

Date : 15 November 2019

Oref : 19002/BR(en0713xr)

PRE-PURCHASE CONDITION SURVEY REPORT

S/Y ENJOY

At Aghios Nikolaos Jul/19

IN accordance with instructions received from CLIENT, the undersigned performed a pre-purchase survey on the following yacht on 12/Jul/19. The following report details the condition of the yacht on the date of survey.

1. General Particulars

Name	: ENJOY	Flag	: France
LOA	: 12.34m	Reg. Port	: Nice
Beam	: 3.95m	Official No.	: BP788
Draught	: 1.70m	CE	: Category A
Status	: Private Yacht	HIN No.	: FR-BEY76584L001
Type	: Sloop	Call Sign	:
Builder	: Chantiers Beneteau	MMSI	:
Model	: Oceanis 411 Clipper	Engines	: Volvo Penta MD22 44kW
Built	: 2000 model 2001	Cabins	: 2 x Double
Hull	: GRP	Toilets	: 2

MCA Code
Small Craft Examiner (RYA)British Marine Surveyors Europe
Member

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2. **Circumstances of the Survey**

The yacht was made available for survey ashore at Ag. Nikolaos Marina, Crete Island Greece. The yacht was also sea trialled off the marina.

3. **General Limitations of Survey**

The survey was limited to a non-destructive inspection. Unexposed parts of the yacht were not inspected unless specifically commented upon. Inaccessible parts of the yacht were not inspected. It is possible that dismantling or destructive testing may reveal other defects not possible to be noted by the surveyor.

Unless an item was specifically commented upon it should be considered that the item was not inspected. If an item was operated or operation witnessed it will be noted as such in the report, any other items should be considered as untested.

This report is intended to be used by the named client in the normal manner concerning the type of survey performed as stated on the first page of the report.

The report may additionally be used by insurers or financiers for the purpose of insuring or financing the yacht. The report may be used by the yacht's flag to confirm safety.

The report should not be relied upon for any other purpose by any other party and no liability is undertaken to such party.

The report concerns condition of the yacht at time of survey and future condition cannot be anticipated.

Dismantling of machinery may reveal a different condition than was possible to determine within the constraints of a typical inspection circumstances.

General periodic servicing requirements are not mentioned in the report.

It is always recommended to have any machinery inspected and serviced by a specialist engineer.

If a Sailing Yacht, the rigging was inspected from deck level only if mast not down. This is for safety reasons.

For further inspection of any rigging, inspection by rigger is required. Inspection at deck level cannot find all defects but is satisfactory to make a general assessment.

The survey work was performed in accordance with standard terms and conditions which are available at the following link : <http://www.walshsurveyor.com/terms.pdf>

4. Contact Details**Potential Buyer**

CLIENT

CLIENT

5. Certification

The following original certificates were inspected.

Certificate	Issued	Expiry	Comment
Certificate of Nationality	21/03/2001		

6. CE Marking

The yacht is CE marked for Category A Ocean with 10 persons on board. The HIN number was not found on the yacht. The hull number is marked as 0584. This is in agreement with the HIN number of the documentation FR-BEY76584L001 which indicates a 2001 model built in 12/2000.



CE Plate



Hull type approval plate

7. General Construction

Solid fiberglass hull, deck of balsa sandwich. Hull strengthened with inner liner secured to the bilge with mastic.



Overview



Overview



Overview



Overview

8. Hull below Waterline

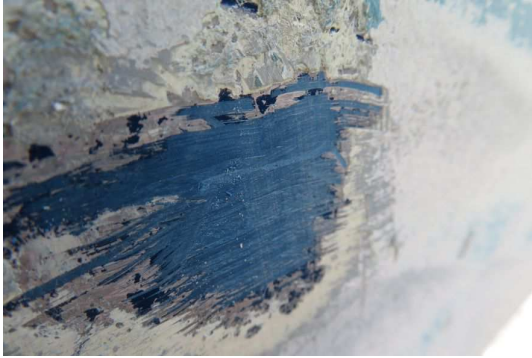
The hull below waterline surfaces were fair. There were no osmosis blisters. Hammer sounding did not find any delamination or void. The antifouling was scraped and a blue pigmented gelcoat was found which was suitably hard, the antifouling layers were few.



No damages at bow



Hull surfaces fair



Blue gelcoat without crazing

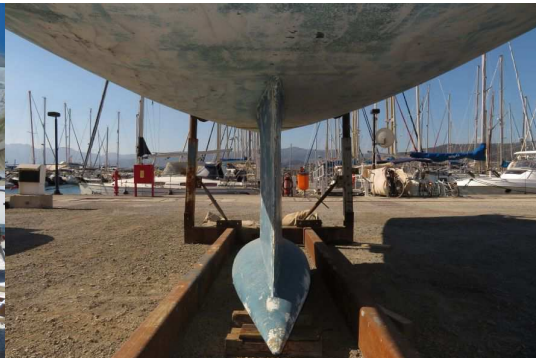
9. **Keel**

Iron keel bolted to the hull. The keel was without wastage but has small chips of the coating that require filler and priming. The hull to keel join was without spacing when lifting the yacht. The keel was square to the hull. There were no damages to the leading or trailing edges. The hull around the hull to keel join was without cracks or deflection.

The stainless keel bolts were with only minor corrosion and no sign of leaks. The bilge in way of the keel bolts was intact.



No spacing when lifting the yacht



Keel square to the hull



Keel without wastage



No damages at leading edge



No cracks or deflection to hull
around hull to keel join

No cracks or deflection to hull
around hull to keel join



Hull to keel join was tight

Minor areas of broken filler and coating



Keel bolt without corrosion

No cracks or separation of liner from hull



Keel bolts without corrosion

No cracks to liner



Another view

Suggestion : Keel has small chips of the coating that require filler and priming.

10. **Topsides**

The topsides navy gelcoat is dull and requires buffing annually. It would be better to paint it.

Topsides gelcoat is part painted over 2.0m x 0.60m at starboard side after previous contact with the dock (damage said to be only a scrape). There were no damages seen. The stern requires a small gelcoat repair.



Topsides part painted



Small gelcoat repair required at stern

Suggestion : The topsides navy gelcoat is dull and requires buffing annually. It would be better to paint it.

Suggestion : The stern requires a small gelcoat repair.

11. **Frames, Bulkheads and Internal Structure**

Internal bilge structures were sound. Hammering the liner flange found no disbond.

At the interior side under the stern cleats there were fiberglass repairs.



Bilge structures intact



No cracks at interface of liner and hull



No separation of liner and hull



Fiberglass repairs under stern cleats

12. Deck Moulding

The deck was sound underfoot without cracking sounds or deflection. There was not any significant crazing. Hammer sounding did not find any delamination or void.

The wooden caprail is cracked/split at both stern cleats. At the interior side there are fiberglass repairs.



Deck



Caprail split at stern cleats

Suggestion : The wooden caprail is cracked at both stern cleats. The cracked section could be replaced for cosmetic improvement.

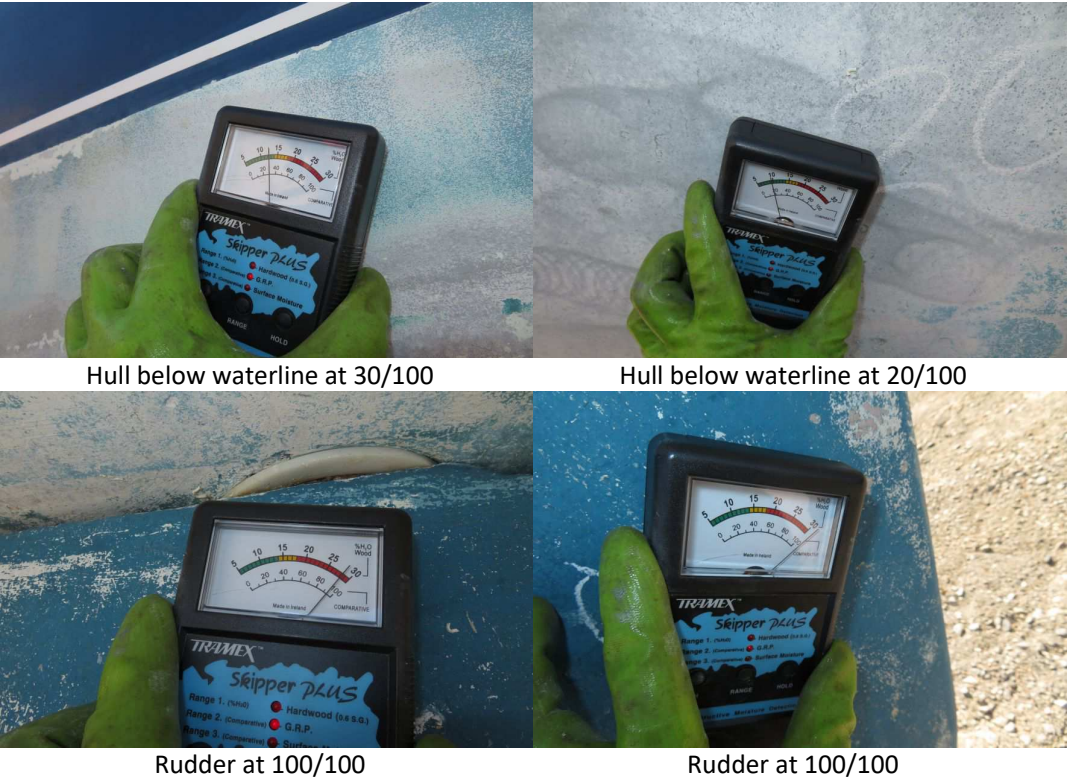
13. **Moisture Readings**

Moisture Readings were taken with a Tramex skipper meter. Moisture readings do not measure moisture content but are based on a relative scale which is relevant only to this specific model of meter.

Moisture readings were as follows :

Meter	Underwater Hull	Topsides	Rudder
Tramex Skipper GRP Mode 0-100	20-30	20	30-90-100

Hull and topsides were low moisture. Rudder was with high moisture which is typical and can be left.



14. **Coachroof**

The coachroof was sound underfoot. Hammer sounding did not find any delamination or void. There was no compression or cracks at the mast deck step.



No compression or cracks at mast deck step

15. **Cockpit**

Companionway sliding hatch and board were secure.

Helm wheel leatherette cover requires restitching.

Bimini requires restitching. Previous stitching repairs were done with poor thread.

Sprayhood requires restitching. Previous stitching repairs were done with poor thread.

Cockpit teak caulking is raised. Stern platform caulking partly missing. Requires recaulking.

The starboard cockpit stereo speaker does not work the wires are detached it probably requires replacement.



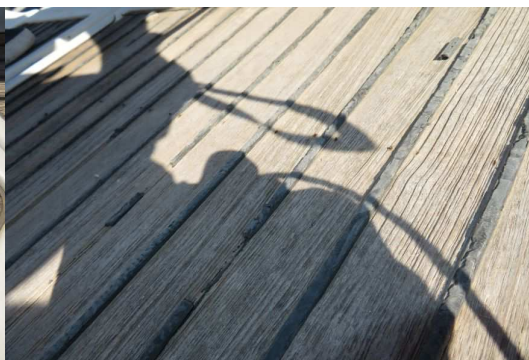
Cockpit



Companionway weathertight



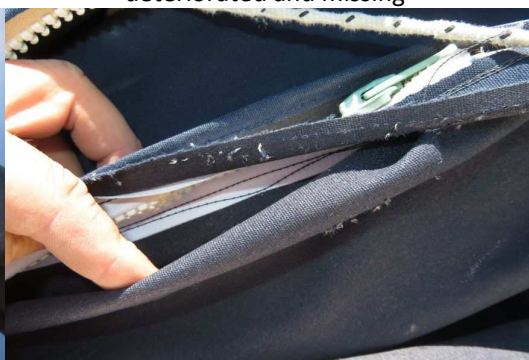
Cockpit teak
caulking raised



Stern platform teak caulking
deteriorated and missing



Helm wheel stitching missing



Bimini stitching repairs failed



Sprayhood stitching repairs failed

Suggestion : Helm wheel leatherette cover requires restitching.

Suggestion : Bimini requires restitching.

Suggestion : Sprayhood requires restitching.

Suggestion : Cockpit teak caulking is raised. Stern platform caulking partly missing. Requires recaulking.

Suggestion : The starboard cockpit stereo speaker does not work the wires are detached it probably requires replacement.

16. Rudder and Steering

Port aft upper corner of rudder is with a crack to the gelcoat that requires gelcoat repairs. As there is no delamination detected it is cosmetic.

Rudder lower bearing is with no play and there is squeaking from the steering. This may be a lubrication issue but the bearings have never been replaced and likely require replacement. This is a big job.

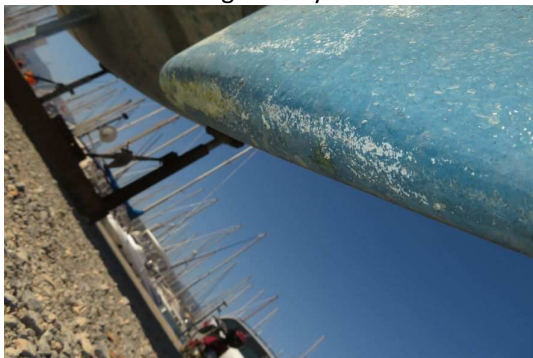
Steering is wire driven from the single wheel helm to the quadrant. The steering gear was without corrosion. The rudder tube was secure.



Rudder generally intact



Gelcoat crack to rudder



Underside without grounding damages



No cracks near rudder post



Steering gear without corrosion



Rudder tube top without crack



Rudder tube secure



Rudder tube secure

Suggestion : Rudder lower bearing is with no play and there is squeaking from the steering. This may be a lubrication issue but the bearings have never been replaced and likely require replacement. This is a big job.

Suggestion : Port aft upper corner of rudder is with a crack to the gelcoat that requires gelcoat repairs. As there is no delamination detected it is cosmetic.

16.1. Autopilot

Hydraulic autopilot. Hydraulic power pack and cylinder without leaks. Connections at cylinder with typical minor corrosion. Autopilot was checked working on sea trial.



Rudder angle indicator secure



Connections at cylinder corroded



No leaks at hydraulic power pack



Checking autopilot

Suggestion : Hydraulic connections at autopilot cylinder require cleaning up from corrosion and painting.

16.2. Emergency Steering

Tiller to top of rudder post via deck port.

17. Stern Gear

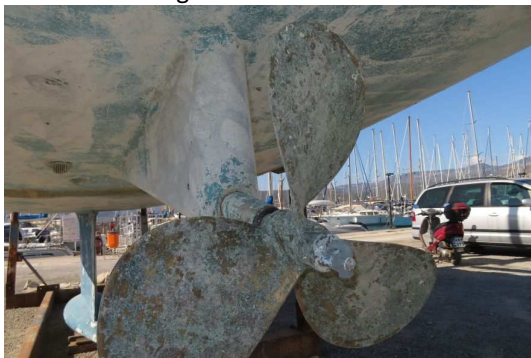
Stern tube skeg was secure to the hull. No excessive play at cutlass bearing. Rope cutter not fitted. Propeller without damages or corrosion.



Skeg secure to the hull



No excessive play at cutlass bearing



Propeller without damages or corrosion

18. Bow Thruster

Not fitted.

19. Cathodic Protection

Propeller anode requires replacement.



Propeller nut anode fully wasted

Suggestion : Propeller anode requires replacement.

20. **Skin Fittings and other through Hull Apertures**

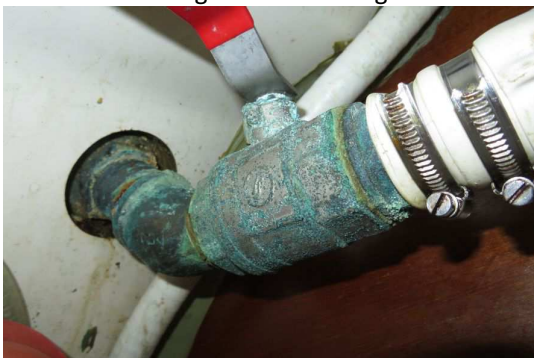
Through hull necks and gratings were without wastage. Ball valves were with tarnishing but no sign of wastage. Handles were not seized. Hoses were double clipped.



Grating without wastage



Through hull neck without wastage



Valve without corrosion



Hoses double clipped



No leaks



Another view

21. **Ports and Windows**

Hull windows were intact. Hatch window framing was intact. The hatch windows are heavily crazed and the plexiglass requires replacement.

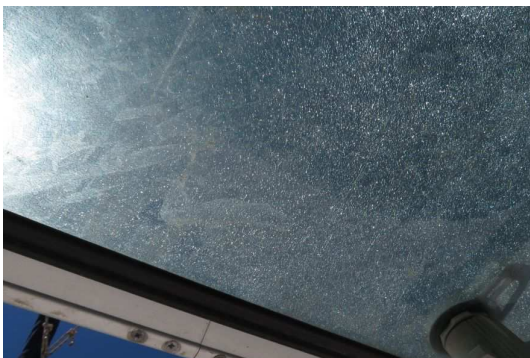
Sunshades were deteriorated.



Hull windows intact



Hatch window framing not separating



Hatch window plexiglass heavily crazed



Sunshades deteriorated

Suggestion : The hatch windows are heavily crazed and the plexiglass requires replacement.

22. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays

Pulpit was secure and without damages. Wooden step requires replacement. Stanchions were secure. Lifelines suitably tight.



Pulpit without damages



Step deteriorated

Suggestion : Bow pulpit wooden step is deteriorated and could be replaced.

23. Ground Tackle and Mooring Arrangements

Claw main anchor without wastage. Anchor roller without damages. Anchor windlass secure. Cockpit and bow controls were working. Chain with galvanising intact.



Main anchor without wastage



Anchor windlass secure



Anchor windlass bolts without corrosion



Chain with galvanising intact

24. Davits, Boarding Ladders, Passerelle

Boarding ladder secure and without damages.



Boarding ladder

25. Spars

Facnor furler fork was secure and not twisted. Drum was without damages and with free movement.

Deck stepped aluminium mast. Masthead rig. The mast shoe was without fracture. At the interior side the stainless compression post was without movement. At the base there was no damage to the stringer that the post was stepped on.

Boom gooseneck and boom vang fittings were secure and without fracture. Boom looked straight. Looking up the spreaders were secure and the mast extrusions fair.

The rigid boom vang held up the boom when the topping lift was released.



Furler fork not twisted



Drum without damages



Boom gooseneck secure



Boom vang fittings secure



Boom vang fittings secure



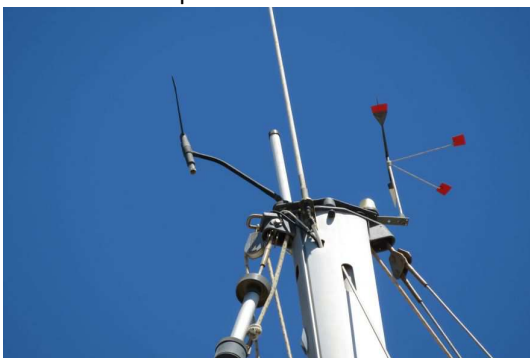
Spreaders secure



Spreaders secure



Spreaders secure



Top of mast



No cracks to deck at mast step



No damages at compression post step

26. **Standing Rigging**

1x19 stainless wire terminated in swage terminals. Stemhead fitting bolts were without corrosion. The rig was set up hard.

No cracks around shroud deckplates. At the interior side the shroud tie rods attachment structure was intact. No broken wires at entry to swage terminals. No corrosion. Swage terminals were straight and without cracks. No crazing around backstay chainplates.

The standing rigging is original to the yacht but was in satisfactory visual condition from deck level.



Stemhead bolts without corrosion



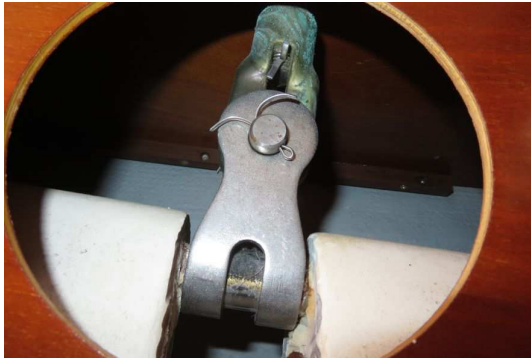
Stemhead bolts without corrosion



No cracks below shroud deck plates



No cracks below shroud deck plates



No damages at shroud tie rod attachments



No damages at shroud tie rod attachments



No broken wires at entry to swage terminals



No crazing around backstay chainplates



Another view

27. Running Rigging

Running rigging ropes were old but generally suitable for further use. The mainsheet and main outhaul could benefit from renewal.

The rope jammers and deck organisers were secure and without damage.

The sheave blocks were with deterioration and chipping from UV deterioration. They require renewal.



Rope jammer



Chipped sheave block



Outhaul requires replacement.
Sheave block chipped

Suggestion : The sheave blocks of the running rigging were with deterioration and chipping. They require renewal.

Suggestion : The mainsheet and main outhaul ropes could benefit from renewal.

28. **Winches**

Starboard cockpit winch is very stiff it requires service.



Winch

Recommendation : Starboard cockpit winch is very stiff it requires service.

29. **Sails and Covers**

Sails of 2011-2012. They were without damage and in satisfactory condition.



Genoa



Genoa



Main



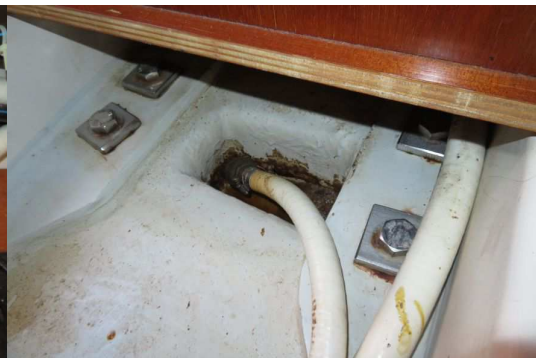
Main

30. **Bilge Pumping Arrangements**

Manual bilge pump at the cockpit. Manually activated electric bilge pump. Both serving the saloon common bilge. Checked working.



Electric bilge pump no leaks



Keel sump

31. **Firefighting Equipment**

Portable dry powder extinguishers which require servicing or replacement.

Engine compartment is fitted with fire port for discharge of extinguisher inside.



Fire extinguishers without corrosion

Recommendation : Fire extinguishers require servicing or replacement.

Recommendation : The yacht to comply with the fire and safety requirements of the new flag.

32. **Lifesaving and Emergency Equipment**

The radar reflector is detached and missing from the standing rigging (tube type).

Life raft 6 person 8 years old has never been serviced.

The pyrotechnic flares have expired.

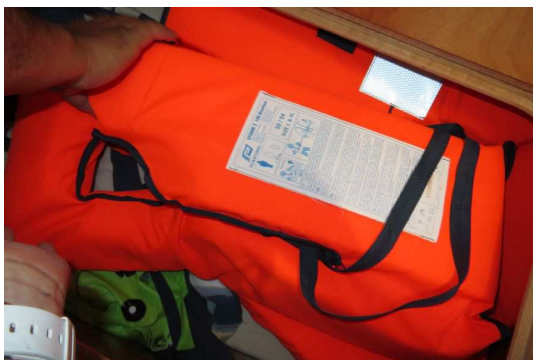
The lifejackets are basic foam only 100N buoyancy.



Liferaft casing intact



Radar reflector detached



Lifebuoys basic type



Pyrotechnics expired

Recommendation : Radar reflector is required to be installed.

Recommendation : Liferaft requires service.

Recommendation : Pyrotechnic flares to be provided at least Greek kit (3 x Red Parachute, 3 x Red Hand Flare, 2 x Orange Smoke.

33. **Navigation Lights**

Deck light bulb requires replacement. The remainder of lights were working. Anchor light could not see.



Side lights working



Side lights working



Steaming light working.
Deck light not working



Stern light working

Suggestion : Deck light bulb requires replacement.

34. Engine and Installation

34.1. Engine Compartment

Enclosed centreline engine compartment. Bilges clean of oils and water.



Engine bearer bilges clean

34.2. Auxiliary Engine

Volvo Penta MD22 59hp/44kW. Serial No. 5100705484. Engine hours 3144 according to digital gauge. Alarm test was working.

Engine key socket is broken and modified so that screwdriver is used to turn key.

The engine impeller was with previous leak because of failed o-ring. There is cosmetic corrosion in way that requires cleaning up and painting.

The engine exhaust elbow is with external corrosion and requires removal for checking.

The engine was otherwise without external defect.



Engine hours 3144

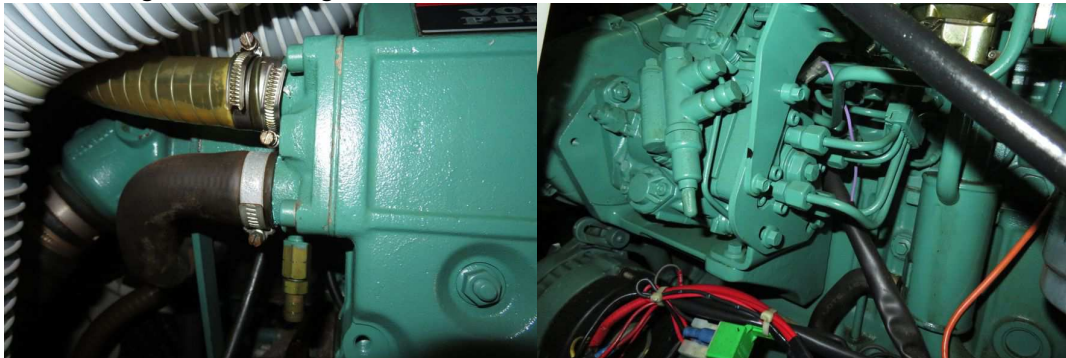


Engine start with screwdriver



Engine with coatings intact

No leaks of oil



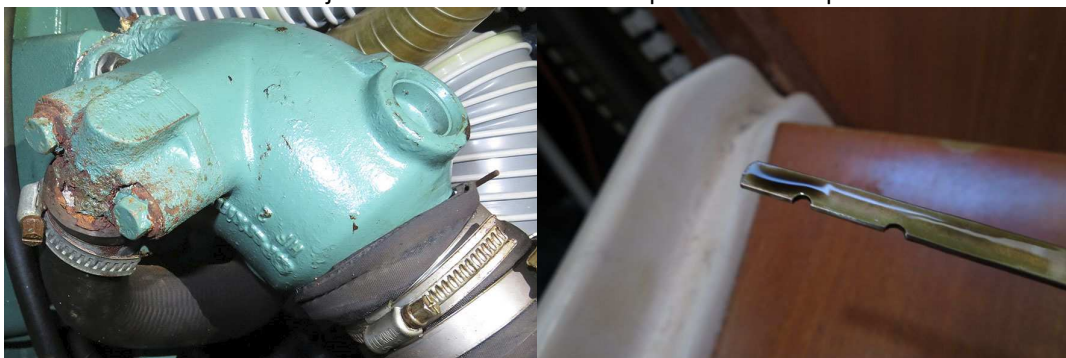
Heat exchanger ends without leaks

No fuel leaks at injection pump



No fuel leaks at injectors

Impeller was with previous leak



Corrosion at exhaust mixing elbow

Oil looked normal

Suggestion : Engine key socket is broken and modified so that screwdriver is used to turn key. A new key socket could be installed.

Suggestion : The engine impeller was with previous leak because of failed o-ring. There is cosmetic corrosion in way that requires cleaning up and painting.

Suggestion : The engine exhaust elbow is with external corrosion and requires removal for checking.

34.3. Reverse Gear

Reverse gear Volvo Penta MS25A with coatings intact and no leaks of oil.



Reverse gear

34.4. Shaft Seal

Shaft seal gland material not deteriorated. Hose clip without corrosion. Seawater lubricated. No leaks in operation.



Shaft seal

35. Fuel System

Plastic fuel tank externally intact. No leaks at connections. Shut off valve provided at the tank. There was previous fuel leak into bilge but no odours remain. Primary filter was clean. Level gauge was working.



No leaks at connections



Primary filter clean



Level gauge working.

36. **Accommodation General**

Accommodation was generally in order. There were a few areas of deterioration to the woodwork (toilet door surround and cupboard top near window). Also a few areas of scratches and drilled holes. There were no odours or significant wet damage.

The forward toilet door the door handle latch requires replacement.



Forward cabin



Saloon



Galley



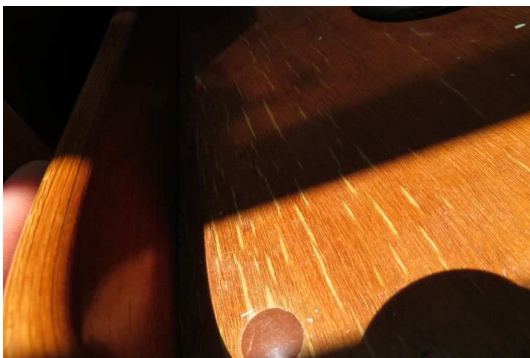
Heads



Heads



Typical deterioration to varnish at companionway



Top of cupboard deterioration

Suggestion : The forward toilet door the door handle latch requires replacement.

37. **Gas System**

Dedicated gas locker with drain. Single cylinder installation. Gas flexible hoses have time expired since 2006. Gas regulator has time expired since 2010. Gas cooker was without corrosion. Gimbal lock was working.



Gas locker



Gas flexible hoses expired



Regulator expired



Cooker sits flat



Oven was clean

Recommendation : Gas flexible hoses have time expired since 2006 and requires replacement.

Recommendation : Gas regulator has time expired since 2010 and requires replacement.

38. **Fresh Water Tanks and Delivery**

Fiberglass fresh water tanks externally intact. Fresh water pump was working. Accumulator tank provided. The fresh water pump requires to be secured down properly. Level gauges were working.



Fresh water tank externally intact



No leaks at pump



Level gauge working



Level gauge working

Suggestion : The fresh water pump requires to be secured down properly.

39. Grey Water System

Fridge drain pump and shower drain pumps were working and were without leak.



Refrigerator drain pump without leak



Shower drain pump without leak



Shower drain pump without leak

40. **Heads and Black Water System**

One electric toilet, one manual toilet. Holding tanks not provided.

The forward toilet electric pump is broken and requires replacement. The previous manual pump is on board. The manual pump was without sign of leak.



Electric pump not working



Manual pump no sign of leak



Spare old manual pumps

Suggestion : The forward toilet electric pump is broken and requires replacement. The previous manual pump is on board.

41. Electrical Installation

Electrical installation was generally working. There was no wet damage or burnt items.

Shore power was not available so battery charger and water heater not tested.

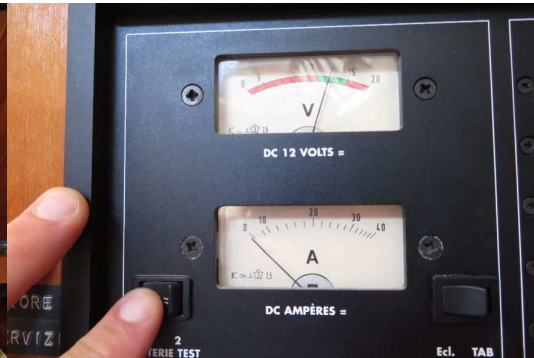
Small inverter was working.

Stereo was working.

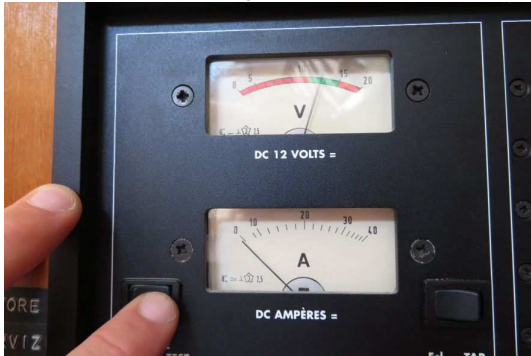
The shore power breaker is behind panel secured with 4 screws it is inconvenient because it may frequently require resetting.



No wet damage or burnt items



Battery levels good



Battery levels good



Inverter working



Stereo working

Suggestion : The shore power breaker is behind panel secured with 4 screws it is inconvenient because it may frequently require resetting. It could be moved to a more convenient location.

42. **Electronic and Navigation Equipment**

Navigational Equipment in the cockpit :

Type	Model	Condition
Wind Indicator	B&G Network Wind	Wind direction working. Wind speed transducer is missing from the mast.
Depth / Speed Indicator	B&G Network Quad	Working
Autopilot Control	B&G Network Pilot	Working
Magnetic Compass		Good no bubble



Magnetic compass no bubble



Wind direction working



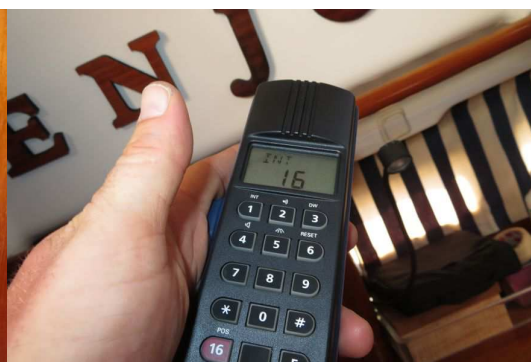
Depth and speed working

Navigational Equipment and electronics at the Navigation Station :

Type	Model	Condition
Chartplotter	B&G	Working but there is only basic charts because no card is installed.
Non DSC VHF	Shipmate RS8300	VHF was working but the cable is damaged and requires replacement.
Navtex	ICS Plus	Paper type. Appears working.



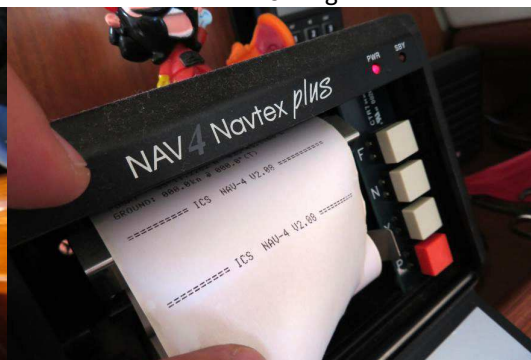
Chartplotter working



VHF working



VHF cable damaged



Navtex appears working

Recommendation : Wind speed transducer is missing from the mast. Wind speed gauge is required. A new impeller may or may not be possible to find for this old equipment.

Recommendation : DSC VHF is required to be provided.

Recommendation : The VHF cable is damaged and requires replacement.

43. Heating and Refrigeration

43.1. Water Heater

Water heater powered by 220v or engine heater connection. Water heater was externally intact and no leaks from connections. At the underside there was no leaks or sign of corrosion.



Water heater no leaks from connections

43.2. Refrigerator

The top opening refrigerator compressor requires gas refilling. The compressors were with minor corrosion. Checked working. Refrigerator internals were intact.



Compressors minor corrosion



Refrigerator internals intact



Refrigerator internals intact

Suggestion : The top opening refrigerator compressor requires gas refilling.

44. **Other Equipment**

Honda BF2DX 2hp 4 stroke outboard of 1998. Serial No. BZBF-1029566. Inflatable tender looked old.



Outboard

45. **Sea Trial**

Sea trial was made off the marina with high winds. The engine was with minor exhaust when started from cold. Cooling water flow was good. The engine was reliable in operation without abnormal vibration or sound. The sail gear was checked working. The steering was in good operation except for the squeaking sound.



Checking engine



Exhaust clean



On sea trial

46. **Recommendations**

Recommendations are in my opinion, insurance related. Owners are advised to attend to these items.

- 46.1. Starboard cockpit winch is very stiff it requires service.
- 46.2. Fire extinguishers require servicing or replacement.
- 46.3. The yacht to comply with the fire and safety requirements of the new flag.
- 46.4. Radar reflector is required to be installed.
- 46.5. Liferaft requires service.
- 46.6. Pyrotechnic flares to be provided at least Greek kit (3 x Red Parachute, 3 x Red Hand Flare, 2 x Orange Smoke).
- 46.7. Gas flexible hoses have time expired since 2006 and requires replacement.
- 46.8. Gas regulator has time expired since 2010 and requires replacement.
- 46.9. Wind speed transducer is missing from the mast. Wind speed gauge is required. A new impeller may or may not be possible to find for this old equipment.
- 46.10. DSC VHF is required to be provided.
- 46.11. The VHF cable is damaged and requires replacement.

47. Suggestions

Suggestions are not insurance related and may contain advisories to the new owner.

- 47.1. Keel has small chips of the coating that require filler and priming.
- 47.2. The topsides navy gelcoat is dull and requires buffing annually. It would be better to paint it.
- 47.3. The stern requires a small gelcoat repair.
- 47.4. The wooden caprail is cracked at both stern cleats. The cracked section could be replaced for cosmetic improvement.
- 47.5. Helm wheel leatherette cover requires restitching.
- 47.6. Bimini requires restitching.
- 47.7. Sprayhood requires restitching.
- 47.8. Cockpit teak caulking is raised. Stern platform caulking partly missing. Requires recaulking.
- 47.9. The starboard cockpit stereo speaker does not work the wires are detached it probably requires replacement.
- 47.10. Rudder lower bearing is with no play and there is squeaking from the steering. This may be a lubrication issue but the bearings have never been replaced and likely require replacement. This is a big job.
- 47.11. Port aft upper corner of rudder is with a crack to the gelcoat that requires gelcoat repairs. As there is no delamination detected it is cosmetic.
- 47.12. Hydraulic connections at autopilot cylinder require cleaning up from corrosion and painting.
- 47.13. Propeller anode requires replacement.
- 47.14. The hatch windows are heavily crazed and the plexiglass requires replacement.
- 47.15. Bow pulpit wooden step is deteriorated and could be replaced.
- 47.16. The sheave blocks of the running rigging were with deterioration and chipping. They require renewal.
- 47.17. The mainsheet and main outhaul ropes could benefit from renewal.

- 47.18. Deck light bulb requires replacement.
- 47.19. Engine key socket is broken and modified so that screwdriver is used to turn key. A new key socket could be installed.
- 47.20. The engine impeller was with previous leak because of failed o-ring. There is cosmetic corrosion in way that requires cleaning up and painting.
- 47.21. The engine exhaust elbow is with external corrosion and requires removal for checking.
- 47.22. The forward toilet door the door handle latch requires replacement.
- 47.23. The fresh water pump requires to be secured down properly.
- 47.24. The forward toilet electric pump is broken and requires replacement. The previous manual pump is on board.
- 47.25. The shore power breaker is behind panel secured with 4 screws it is inconvenient because it may frequently require resetting. It could be moved to a more convenient location.
- 47.26. The top opening refrigerator compressor requires gas refilling.

48. **Valuation**

In order to provide a valuation for insurance purposes, market research was made into similar model/year presently for sale on yacht world.

Model	Year	Location	Price VAT Paid EUR	Price after 10% discount EUR
Oceanis 411 Clipper	2001	Greece	95,000	85,500
Oceanis 411 Clipper	2001	Spain	85,000	76,500
Oceanis 411 Clipper	2001	Spain	79,500	71,550
Oceanis 411 Clipper	2000	Greece	78,000*	70,200
Oceanis 411 Clipper	2001	Italy	77,000	69,300
Oceanis 411 Clipper	2001	Germany	75,000	67,500
Oceanis 411 Clipper	2001	Italy	75,000	67,500
Oceanis 411 Clipper	2000	Greece	69,000	62,100
Oceanis 411 Clipper	2000	Spain	69,000	62,100

*Adjusted for 20%vat

After deduction of typical discount 10% the price range became 62,100 – 85,500 EUR with VAT paid. The average value which is an indicative market value for the subject yacht was calculated to be :

70,250 EUR with VAT Paid

49. **Conclusion**

The yacht was without structural defect. The yacht requires further maintenance due to low use but was generally working on sea trial. The yacht should not be more than a normal insurance risk.



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