at the generator's sea water pump. Salt deposits and corrosion have formed in the area of the leak and on the surfaces beneath it.

Recommendation

It is recommended that the pump seal kit be renewed, that the fasteners corroded due to the leak be checked, and that the affected surfaces be cleaned and protected.

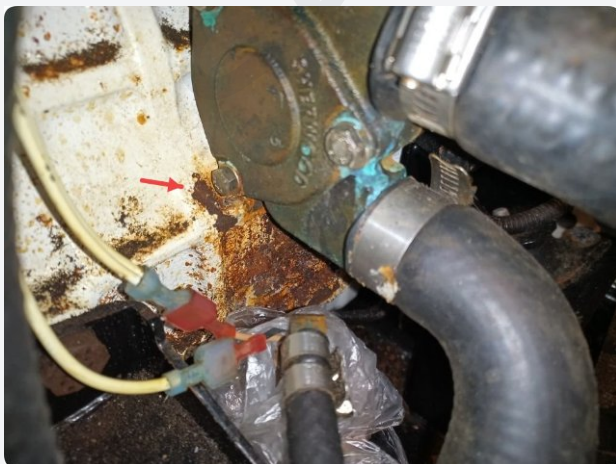


Photo 138



Photo 139

Finding B-26

A leak had developed in the generator's sea water circuits, and the generator located below had become covered with sea salt as a result. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be inspected and, if necessary, serviced or repaired.

**Finding B-27**

As stated by the attending marine technicians, the condenser is blocked, causing the hoses to swell and preventing the system from operating properly.

Recommendation

It is recommended that this be repaired.

12.1.19 GENERATOR EXHAUST SYSTEM

The generator exhaust system was visually inspected and no deficiencies were observed.

12.1.20 GENERATOR COMPARTMENT VENTILATION

In the surveyor's opinion, the ventilation is adequate.

12.1.21 GENERATOR LOAD TEST

The generator was tested under load: the air conditioning units, calorifier and galley appliances were brought online in sequence, increasing the load progressively.

The RPM was observed to remain stable as the load increased, with no drop in output voltage, and the unit carried the load without strain. No darkening of the exhaust colour or unusual heating around the unit was observed.

12.1.22 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 observed to settle quickly and

the running noise was smooth. During operation, the instrument panel, the cooling water flow at the exhaust outlet, and the area around the unit were monitored.

Diesel leakage from the fuel line connections, deterioration of the sound and heat insulation, and the spread of particles shed from this insulation over the unit were found around the unit.



Photo 141



Photo 142



Photo 143



Photo 144

Finding B-28

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 145



Photo 147

Photo 146



Photo 148

Finding B-29

A leak was found at the sea water pump.

Recommendation

It is recommended that this be repaired.

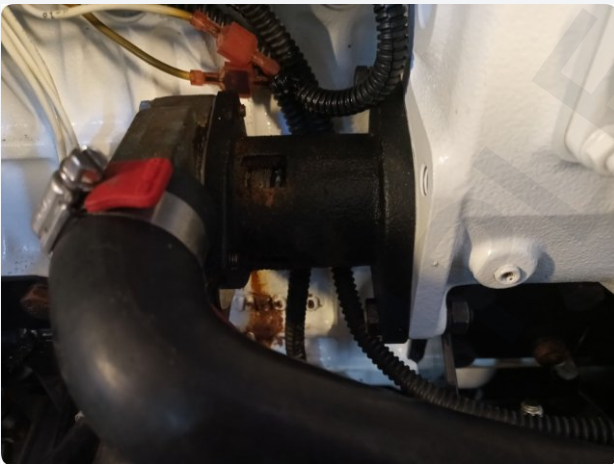


Photo 149



Photo 150

Finding B-30

Diesel leakage was found at the generator fuel filter inlet and outlet hose connections; the leak was confirmed under UV light. The leaked fuel had accumulated on the surface beneath the filter.

Recommendation

It is recommended that the hoses and clamps be renewed to make the connections leak-tight, and that the accumulated fuel be cleaned up. (Fuel leakage near hot surfaces and the starter motor poses a fire hazard; under ABYC H-33 the fuel system must be leak-free.)



Photo 151



Photo 152



Photo 153

Finding B-31

The generator's sound and heat insulation was found to have deteriorated, with shed insulation particles found covering the generator and its surrounding area.

Recommendation

It is recommended that the generator be cleaned and the insulation material be renewed. (Shed insulation may be drawn into the intake air; insulation in contact with oil and fuel increases the fire risk.)



Photo 154

12.2 Inverters and Other Auxiliary Power Sources

12.2.1 INVERTER SYSTEMS (DC TO AC)

A Marincio 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.

12.2.2 INVERTER LOCATION AND VENTILATION

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

12.2.3 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 155



Photo 156

13 WATER SYSTEMS

13.1 Fresh Water System

13.1.1 WATER TANK MATERIAL

The fresh water tank is constructed of white rigid plastic (rotomoulded polyethylene).

13.1.2 NUMBER AND CAPACITY OF FRESH WATER TANKS

There are 2 water tanks of 318 litres each (636 litres total).



Photo 157

13.1.3 FRESH WATER TANK SECURING

Where visible, the fresh water tank fixing/mounting arrangement was found to be good.

13.1.4 FRESH WATER TANK LOCATION

It is located in the corridor, at the entrance to the VIP (forward) cabin, in the bilge.

13.1.5 FRESH WATER FILL LOCATION AND MARKING

It is located on deck, on the port forward shoulder. It was observed to be correctly marked.

13.1.6 FRESH WATER FILL MARKING

It is appropriately marked for water.

13.1.7 FRESH WATER PUMPS

Fresh water pressure is supplied by a Jabsco brand pressure pump.

The fresh water system maintained pressure throughout the survey, and no abnormal cycling or water leakage was observed.

13.1.8 FRESH WATER ACCUMULATOR TANK

An expansion (accumulator) tank is fitted in the fresh water circuit.

No leakage was observed at the accumulator tank.

13.1.9 FRESH WATER PLUMBING

No leakage was observed at the hose/pipe connections of the fresh water system.

13.1.10 FRESH WATER LEVEL MONITOR

The fresh water tank level gauge is located at the helm station.

OPERATED; the gauge was observed to display a reading consistent with the actual level in the tank. It was found to be SERVICEABLE.

13.1.11 MAINS WATER / DOCKSIDE INLET

A shore water connection is fitted on the quay side, with a pressure reducer at the inlet.

SIGHTED ONLY; the connection point and hose fitting were checked for signs of leakage. The finding identified is described in the Findings section.

Finding B-32

No pressure reducer was found at the shore water inlet.

Recommendation

It is recommended that a pressure reducer be fitted at the inlet. (If mains pressure ruptures the plumbing, the vessel could take on water.)

13.1.12 WATER ANALYSIS**1. TDS (Total Dissolved Solids): 273 ppm**

Analysis: In the surveyor's opinion, this is within the ideal range according to drinking and domestic water standards (WHO limit value < 500 ppm).

Rationale: This value indicates that the total level of inorganic salts and minerals present in the water is low. If the system is supplied by a watermaker (reverse osmosis), this confirms that the membranes are performing their function correctly (high salt rejection); alternatively, if the water is taken from shore connection, it confirms that the mineral/lime content is low and of good quality.

2. Salinity: 0.02%

Analysis: The salinity level was found to be almost zero (0.02% = 200 ppm).

Rationale: This conclusively demonstrates that there is no contamination of the fresh water tank by seawater (whether from tank vents, the deck fill cap, or heat exchanger leaks). In the surveyor's opinion, the quality of the product water obtained from the watermaker outlet is extremely high.

3. ORP (Oxidation-Reduction Potential): 171 mV

Analysis: In the surveyor's opinion, the water's capacity to neutralise microbiological load (disinfection) is at a low level. A minimum range of 200–400 mV is expected in safe water resistant to bacterial growth, while actively chlorinated mains water is expected to show values of 600 mV or above.

Rationale: A value of 171 mV indicates the absence of an active disinfectant residual (residual chlorine/oxidant) in the water. While this does not prove that the water is directly contaminated, it indicates that the water retains no chemical defence against the formation of pathogens (bacteria, viruses, biofilm) within the tank.

4. Temperature: 33.0°C – 33.4°C

Analysis: In the surveyor's opinion, this is a notably high temperature value for fresh water.

Rationale: In the surveyor's opinion, the combination of the low ORP value (171 mV) with a temperature above 30°C creates optimum incubation conditions for the rapid growth of biological activity (particularly Legionella and other bacterial contamination) within the tank and plumbing.



Photo 158

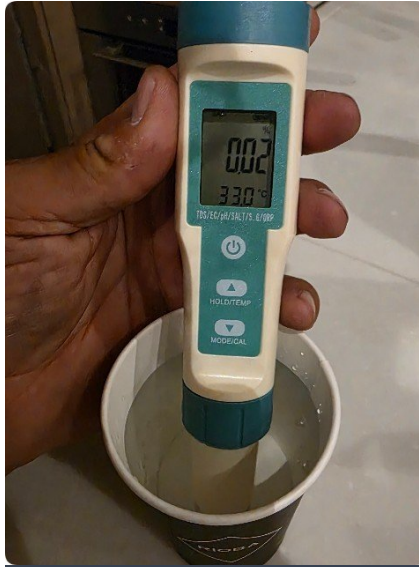


Photo 159



Photo 160



Photo 161



Photo 162

13.2 Hot Water System

13.2.1 CALORIFIER

Hot water is supplied by a 60-litre Quick Nautic Boiler brand calorifier. The hot water system was tested and was observed to be working. As it is located under the master cabin and cannot be viewed without dismantling, it could not be visually inspected.

13.2.2 CALORIFIER TYPE

The calorifier is of electric type only (AS REPORTED BY THE CAPTAIN).

13.2.3 CALORIFIER CAPACITY

The calorifier capacity is 60 litres (AS REPORTED BY THE CAPTAIN).

13.2.4 CALORIFIER PRESSURE RELIEF VALVE

The calorifier is fitted with a pressure relief valve, the discharge of which is directed to the bilge; no leakage was observed.

13.3 Watermaker System

13.3.1 WATERMAKER SYSTEM

The Idromar brand watermaker was observed to produce water when operated. It was stated that the unit was fitted in 2024 (AS REPORTED BY THE CAPTAIN).

13.3.2 WATERMAKER ASSESSMENT

The unit was OPERATED; it was observed to perform its function.

13.3.3 WATERMAKER LOCATION

It is located in the engine room.

13.4 Black Water System

13.4.1 BLACK WATER (HOLDING) TANK

The vessel has a 150-litre (AS REPORTED BY THE CAPTAIN) purpose-built black water tank. It was stated that the original tank was replaced as it was not sufficient.



13.4.2 HOLDING TANK SECURING

Where visible, it appears to be well secured.

13.4.3 HOLDING TANK VENTING

It was stated to be located on the starboard side of the hull.

13.4.4 BLACK WATER DISCHARGE SYSTEM

Black water discharge is carried out by Jabsco brand macerator pumps. No adverse condition was found. The pumps were observed to be well maintained.

13.4.5 CONSIDERATIONS

It is recommended that the black water hoses be replaced every 10 years, in accordance with IIMS recommendations.

13.5 Grey Water System

13.5.1 GREY WATER TANK

It is discharged overboard by an automatic discharge system. There is no tank.

13.5.2 GREY WATER DISCHARGE SYSTEM

Grey water is discharged directly overboard by an automatic discharge pump; there is no separate holding tank. The system discharges directly overboard. There is no tank.

13.5.3 PLUMBING FIXTURES

The sanitary system fittings were found to be FIT FOR PURPOSE.

13.5.4 WASHBASINS

The heads are fitted with porcelain basins and mixer taps, together with Tecma brand electric toilets. The basins and toilets were operated and found to discharge without issue and to be SERVICEABLE.

SAMPLE REPORT

14 ELECTRONICS AND NAVIGATION EQUIPMENT

14.1 Electronics and Navigation Equipment

14.1.1 MULTIFUNCTION DISPLAYS

The vessel has 2 Raymarine Axiom Pro multifunction displays; one at the enclosed wheelhouse and the other at the flybridge helm station.

The multifunction navigation displays were operated at both helm stations.

The displays were switched on and observed to operate independently of each other and to show engine data and depth information; no dimming or loss of touch function was found on the screen surfaces.

However, it was found that no navigation charts were loaded on the displays, and no chart card was present in the flybridge display.

Finding B-33

It was found that navigation charts were not loaded on the multifunction navigation displays; no chart card was present in the flybridge display. The other functions of the displays are operational.

Recommendation

It is recommended that up-to-date electronic charts for the region be obtained and loaded onto both displays, and that it be confirmed with the seller whether the chart card will be provided together with the sale of the vessel.



Photo 164



Photo 165

14.1.2 VHF RADIOS

The Raymarine VHF/DSC radio in the wheelhouse was replaced with a new unit in 2024 (AS REPORTED BY THE CAPTAIN). OPERATED; it was observed to be SERVICEABLE.

The radio's channel change, volume and squelch settings were tested; the antenna connection and feeder cable were visually inspected. The finding identified (that the MMSI number had not been programmed) is described in the Findings section.

Finding B-34

It was found that the MMSI number had not been programmed into the unit.

Recommendation

It is recommended that it be programmed into the unit.



Photo 166

14.1.3 COMPASSES

A Plastimo Offshore 95 magnetic compass is fitted at the helm station. The compass liquid level was observed to be normal, with no bubbles present; the card rotates freely. A deviation card was not found on board.

14.1.4 RADAR

A Raymarine radar antenna (24 mile) is fitted to the radar tower. The radar was OPERATED and was observed to transmit targets to the multifunction display; the sea and rain clutter settings were tested.

14.1.5 GPS

The GPS receiver is integrated into the Raymarine navigation display; position data was being received and the number of satellites was observed to be sufficient.

14.1.6 AUTOPILOT

The vessel is fitted with a Raymarine autopilot. The autopilot was OPERATED and was observed to perform the required function, including course changes, during the sea trial; the rudder angle indicator and the autopilot control confirmed each other.

14.1.7 AIS (AUTOMATIC IDENTIFICATION SYSTEM)

The Raymarine AIS transceiver is integrated into the multifunction displays; target data was observed to be displayed on the screen. OPERATED.

14.1.8 SECURITY CAMERA SYSTEM

The Raymarine camera monitoring the engine room is connected to the multifunction displays. The system was OPERATED, and the viewing function was observed to be working. A recording function is not fitted.

14.1.9 OTHER MONITORS

A Raymarine i70s instrument display is fitted at the flybridge control station. The display was OPERATED and was observed to show navigation and engine data.

14.1.10 AERIALS

VHF, GPS and radar antennas are located on the radar tower. The antennas are soundly mounted in their positions, and the cable connections are tidy.

15 UNDERWATER EQUIPMENT AND HULL INSPECTION

15.1 Underwater Equipment and Hull Inspection

15.1.1 PROPELLERS

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

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

No bending, cracking, nicks or cavitation erosion were found on the blades; the blade edges are smooth and symmetrical. The propellers were turned by hand, and no play, resistance or unusual noise was felt in the shaft bearings.

The specialist paint applied to the blades was observed to have flaked off in some areas. Detailed surface examination was partially limited due to marine growth on the blade surfaces.



Photo 167



Photo 168

Finding C-35

The specialist propeller coating (Seajet) applied to the propellers was found to have flaked and separated from the surface in some areas. No bending, cracking or cavitation erosion was observed on the blades.

Recommendation

It is recommended that the areas where the coating has flaked be cleaned and the coating reapplied, and that the blade surfaces also be checked separately during the process.



Photo 169



Photo 170

15.1.2 DRIVE SYSTEM

The propulsion system is of pod (IPS) configuration; the vessel is driven by 2 pod units.

The pod housings, tail sections, bellows and sealing points, and hull penetrations were examined. No impact damage, scratches or repair marks were observed on the pod housings, and no signs of leakage were observed at the hull penetrations; the areas where the pods are seated on the hull were also checked with the phenolic hammer, and the laminate was found to be sound.

Rusting was found at the tail (shaft) section of the starboard pod unit.

Finding B-35

Corrosion was found in the tail (shaft) area of the starboard pod unit. The corrosion is concentrated on the shaft surface and in the area where the shaft meets the pod housing.

Recommendation

It is recommended that the corroded surface be cleaned and coated with a suitable protective product, and that the shaft seal and the pod's hull penetration be inspected at an authorised service centre.



Photo 171

15.1.3 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 leaks were found in the hydraulic cylinders, and the platform was observed to seat fully at the end of travel. The hull penetrations of the hydraulic hoses and their protective coverings were also inspected.

Finding B-36

The outer coverings protecting the platform hoses from seawater were found to be deformed.

Recommendation

It is recommended that the coverings be reassessed and replaced where necessary.



Photo 172

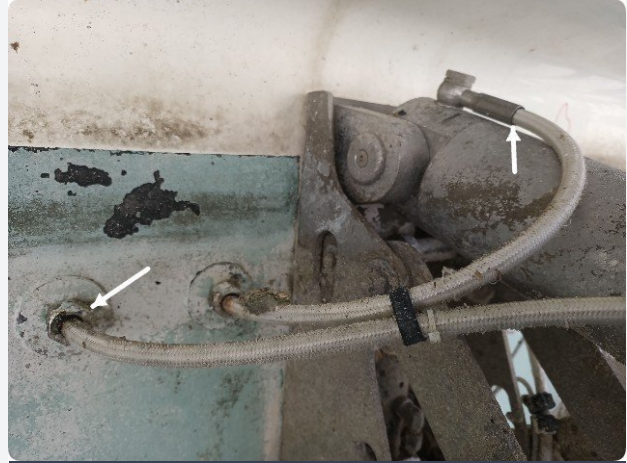


Photo 173

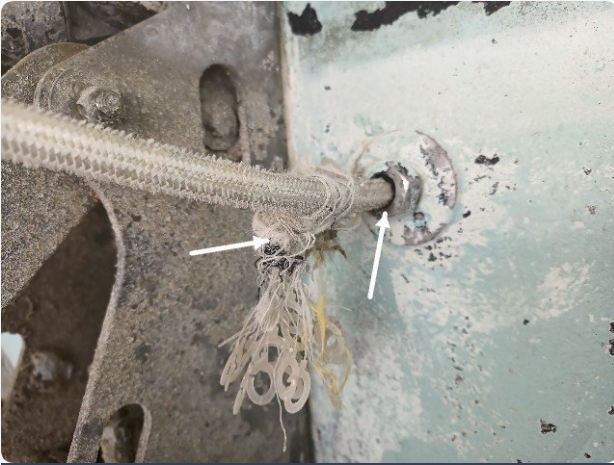


Photo 174



Photo 175

15.1.4 TRIM TAB SYSTEM

The trim tabs were operated on both sides; the tabs were moved to the fully down and fully up positions. Both trim tabs were found to be performing their function; however, it was found that the starboard trim tab's hydraulic piston did not fully retract and that incipient corrosion was present on the piston rods. The hinge lines, hydraulic hoses and hull penetrations were inspected; no oil leakage or bending of the tabs was observed.



Photo 176

Finding A-8

Water is leaking into the vessel at the starboard trim tab hydraulic hose penetration.

Recommendation

It is recommended that it be repaired.



Photo 177

Finding B-37

It was found that the starboard trim tab hydraulic piston did not fully retract, and the onset of corrosion (pitting) was observed on the piston rods. The tab moves but does not come level with the port tab.

Recommendation

It is recommended that the piston rods and seals be inspected at an authorised service centre, and that the trim tabs be adjusted so that both reach the same position. Unequal tab positions cause the vessel to list to one side when underway.



Photo 178

15.1.5 THRUSTERS

The interior of the bow thruster tunnel and its propellers were inspected.

No marine growth or paint loss was observed on the inner surface of the tunnel, and no bending, nicks or rope-wrap marks were observed on the propeller blades. The propeller was turned by hand, and no play or resistance was felt in the bearings; the condition of the sacrificial anode at the tunnel mouth is included in the assessment under the anodes heading. The bow thruster was OPERATED in both directions during the sea trial and was observed to perform its function.

15.1.6 ABOVE-WATERLINE DRAINS (TOPSIDES)

The topsides drains above the waterline were visually inspected, and all were found to be clear and functional. The outlets discharging deck and cockpit water were checked individually; the sealant at the hull penetrations was found to be sound. The finding identified is described in the Findings section.

Finding B-38

Corrosion was found at the drain on the port topsides.

Recommendation

It is recommended that this be monitored, and replaced if it progresses.



Photo 179

15.1.7 BELOW-WATERLINE SEACOCKS AND SKIN FITTINGS

All seacocks and skin fittings below the waterline were examined individually. The hull penetrations were found to be securely seated, with no cracking or signs of leakage found around them. However, it was found that all seacock and skin fitting openings required cleaning, and that the brass external intake strainer at the port main engine sea water inlet was deformed as a result of impact. It was additionally found that the seacocks were not connected to the bonding system; this is described in the relevant finding.

Finding B-39

It was found that the seacocks and skin fittings had not been sufficiently cleaned.

Recommendation

It is recommended that the seacocks and skin fittings be cleaned. (Fouling causes overheating in the engine circuit and blockage in other circuits.)



Photo 181



Photo 182



Photo 180

Finding B-40

The brass external intake strainer of the port main engine seacock was found to be distorted as a result of impact. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

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



Photo 183

Finding B-41

The brass external intake strainer at the port main engine sea water inlet was found to be deformed as a result of impact. No signs of leakage were observed where the strainer seats against the hull.

Recommendation

It is recommended that the strainer be removed for inspection, that the hull penetration be examined from inside for any signs of strain, and that the deformed part be renewed.



Photo 184



Photo 185

15.1.8 HULL TRANSDUCERS

The Raymarine transducers mounted on the underside of the hull were inspected; no external damage or excessive corrosion was found.

The transducer housings were observed to seat firmly in the hull penetrations, with the nuts and support blocks inside the hull found to be in place. The sealant surrounding them was checked and was found to be functioning as intended.

Finding B-42

The polyurethane sealant around the transducer was found to have deteriorated.

Recommendation

It is recommended that the polyurethane sealant be renewed.



Photo 186

15.1.9 EARTH PLATES

The hull earth plate is made of copper.

The hull earth plate was present and its connection was observed to be sound.

The plate is secured to the hull by a bolted connection; no looseness or signs of leakage were found at the fixing points. The plate surface was observed to be covered in marine growth and has been included among the equipment requiring cleaning.

Finding B-43

The plate was observed to be covered with marine growth.

Recommendation

It is recommended that the plate be cleaned. (A fouled plate cannot perform its earthing function.)



Photo 187

15.1.10 SACRIFICIAL ANODES

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

Wastage of the anodes is generally at approximately 80%; as the commonly accepted 50% depletion threshold in the sector has been exceeded, renewal of the anodes is required. The fact that wastage is similar and even across all anodes indicates that the cathodic protection circuit is functioning.

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

Finding B-44

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 188



Photo 189



Photo 190



Photo 191

15.1.11 ANTIFOULING PAINT

The antifouling paint was found to have reached the end of its service life and to require renewal.

The paint layer was inspected over the entire underwater hull surface; in some areas the coating was found 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 worn areas to be primed with a suitable barrier primer and repainted, and for the flaking layers to be removed by sanding.

The roughness of the underwater hull surface was considered among the possible causes of the RPM loss measured during the sea trial.

Finding B-45

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 192



Photo 193



Photo 194



Photo 195



Photo 196



Photo 197



Photo 198



Photo 199



Photo 200



Photo 201



Photo 202



Photo 203



Photo 204



Photo 205

15.1.12 OSMOSIS COMMENTS

No visible osmotic blistering (moisture-induced blistering beneath the gelcoat) was found on the underwater hull. The entire hull was scanned with a Tramex Skipper 5 moisture meter, phenolic hammer and thermal camera; no findings indicating widespread moisture retention beneath the gelcoat or laminate saturation were observed. In areas where the antifouling layer had worn through, the gelcoat surface was directly visible, and no blistering was observed in these areas either.

This assessment relates to osmosis; matters found in respect of laminate separation (delamination) are presented as separate findings.



Photo 206



Photo 207



Photo 208



Photo 209



Photo 210



Photo 211



Photo 212



Photo 213



Photo 214



Photo 215



Photo 216



Photo 217

15.1.13 HULL SURFACE COMMENTS

The underwater hull surface was examined separately on both sides using raking light, and was additionally scanned at night under infrared lighting.

No impact damage, scratches or repair marks were found over the greater part of the hull. However, an area indicating laminate separation was found at the starboard bow shoulder, a total of four cracks were found on the port and starboard sides beneath the bow thruster tunnel, and gelcoat deformation was found at the stern area of the hull and amidships.

All areas where cracking and deformation were observed were additionally checked with the phenolic hammer and moisture meter, and are described in the findings.

Finding B-46

Deformations were found in the gelcoat surface at the aft area and midship area of the underwater hull. In addition, the epoxy barrier coat (Gelshield) beneath the antifouling paint was observed to have worn in some areas, exposing the gelcoat in places.

Recommendation

It is recommended that the exposed areas be sanded and recoated with a suitable epoxy barrier coating, and that moisture meter readings be repeated in the areas where deformation was found after the paint has been removed.



Photo 218



Photo 219



Photo 220

Finding B-47

Deformation was found in the gelcoat at the aft section and midship area of the underwater hull. In addition, wear was found in the epoxy barrier coat (Gelshield). (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be monitored and, if necessary, repaired in accordance with good marine practice.



Photo 221

Finding A-9

Two cracks each were found on the port and starboard sides of the forward underwater hull, running downward from beneath the bow thruster; when the areas around and over the cracks were scraped, they were found to extend deeper. Percussion sounding (phenolic hammer) testing showed that the section beneath the bow thruster differed from the rest of the hull, and moisture meter readings showed elevated moisture levels at the cracks. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be repaired in accordance with good marine practice.



Photo 222

Finding A-10

Delamination was found at the locations shown in the photographs. The identified locations were examined internally with an endoscope, and deformation was observed in the fibre. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that further investigation be carried out and, if necessary, that it be repaired in accordance with good marine practice.



Photo 223

Finding A-11

At the starboard bow shoulder, where paint and gelcoat repair had been observed during the night-time infrared inspection, percussion sounding (phenolic hammer) returned a dull sound. The area was examined internally with an endoscope camera through the access hatch beneath the deck; delamination of the laminate layers and resin separation were found. The delamination lies beneath the cosmetic repair carried out from the outside and cannot be seen from the surface.

Recommendation

It is recommended that the extent of the delamination be determined by opening up the area at a shipyard, that the laminate be repaired in accordance with good marine practice, and that the vessel not be operated under load (at full throttle and in a seaway) until the repair is completed. (It is suggested that past damage, repair and insurance records be requested from the seller.)



Photo 224



Photo 225



Photo 226



Photo 227

Finding A-12

At the bow section of the underwater hull, four cracks in total were found extending downward from beneath the bow thruster tunnel, two each on the port and starboard sides. When the area around and over the cracks was scraped open, it was observed that the cracks did not remain confined to the gelcoat surface but extended down to the laminate. When the area was checked with a phenolic hammer, a different sound was returned compared with the surrounding area, and the moisture meter readings also showed higher readings than the adjacent areas.

Recommendation

It is recommended that the cracked areas be opened up at a shipyard and repaired through the full laminate thickness, that the area also be inspected from the inside prior to repair, and that the junction between the bow thruster tunnel and the hull be separately examined. The vessel should not be taken to sea before the repair is completed.



Photo 228



Photo 229



Photo 230

15.1.14 UNDERWATER METALS COMMENTS

The underwater metal fittings were examined separately as follows: pod housings, propellers, seacocks, transducer housings, earth plate and trim tab fittings.

Blistering beneath the paint, white oxide deposits, pitting and pinking of brass fittings were checked for. No widespread finding indicating galvanic corrosion was found; the rusting found in the starboard pod tail area and the degree of erosion of the anodes are presented as separate findings.

The even and similar rate of erosion of the anodes indicates that the cathodic protection circuit is functioning and that there is no accelerated consumption caused by stray current.

15.1.15 ROPE CUTTER

No rope cutters were found fitted to the pod units.

A rope cutter is a retrofittable safety device that prevents ropes and nets wrapping around the pod shaft from damaging the propulsion system.

Finding C-36

No rope cutters were found fitted to the propellers.

Recommendation

It is recommended that rope cutters suitable for the pod type be fitted. (Good seamanship practice.)

15.1.16 HULL INSPECTION COMMENTS

The entire underwater hull surface was scanned using four methods following washing and drying: detailed visual examination, sound/ response examination with a phenolic hammer, comparative moisture measurement with a Tramex Skipper 5 moisture/ conductivity meter, and surface temperature distribution examination with a thermal camera. A surface examination was additionally carried out at night under infrared lighting.

The phenolic hammer examination was carried out in a grid pattern from bow to stern, along the keel line and along both sides of the hull. A sound differing from the surrounding area was obtained at the starboard bow shoulder and in the area beneath the bow thruster tunnel; moisture readings in these areas were also higher than in the adjacent areas. The areas found to be suspect were verified by viewing them from the inside with an endoscope.

It was observed that the area where the slings were positioned, together with the pod housings and propeller blades, had not been sufficiently cleaned; examination in these areas remained limited.

SAMPLE REPORT

16 SUMMARY

16.1 Condition and Valuation Summary

16.1.1 VESSEL CONDITION

Once the survey has been completed and the findings have been logically organised, the formation of an opinion on the VESSEL'S OVERALL CONDITION RATING is based on the surveyor's experience.

The vessel has been assessed as being in AVERAGE CONDITION, taking into account its age and usage history. While the maintenance regime and general appearance are positive, the delamination and cracks found in the hull laminate, together with the exhaust gas leak in the engine room and the deficiencies in the safety equipment, have been determinative in this rating.

The rating is open to reassessment once the Priority "A" findings have been remedied.

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

16.1.2 VALUATION METHODOLOGY

The valuation was carried out in three steps:

1. Comparable analysis (market approach): current listings and sale/pending records for 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 for each row.

2. Condition adjustment: the cost of remedying the category A and B findings in this report has been deducted from the value; low engine hours, a clean osmosis survey 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 2017-2018 new sale price of the model could not be verified from a primary source, the depreciation calculation was made using the listing price curve for 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 used (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 ownership or lien status.

16.1.3 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.

16.1.4 COMPARABLE VESSELS RECENTLY SOLD

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

- Prestige 500 / 2017, Auckland: \$520,600* listed, 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 time on market of 348 days.
 - General market: sellers typically allow a negotiating margin of 8-15% on the listing price (Baranof Yachts); for motor yachts over 50 ft, completed sales average more than 90% of the listing price (United Yacht Sales, 2023).
- For the purposes of this study, a discount of 5-10% from listing price to sale price has been applied.

16.1.5 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.

16.1.6 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 beyond its service life, areas exposed down to gelcoat
Generator cooling circuit (condenser, pump, exhaust leak)	-	1,500 – 3,000	Finding: blocked condenser, pump and exhaust leak
Service batteries (3 units) and tender battery	-	1,500 – 2,500	Finding: SOH 27-48%
Safety equipment (lifejackets, extinguisher recharge, detectors, mandatory equipment)	-	1,500 – 2,500	Category A and B findings
Trim tab hose penetration repair, transducer sealant, seacock cleaning	-	800 – 1,500	Findings
Low engine hours (393 h; comparables 600-900 h)	+	10,000 – 15,000	The engines are the largest component of value
Subsequently added equipment: watermaker, solar power, enlarged black water tank	+	5,000 – 8,000	OPERATED, functional
Clean osmosis survey, no structural adverse findings	0	—	Expected condition; no basis for deduction

Net adjustment: -€24,000 to -€55,000; result €535,000 – €566,000; allowing for rounding and the spread of comparables, a range of €520,000 – €580,000 has been given.

16.1.7 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 date of survey; it is recommended that the valuation be reassessed once the category A and B findings have been remedied 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 on the condition that "VAT status is to be verified by documentation". For insurance value, the replacement cost should be requested separately. This section is a surveyor's opinion; it does not replace a broker's price recommendation or an official valuation.

Surveyor: Serkan KOTEL – YachtSurvey Com.Tr

16.2 Survey Summary

16.2.1 SUMMARY

In the survey of the vessel named SAMPLE MOTOR YACHT, carried out both ashore and afloat, a vessel with a generally clean and well-maintained exterior appearance was encountered, with interior spaces and equipment largely found to be SERVICEABLE. The main engines have low hours; during the sea trial, the propulsion system, steering system and bow thruster were found to operate.

The inspection was carried out by means of visual examination of the underwater hull surface, sound/response examination using a phenolic hammer, comparative scanning with a Tramex Skipper 5 moisture meter, surface examination under thermal camera and night infrared lighting, internal imaging of suspect areas with an endoscope camera, separate observation of the engines in the engine room both cold and at operating temperature, readings from the EVC data bus using a Jaltest Marine diagnostic tool, measurements of the electrical systems using a socket tester and digital battery tester, and, during the sea trial, progressive loading and noise measurement.

First-priority findings requiring rectification before the vessel's next voyage were identified. On the starboard bow shoulder, in the area of paint and gelcoat repair observed during the night-time infrared examination, a dull sound was obtained with the phenolic hammer; when the area was examined internally with an endoscope camera, delamination of the laminate layers was observed. The delamination is concealed beneath a cosmetic repair carried out from the outside and cannot be seen from the surface. A total of four cracks were found on the port and starboard sides below the bow thruster tunnel; when the cracks were opened up by scraping, they were found to extend down to the laminate. A gas leak was found in the starboard main engine exhaust line, together with soot deposits in the engine room caused by this leak; exhaust gas leaking into an enclosed space carries a risk of carbon monoxide poisoning. In addition, the absence of lifejackets on board, expired portable and fixed fire-fighting equipment, the absence of a carbon monoxide and smoke detector, water ingress into the vessel through the starboard trim tab hydraulic hose penetration, and the absence of bonding on the fuel fill line are among the first-priority deficiencies.

Second-priority findings are predominantly maintenance-related: traces of leakage at the main engines and the generator fuel line, starter motor brush wear on the starboard engine, oily water and long-standing water marks in the engine bilge, blockage in the generator cooling circuit together with leaks at the sea water pump and exhaust line, deterioration of the generator's sound and heat insulation, low state-of-health readings on the service batteries, seacocks not connected to the bonding circuit, impact deformation of the port seacock's external intake strainer, corrosion in the starboard pod leg area, the starboard trim tab piston not retracting fully, separation of the frame at the engine room ventilation inlet, a cut in the shore power lead, use of a single clamp on the exhaust line, navigation charts not loaded on the navigation displays, traces of water ingress on the master cabin headlining, advanced wastage of the sacrificial anodes, and antifouling paint that is past its service life. Third-priority findings are cosmetic and maintenance-related in nature.

During the sea trial, the engines did not reach the full-throttle RPM stated by the manufacturer, with a loss of approximately 200 RPM measured; the loss was of similar magnitude on both engines. Roughness of the underwater hull surface, flaking of the propeller paint, and marine growth on the propellers are among the causes to be investigated for this loss. Inactive, historical fault codes were found in the engines' fault memory (water in the fuel pre-filter, low supply voltage during starting, intake air temperature, and EVC data bus interruption); these codes did not recur during the sea trial and have been left uncleared for the buyer's information.

Assessment: The vessel is well maintained for its age and use; however, the delamination and cracks in the hull, together with the exhaust gas leak, are items that should be resolved before a purchase decision is made. In light of these findings, the vessel's overall condition has been rated as AVERAGE CONDITION; once the category A items have been rectified, the rating is open to reassessment.

IMPORTANT NOTICE: This summary does not replace the report in its entirety. Detailed and complete information about the vessel cannot be obtained by reading this section alone. The full findings, measurement values,

photographs, recommendations and survey limitations are set out in the relevant sections of the report; the report as a WHOLE should be relied upon when forming an assessment. This summary has been compiled from the findings recorded in the report; it does not contain any new finding, measurement or opinion.

16.2.2 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

16.2.3 SURVEYOR'S CERTIFICATION

To the best of my knowledge and belief, the statements contained in this report are true and correct. The report reflects the condition of the vessel as observed on the day of the survey; it does not cover any subsequent alterations.

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.

A: FIRST PRIORITY / SAFETY AND COMPLIANCE DEFICIENCIES

Finding A-1

– Lifejackets

No lifejackets are present on board the vessel.

Recommendation

It should be ensured that serviceable lifejackets are carried on board for the number of persons to be carried.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.A.1 – Lifejackets and Child/Infant Lifejackets

This is among the minimum safety equipment required to be carried on all private vessels and yachts: each vessel must carry at least as many lifejackets as the number of persons on board during the voyage. Child/infant lifejackets must be carried in a number at least equal to the number of children/infants on board during the voyage. (Scope – Part (A) of Annex 2 applies to all private vessels and yachts without length restriction.) (Enforcement – Under the eighth paragraph of Article 18 of the Regulation, in the event of a deficiency the vessel is NOT PERMITTED TO SAIL, and an administrative fine of TL 1,000 per metre of overall length is imposed on the owner. Calculation: overall length × amount per metre; values below one metre are disregarded. The amount is as stated in the January 2026 text; it is increased each year at the statutory revaluation rate. It is payable within one month at the latest from service of the penalty notice.)

Finding A-2

– Fire Extinguishers

The portable fire extinguishers on board were found to have expired on 10.08.2023.

Recommendation

It is recommended that all fire-fighting equipment be recharged and certified.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (Official Gazette 17.07.2026), Annex 2.B.5 – Fire-Fighting Equipment on Vessels with Enclosed Spaces

For private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES that have enclosed spaces, IN ADDITION to the equipment listed in Annex 2, Part (A), a fire axe of at least 30 cm in length and one 6 kg fire extinguisher must be carried. (Scope – this requirement is set out in Annex 2, Part (B) and does not apply to vessels with an overall length of 10 metres or less. It also does not apply to vessels without enclosed spaces, even if their overall length exceeds 10 metres. The 6 kg extinguisher referred to here does not replace the 2 kg extinguishers required under Annex 2, Part (A); it is in addition to them.) (Enforcement – under the eighth paragraph of Article 18 of the Regulation, if this requirement is not met, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is imposed on the owner. Calculation: overall length × amount per metre; values below one metre are not taken into account. The amount is as stated in the January 2026 text; it is increased annually by the statutory revaluation rate. It must be paid within one month at the latest from service of the penalty notice.)

(Annex 2.A.5 is among the minimum safety equipment that must be carried on all private vessels and yachts: on vessels fitted with an inboard engine, one 2 kg fire extinguisher must be carried per engine, in the engine room or outside the engine box. On vessels with cabins, one 2 kg fire extinguisher must be carried in each cabin; on vessels with a galley, one 2 kg fire extinguisher and a fire blanket must be carried near the galley.)

Finding A-3*– Fixed Fire Suppression System*

The expiry dates were found to have passed (2023).

Recommendation

It is recommended that the system be recharged.

Finding A-4*– Carbon Monoxide Detectors*

No CO detector was found to be fitted.

Recommendation

It is recommended that the detector in question be obtained and properly installed.

ABYC A-24 Installation of Carbon Monoxide Detection and Warning Devices (July 2020), 24.6.1 – Detector Requirement

A carbon monoxide detector must be installed on all vessels with an enclosed accommodation space. This requirement is not intended to limit the fitting of additional marine-type CO detectors to vessels, provided the manufacturer's requirements are complied with. Additional statutory requirements may apply to those fitted on commercial vessels.

Finding A-5*– Smoke Detectors*

No smoke detector was found.

ABYC A-4 Fire Fighting Equipment (July 2023), 4.6 – Fire Detection

(4.6.1) Vessels with more than one living space shall be fitted with a fire detection device to alert occupants of fire. Shower and toilet compartments are not considered additional living spaces. Fire detection devices may be smoke or heat detectors; in some cases, smoke detectors may provide earlier warning than heat detectors. (4.6.2) Fire detection devices and systems shall include an audible alarm. (4.6.3) These shall be installed in accordance with the manufacturer's instructions.

Recommendation

Before the next voyage (priority A), it is recommended that a fire detection device (smoke and/ or heat detector) compliant with ABYC A-4, 4.6 be installed in the living spaces. The device to be installed must have an audible alarm function and must be installed in accordance with the manufacturer's instructions.

Finding A-6*– Engine Exhaust System*

It was evident from the soot deposits on the engine and in the engine room that the starboard engine exhaust was emitting an excessive amount of exhaust gas. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be repaired and its performance tested on a sea trial.

Finding A-7*– Engine Exhaust System*

A gas leak was found in the starboard main engine exhaust line. A layer of soot caused by the leak has accumulated on the engine room ceiling, on the insulation surfaces and around the exhaust line; the thickness of the accumulation indicates that the leak has been ongoing for a long time.

Recommendation

It is recommended that the source of the leak be identified and rectified by an authorised service centre, that the engine room be cleaned, and that the leak check be repeated after the repair. (Exhaust gas leaking into an enclosed space carries a risk of carbon monoxide poisoning; under ABYC P-1, the exhaust system must be liquid- and gas-tight.)

Finding A-8*– Trim Tab System*

Water is leaking into the vessel at the starboard trim tab hydraulic hose penetration.

Recommendation

It is recommended that it be repaired.

Finding A-9*– Hull Surface Comments*

Two cracks each were found on the port and starboard sides of the forward underwater hull, running downward from beneath the bow thruster; when the areas around and over the cracks were scraped, they were found to extend deeper. Percussion sounding (phenolic hammer) testing showed that the section beneath the bow thruster differed from the rest of the hull, and moisture meter readings showed elevated moisture levels at the cracks. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be repaired in accordance with good marine practice.

Finding A-10*– Hull Surface Comments*

Delamination was found at the locations shown in the photographs. The identified locations were examined internally with an endoscope, and deformation was observed in the fibre. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that further investigation be carried out and, if necessary, that it be repaired in accordance with good marine practice.

Finding A-11*– Hull Surface Comments*

At the starboard bow shoulder, where paint and gelcoat repair had been observed during the night-time infrared inspection, percussion sounding (phenolic hammer) returned a dull sound. The area was examined internally with an endoscope camera through the access hatch beneath the deck; delamination of the laminate layers and resin separation were found. The delamination lies beneath the cosmetic repair carried out from the outside and cannot be seen from the surface.

Recommendation

It is recommended that the extent of the delamination be determined by opening up the area at a shipyard, that the laminate be repaired in accordance with good marine practice, and that the vessel not be operated under load (at full throttle and in a seaway) until the repair is completed. (It is suggested that past damage, repair and insurance records be requested from the seller.)

Finding A-12*– Hull Surface Comments*

At the bow section of the underwater hull, four cracks in total were found extending downward from beneath the bow thruster tunnel, two each on the port and starboard sides. When the area around and over the cracks was scraped open, it was observed that the cracks did not remain confined to the gelcoat surface but extended down to the laminate. When the area was checked with a phenolic hammer, a different sound was returned compared with the surrounding area, and the moisture meter readings also showed higher readings than the adjacent areas.

Recommendation

It is recommended that the cracked areas be opened up at a shipyard and repaired through the full laminate thickness, that the area also be inspected from the inside prior to repair, and that the junction between the bow thruster tunnel and the hull be separately examined. The vessel should not be taken to sea before the repair is completed.

B: SECOND PRIORITY / FINDINGS REQUIRING TIMELY ATTENTION**Finding B-1***– Draught*

It was found that the draught value stated as 2.65 metres on the Certificate of Registry is, in fact, 1.1 metres.

Recommendation

It is recommended that this be corrected.

Finding B-2*– Lifebuoys*

The vessel is fitted with 1 horseshoe lifebuoy; the illuminated lifebuoy with 20 m buoyant line required for vessels over 10 m under Annex 2 (B) was not found.

Recommendation

It is recommended that this be supplied.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (January 2026, last amended July 2026), Annex 2.A.2 – Lifebuoy and Marking Requirement

One horseshoe-shaped lifebuoy must be carried. With the exception of horseshoe-shaped types, lifejackets and lifebuoys must bear IMO, TSE or Wheel Mark marking. (Enforcement – in the absence of this, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is applied to the owner. Calculation: overall length × amount per metre, with values below one metre not counted. The amount is the 2026 value and increases annually at the statutory revaluation rate; the fine is payable within one month of service of the penalty notice.)

Finding B-3

– Other Firefighting Equipment

The fire axe was found to be absent.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (Official Gazette 17.07.2026), Annex 2.B.5 – Fire-Fighting Equipment for Vessels with Enclosed Spaces

Private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES that have enclosed spaces must carry, IN ADDITION to the equipment listed in Annex 2 Part (A), a fire axe of at least 30 cm in length and one 6 kg fire extinguisher. (Scope – this requirement is set out in Annex 2 Part (B) and does not apply to vessels with an overall length of 10 metres or less. It also does not apply to vessels with an overall length greater than 10 metres that have no enclosed spaces. The 6 kg extinguisher referred to here does not replace the 2 kg extinguishers required under Annex 2 Part (A); it is in addition to them.) (Enforcement – under the eighth paragraph of Article 18 of the Regulation, the vessel is NOT PERMITTED TO SAIL if this item is missing, and the owner is liable to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre; values of less than one metre are disregarded. The amount stated is as set out in the January 2026 text; it is increased annually in line with the statutory revaluation rate. It must be paid within one month at the latest from service of the penalty notice.)

Recommendation

It is recommended that a fire axe compliant with the Regulation be obtained and stowed ready for use.

Finding B-4

– Garbage Disposal Placard

It was found that the No Discharge of Garbage at Sea poster was not present.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation) (January 2026, last amended July 2026), Annex 2.B.2 – No Discharge of Garbage at Sea Poster

A poster of at least A4 size stating that the discharge of garbage into the sea is prohibited must be displayed in a location visible to all. (Enforcement – in its absence the vessel is NOT PERMITTED TO SAIL and the owner is subject to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre, fractions of less than one metre not counted. The amount is the 2026 value and is increased annually at the statutory revaluation rate; payable within one month of service of the penalty notice.)

Recommendation

It is recommended that the poster in question be procured and displayed in a visible location.

Finding B-5

– Required Publications and Tables

It was found that the books required to be carried on board the vessel were not present.

LEGISLATION Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.B.3 – Mandatory Books and Tables

On private vessels and yachts with an OVERALL LENGTH GREATER THAN 10 METRES, IN ADDITION to the equipment listed in Annex 2 Section (A), a Survival at Sea Handbook, an Amateur Seafarer's Handbook and a Table of Life-Saving Signals must be carried. (Scope – this requirement is set out in Annex 2 Section (B) and does not apply to vessels with an overall length of 10 metres or less.) (Enforcement – pursuant to the eighth paragraph of Article 18 of the Regulation, in the absence of these items THE VESSEL IS NOT PERMITTED TO SAIL and the owner is subject to an administrative fine of TL 1,000 per metre of overall length. Calculation: overall length × amount per metre; fractions of less than one metre are disregarded. The amount is as stated in the January 2026 text and is increased annually at the statutory revaluation rate. It is payable within one month of service of the penalty notice.)

Recommendation

It is recommended that these be procured.

Finding B-6

– Binoculars, Signal Mirror, Whistle and Torch

It was found that binoculars, a signal mirror, a whistle and a torch were not on board the vessel.

LEGISLATION – Turkish Regulation on the Equipment of Private Vessels and the Qualifications of Persons Operating Them (unofficial translation), Annex 2.A.4 – Binoculars, Signal Mirror, Whistle and Torch

These are among the minimum safety equipment required to be carried on all private vessels and yachts: one pair of binoculars with at least eightfold magnification, one signal mirror, one whistle and one torch must be carried. (Scope – Section (A) of Annex 2 applies to all private vessels and yachts without any length limit.) (Enforcement – Under the eighth paragraph of Article 18 of the Regulation, in the event of a deficiency, the vessel is NOT PERMITTED TO SAIL and an administrative fine of TL 1,000 per metre of overall length is applied to the owner. Calculation: overall length × amount per metre; values below one metre are disregarded. The amount is as stated in the January 2026 text; it is increased annually at the statutory revaluation rate. It is payable within one month at the latest from service of the penalty notice.)

Recommendation

It is recommended that the item in question be procured and kept in a serviceable condition.

Finding B-7

– EPIRB

The EPIRB battery (05/2025) and the hydrostatic release unit (01/2025) were found to be out of date.

Recommendation

It is recommended that the battery and HRU be renewed at an authorised service centre, and that the unit be re-registered with the new ownership details.

Finding B-8

– Overall Exterior Condition

Paint and gelcoat repairs visible in the images were observed during the infrared light inspection carried out at night.

Recommendation

It is recommended that the identified repair areas be closely inspected to determine whether they carry any structural weakness, and that information be requested from the seller regarding the history and cause of these repairs. It is also good seamanship practice for the progression of these areas to be monitored at subsequent surveys.

Finding B-9

– Bilge

An accumulation of oily water was found in the engine room bilge. The drying and staining marks on the bilge surface indicate that the water level remained high for a prolonged period. The bilge pump and float switch were operated and were observed to function correctly.

Recommendation

It is recommended that the bilge be completely drained and cleaned, and that the sources of water and oil be individually traced and eliminated (see starboard trim tab hydraulic hose penetration and engine oil leaks), and that the bilge be kept dry and monitored. (Persistent water in the bilge shortens the life of structural components and electrical connections; oily water must not be discharged overboard.)

Finding B-10

– Bilge

Oily water and water were observed in the engine bilges. Water was found in the accommodation bilges; the marks in the bilge indicate that the water remained at approximately 15 cm for an extended period. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that the water be fully dried out and that the sources of the water and oil be traced and eliminated.

Finding B-11

– Tender Comments

The battery health was found to be 47%.
UV-induced wear was present at the points where the oars attach to the tender.
Rust staining was present on the forward attachment bolts.
Gelcoat damage was present on the tender's underwater hull.

Recommendation

It is recommended that the battery be replaced should its health fall below 50%, that the UV-induced wear on the oars be remedied or the affected sections replaced, that the rust staining be cleaned and sealing ensured, and that the underwater hull gelcoat be repaired.

Finding B-12

– Headliners

Staining and blistering indicative of water ingress was found on the starboard side of the master cabin headlining. In the surveyor's opinion, the leak may originate from deck fittings or from around the portlight.

Recommendation

It is recommended that the source of the leak be identified by means of a water test, that the deck fitting fixing bolts be removed and refitted in a watertight manner, and that the headlining be renewed once dry.

Finding B-13

– *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-14

– *Engine Beds and Mounts*

Wear was observed on the engine mounts.

Recommendation

It is recommended that the wear be monitored and, should it progress, that the mounts be replaced.

Finding B-15

– *Engine Comments*

Traces of leakage were found on both main engines at the gearbox-to-engine junction area and at the oil line connections; the traces were confirmed under UV light. The leakage quantity is low, and no drop in oil level was observed following the sea trial. Contamination and paint lifting caused by the leaking oil were observed on the engine mount connection brackets.

Recommendation

It is recommended that the leakage areas be cleaned and marked and re-inspected after the next voyage, and that the source be identified at an authorised service centre with renewal of the gaskets and connections.

Finding B-16

– *Engine Comments*

An accumulation of carbon dust, considered to result from brush wear, was found around the starboard main engine starter motor.

Recommendation

It is recommended that the starter motor be removed so that the brushes and commutator can be inspected, and that the brush set be renewed if necessary.

Finding B-17*– Engine Room Ventilation*

The long frame at the port side engine room ventilation intake was found to have become detached from its position. The detached frame narrows the air intake cross-section and leaves it exposed to water ingress while underway.

Recommendation

It is recommended that the frame be refitted in its position in a watertight manner, and that the ventilation duct also be inspected from the inside to confirm that the water droplet separator is sound.

Finding B-18*– Seacocks and Sea Valves*

The seacocks below the waterline were found not to be connected to the bonding circuit. The onset of surface corrosion was observed at the seating areas of the unbonded seacocks on the hull.

Recommendation

It is recommended that all underwater metal fittings be connected to the bonding circuit and that the connection resistances be measured. (ABYC E-2 Cathodic Protection; metal not connected to the bonding circuit cannot benefit from the protection of the sacrificial anodes and remains exposed to galvanic corrosion.)

Finding B-19*– Engine Performance*

During the sea trial, the engines did not reach the full throttle RPM specified by the manufacturer; a loss of approximately 200 RPM relative to the expected RPM was measured. The loss was observed on both engines.

Recommendation

The cause of the RPM loss should be investigated: the underwater hull and propeller cleanliness, propeller pitch, fuel filters and air intake path should be checked in turn; if no resolution is achieved, the engines should be subjected to a load test at an authorised service centre. The RPM loss causes the engines to be continuously overloaded at full throttle.

Finding B-20*– Fuel Tank and Fill Bonding*

It was found that the fuel tank fill connections were not bonded WHERE SIGHTED. The fill fitting, pipework and tank should be connected to a common bonding conductor in order to dissipate static electricity generated during filling.

Recommendation

It is recommended that bonding continuity from the fill fitting to the tank be established and verified by measurement (practice falling under ABYC H-33). Additional care should be taken during fuelling until bonding has been completed.

Finding B-21

– *Main Engine Primary and Secondary Fuel Filters*

It was observed that a warning indicating the presence of water in the primary fuel filter (SPN 97 FMI 3) had been logged twice in the starboard main engine's fault memory. The warning was not active during the survey; no water was observed in the water separator bowl on the day of the survey.

Recommendation

A bottom sample should be taken from the fuel tank to check for water and sediment, the water separator bowl should be drained, and the filter elements should be renewed. Should the warning recur, the tank vent and the deck fill gasket should be checked. (Water in the fuel can damage the injection equipment and cause loss of power while underway.)

Finding B-22

– *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: on vessels 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 vessels with more than one source of charge operating simultaneously, the capacity of all sources of charge 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-23

– *Batteries*

Four records of supply voltage dropping below the lower limit during cranking (SPN 168 FMI 1) were found in the fault memory of the port main engine. Supply voltages read from the EVC display during the sea trial differ between the two engines (27.7 V / 26.0 V).

Recommendation

It is recommended that the starter battery bank be measured under load; that the tightness, cross-section and connection resistance of the battery terminals and starter cables be checked; and that any batteries with a health value below 50% be replaced (see service batteries finding).

Finding B-24

– AC Shore Power Lead

A cut was found in the outer sheath of the shore power lead; at the cut location, the insulation of the inner conductors is visible.

Recommendation

It is recommended that the cable be replaced with a new one and not repaired with a joint or tape. (A damaged shore power lead carries a risk of electric shock and fire; a damaged cable in contact with water is also hazardous to swimmers around the harbour.)

Finding B-25*– Generator Cooling System Type*

A leak was found at the generator's sea water pump. Salt deposits and corrosion have formed in the area of the leak and on the surfaces beneath it.

Recommendation

It is recommended that the pump seal kit be renewed, that the fasteners corroded due to the leak be checked, and that the affected surfaces be cleaned and protected.

Finding B-26*– Generator Cooling System Type*

A leak had developed in the generator's sea water circuits, and the generator located below had become covered with sea salt as a result. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be inspected and, if necessary, serviced or repaired.

Finding B-27*– Generator Cooling System Type*

As stated by the attending marine technicians, the condenser is blocked, causing the hoses to swell and preventing the system from operating properly.

Recommendation

It is recommended that this be repaired.

Finding B-28*– 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-29

– Generator Comments

A leak was found at the sea water pump.

Recommendation

It is recommended that this be repaired.

Finding B-30

– Generator Comments

Diesel leakage was found at the generator fuel filter inlet and outlet hose connections; the leak was confirmed under UV light. The leaked fuel had accumulated on the surface beneath the filter.

Recommendation

It is recommended that the hoses and clamps be renewed to make the connections leak-tight, and that the accumulated fuel be cleaned up. (Fuel leakage near hot surfaces and the starter motor poses a fire hazard; under ABYC H-33 the fuel system must be leak-free.)

Finding B-31

– Generator Comments

The generator's sound and heat insulation was found to have deteriorated, with shed insulation particles found covering the generator and its surrounding area.

Recommendation

It is recommended that the generator be cleaned and the insulation material be renewed. (Shed insulation may be drawn into the intake air; insulation in contact with oil and fuel increases the fire risk.)

Finding B-32

– Mains Water / Dockside Inlet

No pressure reducer was found at the shore water inlet.

Recommendation

It is recommended that a pressure reducer be fitted at the inlet. (If mains pressure ruptures the plumbing, the vessel could take on water.)

Finding B-33

– Multifunction Displays

It was found that navigation charts were not loaded on the multifunction navigation displays; no chart card was present in the flybridge display. The other functions of the displays are operational.

Recommendation

It is recommended that up-to-date electronic charts for the region be obtained and loaded onto both displays, and that it be confirmed with the seller whether the chart card will be provided together with the sale of the vessel.

Finding B-34

– VHF Radios

It was found that the MMSI number had not been programmed into the unit.

Recommendation

It is recommended that it be programmed into the unit.

Finding B-35

– Drive System

Corrosion was found in the tail (shaft) area of the starboard pod unit. The corrosion is concentrated on the shaft surface and in the area where the shaft meets the pod housing.

Recommendation

It is recommended that the corroded surface be cleaned and coated with a suitable protective product, and that the shaft seal and the pod's hull penetration be inspected at an authorised service centre.

Finding B-36

– Hydraulic Bathing Platform

The outer coverings protecting the platform hoses from seawater were found to be deformed.

Recommendation

It is recommended that the coverings be reassessed and replaced where necessary.

Finding B-37

– Trim Tab System

It was found that the starboard trim tab hydraulic piston did not fully retract, and the onset of corrosion (pitting) was observed on the piston rods. The tab moves but does not come level with the port tab.

Recommendation

It is recommended that the piston rods and seals be inspected at an authorised service centre, and that the trim tabs be adjusted so that both reach the same position. Unequal tab positions cause the vessel to list to one side when underway.

Finding B-38

– Above-Waterline Drains (Topsides)

Corrosion was found at the drain on the port topsides.

Recommendation

It is recommended that this be monitored, and replaced if it progresses.

Finding B-39

– Below-Waterline Seacocks and Skin Fittings

It was found that the seacocks and skin fittings had not been sufficiently cleaned.

Recommendation

It is recommended that the seacocks and skin fittings be cleaned. (Fouling causes overheating in the engine circuit and blockage in other circuits.)

Finding B-40

– Below-Waterline Seacocks and Skin Fittings

The brass external intake strainer of the port main engine seacock was found to be distorted as a result of impact. (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

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

Finding B-41

– Below-Waterline Seacocks and Skin Fittings

The brass external intake strainer at the port main engine sea water inlet was found to be deformed as a result of impact. No signs of leakage were observed where the strainer seats against the hull.

Recommendation

It is recommended that the strainer be removed for inspection, that the hull penetration be examined from inside for any signs of strain, and that the deformed part be renewed.

Finding B-42

– Hull Transducers

The polyurethane sealant around the transducer was found to have deteriorated.

Recommendation

It is recommended that the polyurethane sealant be renewed.

Finding B-43*– Earth Plates*

The plate was observed to be covered with marine growth.

Recommendation

It is recommended that the plate be cleaned. (A fouled plate cannot perform its earthing function.)

Finding B-44*– 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-45*– 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.

Finding B-46*– Hull Surface Comments*

Deformations were found in the gelcoat surface at the aft area and midship area of the underwater hull. In addition, the epoxy barrier coat (Gelshield) beneath the antifouling paint was observed to have worn in some areas, exposing the gelcoat in places.

Recommendation

It is recommended that the exposed areas be sanded and recoated with a suitable epoxy barrier coating, and that moisture meter readings be repeated in the areas where deformation was found after the paint has been removed.

Finding B-47*– Hull Surface Comments*

Deformation was found in the gelcoat at the aft section and midship area of the underwater hull. In addition, wear was found in the epoxy barrier coat (Gelshield). (SAMPLE REPORT NOTE: This finding does not relate to this vessel; it has been taken from another survey and included here to illustrate how a finding is written up in the report.)

Recommendation

It is recommended that it be monitored and, if necessary, repaired in accordance with good marine practice.

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

Pyrotechnic equipment with an expired service life is present. (This is not mandatory under the Regulation; it is noted as a recommendation.)

Recommendation

Procurement/renewal is recommended in accordance with good seamanship practice.

Finding C-2*– Navigation Lights*

Deficiencies were found in the navigation lights: the lenses of the port sidelight and the masthead light are cracked, the starboard sidelight burns noticeably dimmer than the others and its base is cracked. All lights are illuminated.

Recommendation

It is recommended that the cracked lenses and bases be renewed, and that the supply voltage and socket of the dimly burning light be checked. Navigation lights directly affect the visibility of the vessel during night navigation.

Finding C-3*– First Aid Kit*

The medicines and first aid supplies were found to be past their expiry dates.

Recommendation

It is recommended that they be replaced with new ones.

Finding C-4*– Searchlight*

The lens was found to have suffered UV-induced degradation and to be deformed.

Recommendation

It is recommended that it be repaired appropriately.

Finding C-5*– Deck Material*

Wear of the teak decking was observed on the aft platform.

Recommendation

It is recommended that this be corrected by sanding.

Finding C-6*– Rubbing Strake*

General wear, abrasion, scratches and dents were observed in some areas of the guard rubber. No looseness was found at the points where the profile is secured to the hull.

Recommendation

It is recommended that the worn sections be renewed, and that the hull-to-deck joint beneath them also be checked during renewal.

Finding C-7*– Bimini Top*

It was found that the stainless steel fittings of the bimini top on the port side had corroded.

Recommendation

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

Finding C-8*– Exterior Seating*

Wear and sun-related discolouration were found at the seam areas of the exterior seating. No tears or loss of foam padding were observed in the upholstery.

Recommendation

It is recommended that the upholstery be maintained with a suitable cleaner and protected with a cover when not in use.

Finding C-9*– Portlights*

Paint blistering was observed on the starboard portlight.

Recommendation

It is recommended that the blistered paint be removed and the area refinished.

Finding C-10*– Lifelines and Safety Rails*

Gelcoat cracks were found around the base plates where the safety rails are attached to the deck. No looseness was felt when the rails were manually tested.

Recommendation

It is recommended that the cracked areas be cleaned and filled with gelcoat, and that the base plate bolts be removed and reinstalled with sealant.

Finding C-11*– Passerelle*

Deformation is present on the control button cover. Its watertight seal has been compromised.

Recommendation

It is recommended that it be repaired.

Finding C-12*– Exterior Deck Access Hatches*

The flybridge exit deck hatch was found to be deformed due to ultraviolet exposure, with some of its securing fittings missing. The hatch opens and closes, but cannot be locked in the open position.

Recommendation

It is recommended that the missing securing fittings be replaced, and that the hatch glazing be renewed if the UV crazing progresses.

Finding C-13*– Canvas Covers*

It was found that the seat covers in the aft lounging area were worn.

Recommendation

It is recommended that these be cleaned or renewed.

Finding C-14*– Canvas Covers*

It was found that the cover for the inflatable tender was worn.

Recommendation

It is recommended that this be repaired or replaced in accordance with good seamanship practice.

Finding C-15*– Canvas Covers*

Some of the fastenings were observed to have broken off.

Recommendation

It is recommended that they be repaired or renewed.

Finding C-16*– Anchor Platform / Bow Roller*

The port-side stainless steel guard, fitted to protect the gelcoat from the chain, was found to be missing.

Recommendation

It is recommended that the missing stainless steel guard be refabricated and refitted.

Finding C-17*– Anchor Rode Type (Chain/Rope)*

The chain link connected to the anchor was observed to be more worn than the others.

Recommendation

Three or four links at the anchor end of the chain should be removed and the chain reattached to the anchor.

Finding C-18*– Anchor Windlass*

The deck buttons for the anchor windlass were found to be operating, but their rubber covers were found to be deformed. The deformed cover leaves the button exposed to water ingress.

Recommendation

It is recommended that the button covers be renewed.

Finding C-19*– Saloon and Cabin Flooring*

Deformed areas and stains were found in the carpet on the saloon and cabin floors. The photographs were taken under UV light; the areas that fluoresce indicate organic stain/liquid residue.

Recommendation

It is recommended that this be cleaned/repared in accordance with good marine practice.

Finding C-20

– Overall Interior Furniture and Upholstery Condition

It was found that the linings beneath the seat cushion foam had worn over time and had torn in some areas.

Recommendation

It is recommended that these be repaired.

Finding C-21

– Overall Interior Furniture and Upholstery Condition

The mattresses in the port-side twin cabin were found to be dirty.

Recommendation

It is recommended that they be cleaned or replaced.

Finding C-22

– Interior Joinery Comments

Blistering, considered to result from water ingress, was found on the wall linings on both the starboard and port sides of the saloon. No elevated moisture meter readings were obtained in the area where the blistering was found; the marks are considered to have occurred in the past.

Recommendation

It is recommended that the deck fittings and window surrounds above the areas showing blistering be checked for watertightness, and that the lining be renewed if considered appropriate.

Finding C-23

– Water Intrusion Comments

Traces of water were found on the headlining in the forward VIP cabin. The trace was dry; no active dripping was observed during the survey.

Recommendation

It is recommended that the hatch gasket above the cabin and the deck fitting attachments be checked, and monitored on a rainy day or by means of a hose test.

Finding C-24

– Lighting

It was found that the lighting above the wheelhouse front windows was not illuminating. Traces of water were observed inside the fitting; in the surveyor's opinion, the fault is due to water ingress.

Recommendation

It is recommended that the fitting be removed and dried, that the point of water ingress be identified and sealed, and that the fitting be renewed if necessary.

Finding C-25*– Lighting*

The coating on the master cabin table lamp was found to be peeling.

Recommendation

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

Finding C-26*– HVAC/Air Conditioning System*

Two of the fixings holding the forward twin cabin air conditioning compartment cover were found to be broken.

Recommendation

It is recommended that they be replaced with new ones.

Finding C-27*– HVAC/Air Conditioning System*

The air conditioning fan-coil units were found to be generally under-maintained, with dust and dirt build-up on the fins. The units were operating, but the dirty fins are reducing efficiency.

Recommendation

It is recommended that the fan-coil units and filters be cleaned, and that the condensate trays and drain lines be checked.

Finding C-28*– Audio System*

It was found that the hinges of the cockpit sound system unit's enclosure cover were broken. The unit is operational, but as the cover does not close, the unit is exposed to water ingress.

Recommendation

It is recommended that the enclosure cover be renewed or repaired.

Finding C-29*– Satellite TV System*

The satellite TV antenna was found not to lock onto the satellite.

Recommendation

It is recommended that the antenna be calibrated at an authorised service centre.

Finding C-30*– Engine Gauges*

Three records of communication interruption on the EVC data bus (J1939) (SPN 639 FMI 2) were found in the memory of both engines. During the survey, the gauge and control functions operated without issue at both control stations.

Recommendation

It is recommended that the data bus connectors, cable runs and termination resistors at the flybridge control station be inspected at an authorised service centre. (A data bus interruption may cause loss of gauges and controls while underway.)

Finding C-31*– Sea Strainers*

A record (SPN 105 FMI 0) indicating that the intake air temperature exceeded the upper limit was found in the starboard main engine's memory. Fouling was observed in the sea strainers and in the intercooler circuit.

Recommendation

It is recommended that the sea strainers be cleaned, that the intercooler (aftercooler) circuit be checked at an authorised service centre, and that the intake air temperature be monitored underway.

Finding C-32*– 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-33*– Number of Helm Stations*

A small crack was found in the IPS joystick lever at the aft manoeuvring station. The lever remains functional and transmits the command during manoeuvring.

Recommendation

It is recommended that the broken part be renewed, and that it be checked whether the crack has allowed water ingress into the lever.

Finding C-34*– DC Sockets*

The flybridge 12 V cigarette lighter socket is corroded.

Recommendation

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

Finding C-35

– Propellers

The specialist propeller coating (Seajet) applied to the propellers was found to have flaked and separated from the surface in some areas. No bending, cracking or cavitation erosion was observed on the blades.

Recommendation

It is recommended that the areas where the coating has flaked be cleaned and the coating reapplied, and that the blade surfaces also be checked separately during the process.

Finding C-36

– Rope Cutter

No rope cutters were found fitted to the propellers.

Recommendation

It is recommended that rope cutters suitable for the pod type be fitted. (Good seamanship practice.)

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.

Safety Equipment

Equipment	Make / Model	Qty	Location	Status	Finding
Lifejackets	—	—	—	NOT FITTED	A-1
Lifebuoys	Horseshoe lifebuoy	1	Aft deck	SIGHTED ONLY	B-2
Fire Extinguishers	Dry powder portable extinguisher	4	Saloon	SIGHTED ONLY	A-2
Visual Distress Signals	Parachute rocket, hand flares, smoke signal	4	Wheelhouse	SIGHTED ONLY	C-1
Horn / Ship's Whistle	Electric horn	1	Flybridge	OPERATED SERVICEABLE	—
Navigation Lights	LED navigation lights	—	Deck	OPERATED SERVICEABLE	C-2
Garbage Disposal Placard	—	—	—	NOT FITTED	B-4
COLREGs (International Regulations for Preventing Collisions at Sea)	—	—	—	NOT FITTED	—
Fixed Fire Suppression System	Fireboy fixed fire suppression system	1	Engine room	SIGHTED ONLY	A-3
High Bilge Water Alarm	High bilge water alarm	1	Wheelhouse	OPERATED SERVICEABLE	—
Liferafts	—	—	—	NOT FITTED	—
EPIRB	ACR GlobalFix iPRO 406 MHz	1	Wheelhouse	OPERATED SERVICEABLE	B-7
First Aid Kit	First aid kit	1	Saloon	SIGHTED ONLY	C-3
Carbon Monoxide Detectors	—	—	—	NOT FITTED	A-4
Smoke Detectors	—	—	—	NOT FITTED	A-5
Petrol Vapour Detectors	—	—	—	NOT FITTED	—
Searchlight	Remote-controlled searchlight	1	Flybridge	SIGHTED ONLY	C-4
Electric Bilge Pumps	Rule bilge pump with float switch	4	Bilges	OPERATED SERVICEABLE	—
Manual Bilge Pumps	Whale manual pump	1	Cockpit	OPERATED SERVICEABLE	—

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	C-6
Bimini Top	Sunbrella fabric on stainless steel tubing	1	Flybridge	SIGHTED ONLY	C-7
Radar Arch	GRP radar mast	1	Flybridge	SIGHTED ONLY	—

Exterior Equipment

Equipment	Make / Model	Qty	Location	Status	Finding
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Equipment	Make / Model	Qty	Location	Status	Finding
Exterior Seating	Sun-resistant upholstery fabric	4	Flybridge	SIGHTED ONLY	C-8
Exterior Lighting	LED deck lighting	—	Deck	OPERATED SERVICEABLE	—
Exterior Shower	Hot and cold shower mixer	1	Aft deck	OPERATED SERVICEABLE	—
Deck Hatches	Lewmar deck hatch	3	Foredeck	OPERATED SERVICEABLE	—
Portlights	Opening portlight with aluminium frame	—	Cabins	OPERATED SERVICEABLE	C-9
Exterior Doors/Hatches	Aluminium-framed tempered glass door	1	Cockpit	OPERATED SERVICEABLE	—
Windows and Glazing	Electrically operated window	2	Wheelhouse	OPERATED SERVICEABLE	—
Windscreen	Tempered glass windscreen and wiper	1	Wheelhouse	SIGHTED ONLY	—
Spray Deflector	Acrylic spray shield	1	Flybridge	SIGHTED ONLY	—
Deck Railings	Stainless steel rails	—	Deck	SIGHTED ONLY	—
Bow Pulpit	Stainless steel rails	—	Foredeck	SIGHTED ONLY	—
Lifelines and Safety Rails	Stainless steel rails	—	Deck	SIGHTED ONLY	C-10
Grab Handles	Stainless steel grab rails	—	Deck	SIGHTED ONLY	—
Boarding Gates	Sliding glass entry door	1	Saloon	OPERATED SERVICEABLE	—
Passerelle	Besenzoni hydraulic passerelle	1	Aft deck	OPERATED SERVICEABLE	C-11
Cleats/Bollards/Pad Eyes	Stainless steel cleats	8	Deck	SIGHTED ONLY	—
Hawseholes / Fairleads	Stainless steel roller fairleads	2	Foredeck	SIGHTED ONLY	—
Exterior Lockers/Lazarettes	Gasketed GRP locker lids	—	Aft deck	SIGHTED ONLY	—
Exterior Deck Access Hatches	Sandwich-cored GRP hatch	2	Aft deck	OPERATED SERVICEABLE	C-12
Escape Hatches	Lewmar escape hatch	2	Cabins	OPERATED SERVICEABLE	—
Canvas Covers	Sunbrella-type cover fabric	—	Flybridge	SIGHTED ONLY	C-13, C-14, C-15
Sunshades/Awnings	Fabric sunshades and securing clips	—	Saloon	SIGHTED ONLY	—
Fenders	PVC fenders with covers	8	Aft deck	SIGHTED ONLY	—
Mooring Lines	Polyester plaited mooring lines	6	Deck lockers	SIGHTED ONLY	—
Anchor	Ultra 35 kg stainless steel anchor	1	Foredeck	SIGHTED ONLY	—
Anchor Rode Type (Chain/Rope)	Galvanised calibrated chain	1	Foredeck	SIGHTED ONLY	C-17
Anchor Windlass	Lewmar electric windlass	1	Foredeck	OPERATED SERVICEABLE	C-18
Tender/Inflatable	RIB with GRP hull	1	Aft platform	SIGHTED ONLY	—
Engine Model	Yamaha F20BEP outboard	1	Aft platform	OPERATED SERVICEABLE	—
Tender Equipment	Oars, lines and fender set	—	Aft platform	SIGHTED ONLY	—

Interior Accommodation and Furnishings

Equipment	Make / Model	Qty	Location	Status	Finding
Lower Helm Seating	Leather-upholstered helm seat	2	Wheelhouse	SIGHTED ONLY	—
Curtains	Roller blinds and blackout curtains	—	Cabins	OPERATED SERVICEABLE	—
Refrigeration	Vitrifrigo refrigerator	2	Galley	OPERATED SERVICEABLE	—
Freezer	Vitrifrigo freezer	1	Galley	OPERATED SERVICEABLE	—
Oven	Bosch built-in oven	1	Galley	OPERATED SERVICEABLE	—
Hob	Bosch hob (3 burners)	1	Galley	OPERATED SERVICEABLE	—
Cooker Hood	Extractor hood	1	Galley	OPERATED SERVICEABLE	—
Microwave Oven	Panasonic microwave oven	1	Galley	OPERATED SERVICEABLE	—
Dishwasher	Electrolux built-in dishwasher	1	Galley	OPERATED SERVICEABLE	—
Galley Sink	Stainless steel sink and mixer tap	1	Galley	OPERATED SERVICEABLE	—
Hot Water Dispenser	Quick Nautic Boiler 60-litre calorifier	1	Cabins	SIGHTED ONLY	—
HVAC/Air Conditioning System	Dometic Cruisair chilled water system (60,000 BTU)	4	Engine room	OPERATED SERVICEABLE	C-26, C-27
Saloon and Cabin Heating System	Dometic Cruisair reverse-cycle (heat pump) mode	—	Saloon	OPERATED SERVICEABLE	—
Heads Exhaust Fans	Heads extractor fan	3	Heads	OPERATED SERVICEABLE	—
Laundry Systems	Candy 6.4 kg washing machine	1	Cabins	SIGHTED ONLY	—
Television System	LED television (saloon and cabins)	3	Saloon	OPERATED SERVICEABLE	—
Audio System	Fusion MS-AV750 unit, Bose speakers	1	Saloon	OPERATED SERVICEABLE	C-28
Satellite TV System	Auto-tracking satellite antenna	1	Radar tower	OPERATED DEFECTIVE	C-29

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	C-30
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	—

Equipment	Make / Model	Qty	Location	Status	Finding
Engine Room Blowers	24 V extractor fan	1	Engine room	OPERATED SERVICEABLE	—
Sea Strainers	Vetus sea water strainer	3	Engine room	SIGHTED ONLY	C-31
Spare Parts	Oil/fuel filter, belt and impeller set	1	Engine room	SIGHTED ONLY	—

Steering Systems

Equipment	Make / Model	Qty	Location	Status	Finding
Rudder Angle Indicator	Volvo Penta EVC rudder angle indicator	2	Wheelhouse	OPERATED SERVICEABLE	—
Thrusters	Quick bow thruster (electric)	1	Foredeck	OPERATED SERVICEABLE	—
Fin/Paravane Stabilisers	Seakeeper gyroscopic stabiliser	1	Engine room	OPERATED SERVICEABLE	—

Fuel Systems

Equipment	Make / Model	Qty	Location	Status	Finding
Fuel Level Gauge	Tank gauge read on the Volvo Penta EVC display	2	Wheelhouse	OPERATED SERVICEABLE	—
Main Engine Primary and Secondary Fuel Filters	Genuine Volvo Penta primary filter (with water separator) and secondary filter	4	Engine room	SIGHTED ONLY	B-21
Generator Primary and Secondary Fuel Filters	Genuine Onan fuel filter	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-22, B-23
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-34
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	B-24
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	—

Water Systems

Equipment	Make / Model	Qty	Location	Status	Finding
Number and Capacity of Fresh Water Tanks	318-litre water tank (636 litres in total)	2	Engine room	SIGHTED ONLY	—
Fresh Water Pumps	Jabsco pressure pump	1	Engine room	OPERATED SERVICEABLE	—
Fresh Water Accumulator Tank	Expansion (accumulator) tank	1	Engine room	SIGHTED ONLY	—
Fresh Water Level Monitor	Tank level gauge	1	Wheelhouse	OPERATED SERVICEABLE	—
Mains Water / Dockside Inlet	Shore water inlet with pressure reducer	1	Aft deck	SIGHTED ONLY	B-32
Calorifier	Quick Nautic Boiler 60 litres	1	Cabins	OPERATED SERVICEABLE	—
Calorifier Pressure Relief Valve	Pressure relief valve	1	Cabins	SIGHTED ONLY	—
Watermaker System	Idromar watermaker	1	Engine room	OPERATED SERVICEABLE	—
Black Water (Holding) Tank	Custom-built 150-litre polyethylene tank	1	Engine room	SIGHTED ONLY	—
Black Water Discharge System	Jabsco macerator pump	2	Engine room	OPERATED SERVICEABLE	—
Grey Water Tank	—	—	—	NOT FITTED	—
Grey Water Discharge System	Automatic discharge pump	2	Engine room	OPERATED SERVICEABLE	—
Washbasins	Porcelain basin and tap (Tecma toilet)	3	Heads	OPERATED SERVICEABLE	—

Electronics and Navigation Equipment

Equipment	Make / Model	Qty	Location	Status	Finding
Multifunction Displays	Raymarine Axiom Pro	2	Wheelhouse	OPERATED SERVICEABLE	B-33
VHF Radios	Raymarine VHF/DSC radio	1	Wheelhouse	OPERATED SERVICEABLE	B-34
Compasses	Plastimo Offshore 95 magnetic compass	2	Wheelhouse	SIGHTED ONLY	—
Radar	Raymarine radar (24 mile)	1	Radar tower	OPERATED SERVICEABLE	—
GPS	Raymarine (integrated into display)	1	Wheelhouse	OPERATED SERVICEABLE	—
Autopilot	Raymarine autopilot	1	Wheelhouse	OPERATED SERVICEABLE	—

Equipment	Make / Model	Qty	Location	Status	Finding
AIS (Automatic Identification System)	Raymarine AIS transceiver	1	Wheelhouse	OPERATED SERVICEABLE	—
Security Camera System	Raymarine engine room camera	1	Wheelhouse	OPERATED SERVICEABLE	—
Other Monitors	Raymarine i70s instrument display	1	Flybridge	OPERATED SERVICEABLE	—
Aerials	VHF, GPS and radar antennas	3	Radar tower	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	C-35
Hydraulic Bathing Platform	Opacmare lifting bathing platform	1	Aft platform	OPERATED SERVICEABLE	B-36
Hull Transducers	Raymarine hull transducer	2	Underwater hull	SIGHTED ONLY	B-42
Earth Plates	Copper earth plate	1	Underwater hull	SIGHTED ONLY	B-43
Rope Cutter	—	—	—	NOT FITTED	C-36

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.

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.

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, sea-trial logging with sound and vibration measurements, an equipment inventory and an online-verifiable report; it runs 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 to Prevent the Loss of Tax Revenue and Prestige to the National Economy Caused by Turkish-Owned Foreign-Flagged Yachts)
Bachelor's Degree — Marine Engineering, Dokuz Eylül University
Bachelor's Degree — Public Administration, Anadolu University
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