

Date : 25 January 2021

Oref : 20002/AC(re0122xr)

PRE-PURCHASE CONDITION SURVEY REPORT

S/Y LAGOON 420 At Poros-Koilada Jan/20

IN accordance with instructions received from CLIENT, the undersigned performed a condition survey on the following yacht on 18/01/2020. The following report details the condition of the yacht on the date of survey.

1. General Particulars

Name	: LAGOON 420	Flag	:
LOA	: 12.61m	Reg. Port	:
Beam	: 7.53m	Official No.	:
Draught	: 1.30m	CE	: Category A 11 Persons
Status	: Private Yacht	Hull No.	: FR-CNB420000000
Type	: Catamaran Sloop	Call Sign	:
Builder	: CNB Lagoon	MMSI	:
Model	: 420	Engines	: 2 x Yanmar 4JH4-TE 75hp
Built	: 2007	Cabins	: 3 x Double
Hull	: GRP	Toilets	: 3



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2. Circumstances of the Survey

The yacht was inspected during a 5 hour sea trial from Poros to Koilada and while ashore at Basimakopouloi shipyard.

Generator did not work. Shore power was not tested because there is no isolation transformer for connecting US boat to European shorepower. There was anyway no shore power cable found.

Due to the above items minor testing was done on the inverter (icemaker, cockpit refrigerator etc) however the Airconditioning, Water heater, Battery chargers were not tested.

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. No liability is undertaken to any other party than the named client, his insurer or bank.

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.

Unless specified the standing rigging was inspected from deck level. 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 certification was not on board.

6. **CE Marking**

According to CE plate at the cockpit, the yacht is CE marked for Category A 11 Persons. The HIN No. FR-CNB420000000 indicates a 2008 model built in 05/2007.



CE Plate

7. **General Construction**

Balsa sandwich deck and bridge deck. Balsa core hulls above waterline. Hulls at bilge level strengthened by inner liner secured with mastic.



Overview



Overview



Overview



Overview

8. Hull below Waterline

Hull below waterline surfaces were fair. There were no osmosis blisters. Hammer sounding did not find any delamination or void.



No damages at bow



No damages at bow



Hull surfaces fair

9. Keel

Fiberglass keels laminated to the hull. The keels were generally intact. There were no damages at the leading and trailing edges. There were no cracks at the keel interface with the hulls.

Port



No damages to hull at leading edge

Starboard



No damages to hull at leading edge



No cracks to hull around leading edge



No cracks to hull around leading edge



No cracks to hull around trailing edge



No cracks to hull around trailing edge



No damages at trailing edge



No damages at trailing edge

10. Topsides

Bridge deck underside is missing one stainless clamshell drain cover.

Bridge deck underside near starboard forward edge. There is crazing in this location which requires grinding and gelcoat minor repair. There was no delamination detected by hammer sounding there however which means it is cosmetic.



Clamshell drain cover
missing at bridge deck underside



Crazing at bridge deck underside



Bridge deck underside generally fair



Bridge deck underside generally fair

Suggestion : Bridge deck underside is missing one stainless clamshell drain cover.

Suggestion : Bridge deck underside near starboard forward edge. There is crazing in this location which requires grinding and gelcoat minor repair. There was no delamination detected by hammer sounding there however.

11. Frames, Bulkheads and Internal Structure

Internal structures where inspectable were intact. The liner was secure to the hull as far as could be seen.

There was some sealant applied at the port stern interior to close a minor leak.



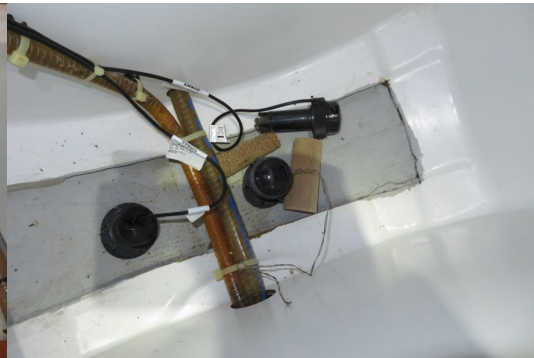
Bow internals intact



Bow internals intact



Bilge internals intact



Bilge internals intact



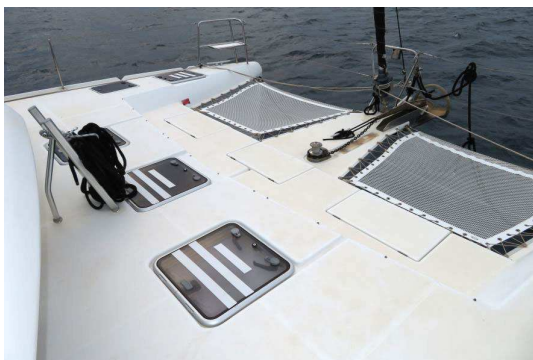
Sealant applied at stern minor leak

12. **Deck Moulding**

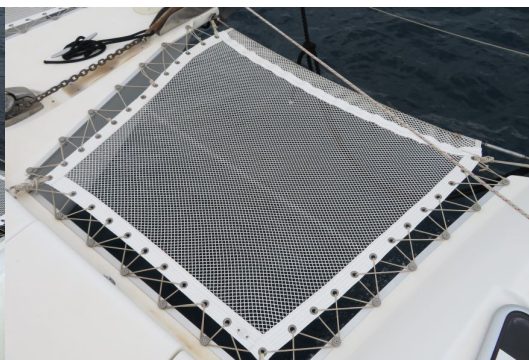
The deck was sound underfoot. Hammer sounding did not find any delamination.

Starboard hull forward of engine hatch. The deck has a circular minor void that could be grinded out and filled with gelcoat as a cosmetic repair.

There was no other crazing. The trampolines were secure and intact.



Deck



Trampolines secure

Suggestion : Starboard hull forward of engine hatch. The deck has a circular minor void that could be grinded out and filled with gelcoat as a cosmetic repair.

13. **Moisture Readings**

Moisture Readings were not taken as yacht hauled during the survey and did not have time to dry. There was no visual indication of any moisture related defect (no blisters, no leaking external hull laminate).

14. **Coachroof**

There was no compression at mast deck step. There was only cosmetic crazing at mast step. The coachroof was without delamination detected during hammer sounding.



No compression at mast step



Cosmetic crazing at mast step

15. **Cockpit**

Cockpit stereo speakers are not provided. The cockpit covers were without damage.

The cockpit table is replaced with nice folding version. The original blocks the generator hatch.

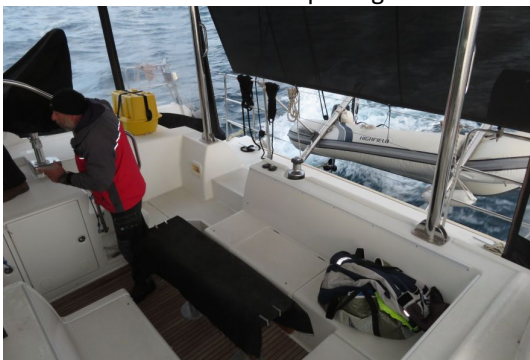
The underside of helm station is with tape repairs.



Engine controls with cosmetic deterioration of the chrome plating



Table in good condition



Cockpit



Tape repairs at helm station

16. **Rudder and Steering**

Fiberglass rudders generally intact and without damage.

Port rudder lower bearing. There is about 2mm play. STB there is no play. Eventually the port bearing will require replacement.

Steering gear is wire driven to a cross bar inbetween the two tillers. The steering cables slap because they are loose. They require tightening. The steering gear was without corrosion and smooth in operation.

Port

Starboard



Rudder intact

Rudder intact



No cracks at top of rudder

No cracks at top of rudder



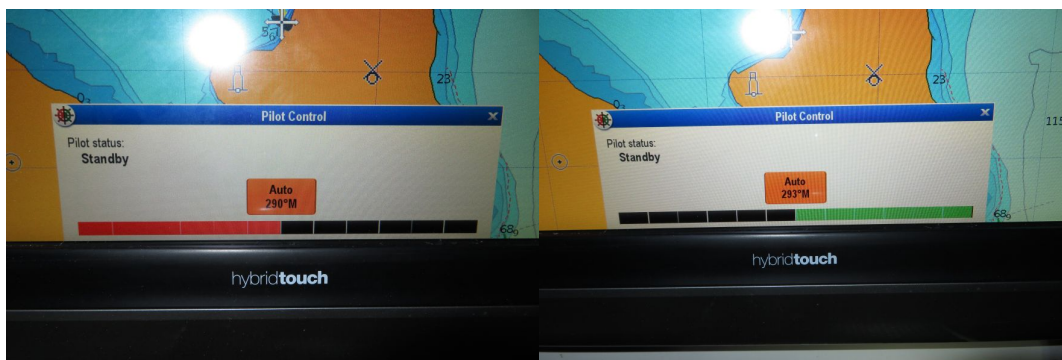
Steering gear without corrosion

Steering gear without corrosion



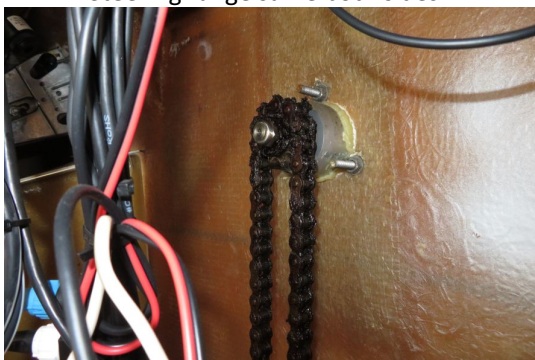
Drag links intact

Drag links intact



Steering range same both sides

Steering range same both sides



Steering gear chains well greased

Suggestion : Port rudder lower bearing. There is about 2mm play. STB there is no play. Eventually the port bearing will require replacement.

Suggestion : The steering cables slap because they are loose. They require tightening.

16.1. Autopilot

Hydraulic steering gear was without leak and the cylinder and rudder angle indicator secure.

Autopilot control at the cockpit Raymarine ST6002 Smart. It is not connected with any wires (data or power). The chartplotter has autopilot display/control but it is not really useful. The autopilot remote was working but is without holder and power cable at the cockpit. The cockpit autopilot control requires to be provided and may not be working.



Autopilot remote working



Autopilot control not working



No leaks at hydraulic autopilot

Suggestion : Cockpit autopilot Raymarine ST6002 is not connected and may not work.

16.2. Emergency Steering

Tiller connection to the top of a rudder post.

17. Stern Gear

Saildrive legs were without wastage.

Saildrive rubber fairing boots that cover the saildrive hull apertures are missing and could be fitted.

Port saildrive is with about 1mm play in the shaft. Requires checking by mechanic at next service. Propellers were without play on the rubber hubs and were without damages to the blades.



Suggestion : Saildrive rubber fairing boots that cover the saildrive hull apertures are missing and could be fitted.

Suggestion : Port saildrive is with about 1mm play in the shaft. Requires checking by mechanic at next service.

18. **Bow Thruster**

Not fitted.

19. Cathodic Protection

Saildrive leg anodes were secure and suitable for further use. No abnormal galvanic action was seen during the survey.



Saildrive anode secure



Saildrive anode secure

20. Skin Fittings and other through Hull Apertures

Owner toilet seawater inlet valve has a small leak at the elbow. Requires hose to be reseated and the barb checked for corrosion. Owner sink outlet valve has a small leak. The remainder of valves were in satisfactory external condition.

Underwater inner light for each hull do not work.
Underwater stern light starboard is partly defective.

Starboard forward toilet. The seawater inlet grating is missing one line of the grating but is still of use.



Grating missing one line



Plastic through hull without cracks



Small leak at sink drain valve



Small leak at owner toilet inlet valve



Only port underwater light working properly



Starboard underwater light partly failed

Suggestion : Underwater inner light for each hull do not work and require replacement.

Suggestion : Underwater stern light starboard is partly defective and requires replacement.

Recommendation : Owner toilet seawater inlet valve has a small leak at the elbow. Requires hose to be reseated and the barb checked for corrosion.

Suggestion : Owner sink outlet valve has a small leak that requires hose to be reseated.

Suggestion : Starboard forward toilet. The seawater inlet grating is missing one line of the grating but is still of use. Could be replaced or left.

21. **Ports and Windows**

Vertical hatch windows at forward saloon windows. The painted aluminium is with heavy paint deterioration at the interior side. They require removal for gritblasting, etch prime and spray paint.

Saloon weather door. The key works. The slide bolts do not work. The door had to be held open with rope during the sea trial. It requires external sliding bolt or latch system to be installed otherwise must be closed and locked while sailing which is inconvenient.

Hatch windows have various homemade repairs to spacing of the seals. There are certainly leaks at the storage area hatches. The seals require replacement. The plexiglass was without cracks and the framing secure.



Hatch seal requires replacement not this temporary repair



Failure of coating at saloon forward windows



Hull windows replaced with clear

Suggestion : Vertical hatch windows at forward saloon windows. The painted aluminium is with heavy paint deterioration at the interior side. They require removal for gritblasting, etch prime and spray paint.

Suggestion : Hatch windows have various homemade repairs to spacing of the seals. There are certainly leaks at the storage area hatches. The seals require replacement.

Recommendation : Saloon weather door. The slide bolts do not work. It requires external sliding bolt or latch system to be installed otherwise must be closed and locked while sailing which is inconvenient.

22. **Pulpit, Stanchions, Pushpit, Lifelines and Jackstays**

Railings and stanchions were secure. Lifelines were suitably tight.

23. **Ground Tackle and Mooring Arrangements**

25Kg. Rocna anchor without wastage. Electric anchor windlass secure and working. Chain with galvanising reasonably intact. Brittany kedge provided.



Rocna main anchor



Windlass secure



Motor



Chain with galvanising reasonably intact



Brittany kedge

24. **Davits, Boarding Ladders, Passerelle**

Manual passerelle looked intact.

Boarding ladder secure and without damages.



Passerelle

Boarding ladder without damages

25. **Spars**

Deck stepped aluminium mast with single spreader. Single diamond rig. Fractional rig. The mast base is not the same as other 420 i have seen.

The mast extrusions were fair and the spreaders secure. The boom gooseneck secure and without fracture. The boom looked straight.

At the interior side the compression post without movement.



Gennaker bowsprit secure

Furler fork secure and without damages

Furler drum intact
and with free movementBoom gooseneck secure
and without fracture



Spreader secure



Spreader secure



Spreader intact



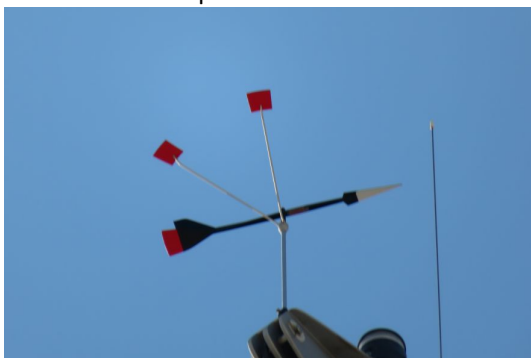
Spreader intact



Jumper strut secure



Top of mast



Windex without damage



Compression post secure

26. **Standing Rigging**

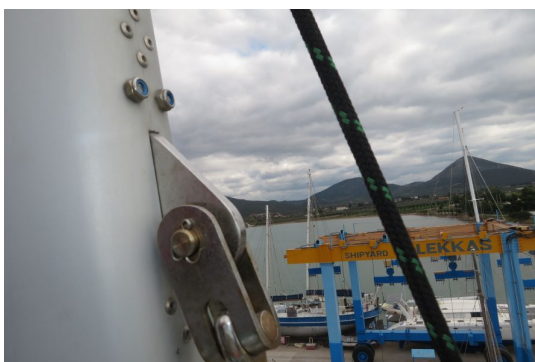
1x19 stainless wire terminated in swage terminals. The rig was set up hard.

There was no gelcoat crazing around shroud chainplates. There were no broken wires or corrosion at entry to swage terminals. The swage terminals were straight and without cracks.

The farnor furler especially can make unravelling of the forestay at the masthead. Aloft inspection indicated this had not occurred.

The mast fittings were secure and where welded were without cracks.

The standing rigging is likely to be original. Deck level and aloft inspection found no visible defect.



Furler upper mast fitting secure



Shroud upper fittings secure



Shroud upper fittings secure



Diamond upper swages without broken wire



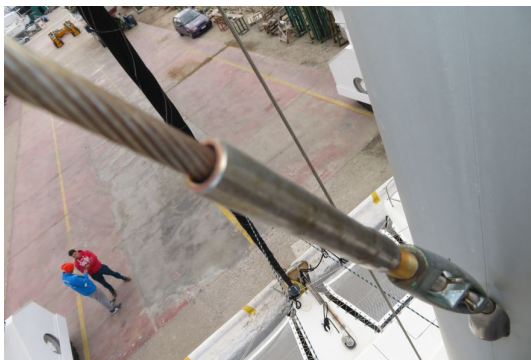
Diamond upper swages without broken wire



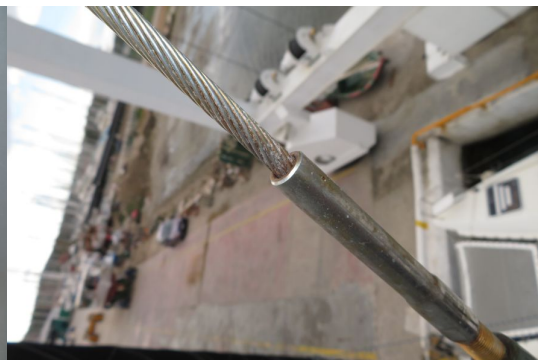
Intermediate upper swages without broken wire



Intermediate upper swages without broken wire



Intermediate lower swages without broken wire



Intermediate lower swages without broken wire



Diamond lower swages without broken wire



Diamond lower swages without broken wire



Shroud lower swages without broken wire

Shroud lower swages without broken wire

No gelcoat crazing
around shroud chainplatesNo gelcoat crazing
around shroud chainplates

27. **Running Rigging**

The ropes were suitable for further use. Rope jammers were secure and without damages. Sheave blocks without deterioration.

Mainsheet traveller sheave at the helm. Requires replacement due to heavy chafe wear.



Rope jammers without damages

Rope jammers without damages



Sheave with chafe



Sheaves without deterioration

Suggestion : Mainsheet traveller sheave at the helm. Requires replacement due to heavy chafe wear.

28. **Winches**

Aft cockpit winch footswitch type buttons require replacement because they are deteriorated. All electric winches were working and the motors externally without corrosion.



Aft cockpit winch footswitches to replace



Winch motor without corrosion



Winch motor without corrosion

Suggestion : Aft cockpit winch footswitch type buttons require replacement because they are deteriorated.

29. Sails and Covers

Mainsail and genoa were in satisfactory condition without damages. Lazy bag was generally intact and with only small tears.

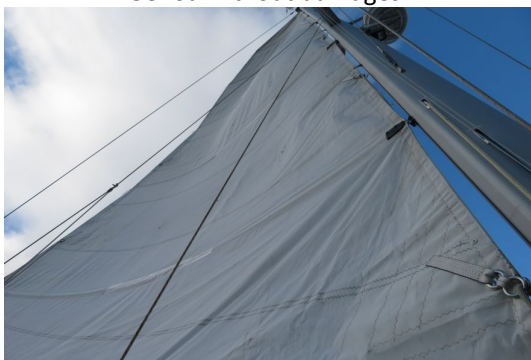
Mainsail has a small sheave attached with excessively long bolts. It is possible to damage something. The lazy bag has small tear from this.



Genoa without damages



Genoa without damages



Main without damages



Main without damages



Main sheave bolts too long

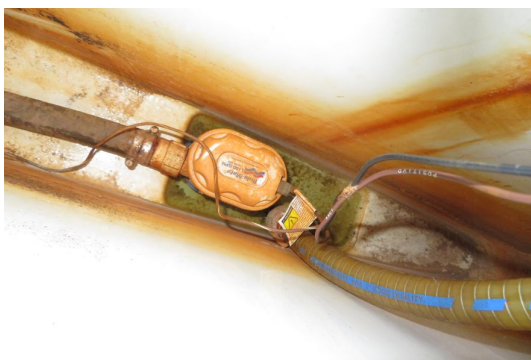
Suggestion : Mainsail has a small sheave attached with excessively long bolts. It is possible to damage something. The lazy bag has small tear from this. The bolts to be cut down.

30. Bilge Pumping Arrangements

Manual bilge pumps in the cockpit to each keel sump.

Hoses to drain the bow and engine room watertight compartments to the keel sumps. The hose end valves to be resecured at convenient height for usage as they have fallen to the bottom of the keel sumps.

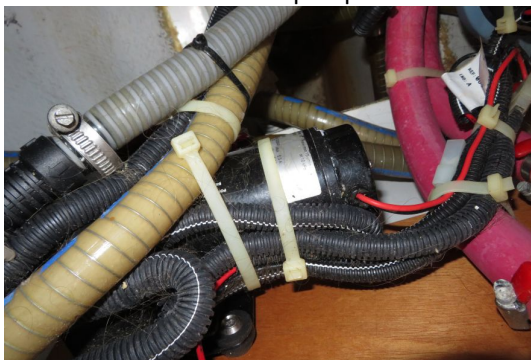
The keel sumps are also fitted with automatic submersible pumps and manually activated diaphragm pumps. The diaphragm pumps were checked working.



Automatic pump



Diaphragm bilge pump no leaks



Diaphragm bilge pump no leaks



Drain hose fallen into bilge
where the valve cannot be closed

Recommendation : Hoses to drain the bow and engine room compartments to the keel sumps. The hose end valves to be resecured at convenient height for usage as they have fallen to the bottom of the keel sumps.

31. Firefighting Equipment

Various portable dry powder extinguishers are provided. The engine compartments are provided with fire ports for discharge of an extinguisher inside.



Portable fire extinguisher

32. **Lifesaving and Emergency Equipment**

EPIRB Hydrostatic Release expires 05/2020. EPIRB battery expiry not found.

Liferaft ISO 9650-1 (European standard offshore) 6 Person. Model Rescyou 6UKL. Of 2015. Inspected 12/2018. Next Inspection 12/2021.

Rescue sling at the stern. The box top is missing. It requires a cover.

Grab bag provided. Flare gun and pyrotechnics in date.



EPIRB



Liferaft casing intact



Rescue sling missing cover to box



Grab bag



Pyrotechnics

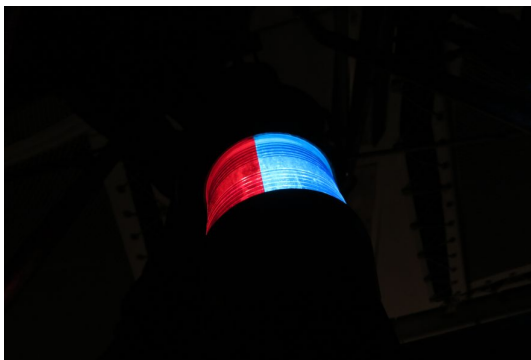


In date

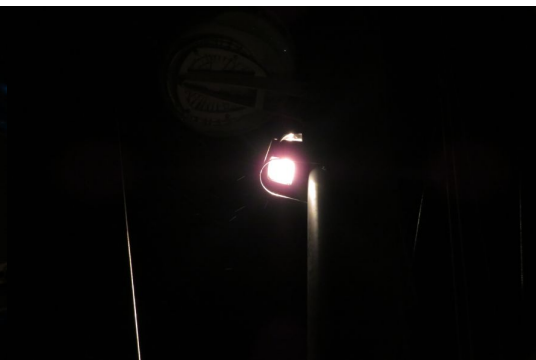
Suggestion : Rescue sling at the stern. The box top is missing. It requires a cover.

33. Navigation Lights

Navigation lights were working



Bow bicolour working



Deck and steaming light working



Anchor light working

34. Engine and Installation

34.1. Engine Compartment

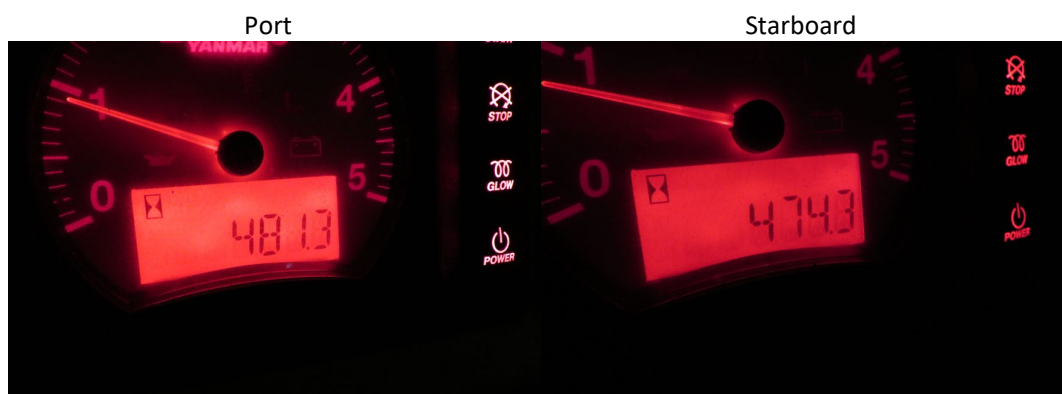
Enclosed engine compartments. Port compartment bilge with minor water.

34.2. Auxiliary Engine

Engines Yanmar 4JH4-TE 55.2kW / 75hp. Engine hours (P) 4813, (S) 4743. Serial Nos. (P) E13659, (S) E13367. Year of built (P) 02/2010, (S) 09/2009. These engines were installed after build.

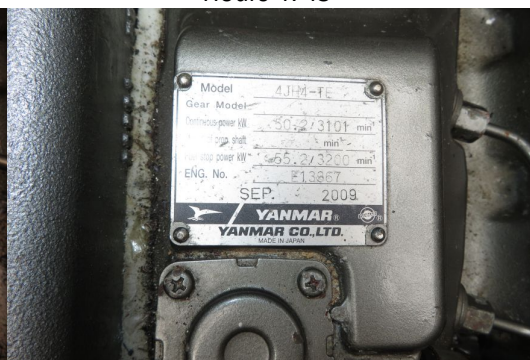
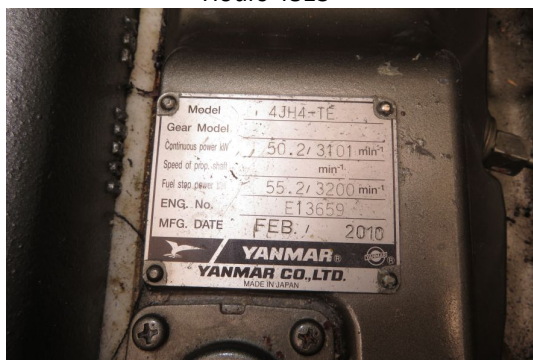
These larger engines are important for the heavily built 420 model. The 39.4hp smaller engines are known to be not enough in strong conditions.

The engines were in good external condition without leak of fuel, oil, coolant or seawater. The engines were without only minor corrosion. The hoses were without deterioration. The oil looked normal. The engines were secure on the flexible mounts.



Hours 4813

Hours 4743



Engine plate

Engine plate



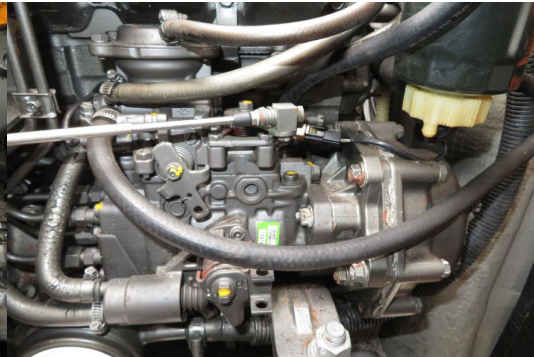
Engine with minor corrosion



Engine with minor corrosion



No leaks at injectors



No leaks at fuel injection pump



No leaks at seawater pump



No leaks at heat exchanger ends



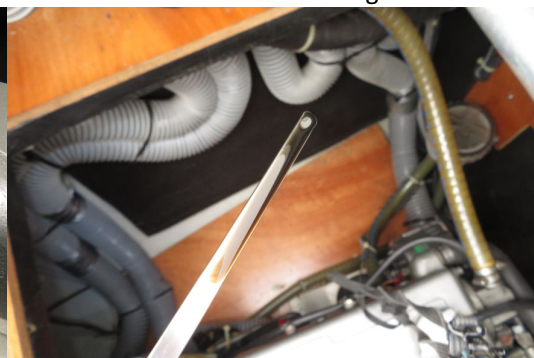
No leaks at heat exchanger ends



No leaks at exhaust mixing elbow



No leaks at heat exchanger ends



Oil normal



Oil normal

34.3. Reverse Gear

Saildrives SD50 have cone clutch issue. Requires periodic lapping of the cone otherwise the failure is that an engine will not get into gear.

Saildrives were with coatings intact and no leaks of oil. Saildrive seals were without deterioration or leak. Oil was without sign of water contamination.



No leaks at seal



No leaks at seal



Oil without sign of water contamination



Oil without sign of water contamination

35. Fuel System

Plastic fuel tanks externally intact. No leaks from connections. Shut off valves provided at the tanks. Level gauges working. No leaks at primary filters.



Fuel tank no leaks from connections

Fuel tank no leaks from connections



Level gauge working

Level gauge working

36. Accommodation General

The accommodation was in a general good order without significant wet damage or significant wear and tear. There were no odours in the accommodation.

Cupboard above cooker is with discoloration and detachment of the veneer from previous wetting.

Several saloon ceiling panels require to be secured with larger screws as they are drooping.



Minor wetting at galley



Ceiling panels to be screwed



Owner corridor



Cabin



Cabin



Heads



Owner heads

Suggestion : Several saloon ceiling panels require to be secured with larger screws as they are drooping.

37. Gas System

Dedicated gas locker with drain. The connections leak slightly and require checking/tightening. The gas cooker was without corrosion and working. The electronic valve at the cylinders was working.



Gas locker



Cooker without corrosion



Gas working

Recommendation : Gas locker. The connections leak slightly and require checking/tightening.

38. Fresh Water Tanks and Delivery

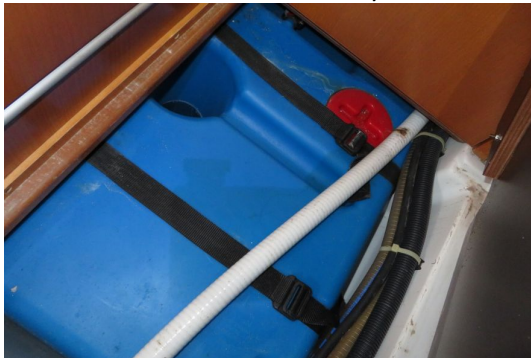
Plastic fresh water tanks generally intact. Manual fresh water pump working. Deck shower head requires replacement because it leaks and the button sticks. Water pressure was good. No leaks at pump. Tank level gauges were working except for Tank 1 which might be empty. Could not open it.



Fresh water tank externally intact



Fresh water tank externally intact



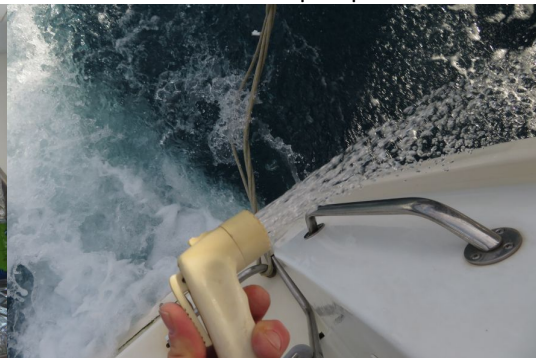
Fresh water tank externally intact



No leaks at pump



Water pressure good



Deck shower leaks



Tank 1 empty or gauge not working

Tank 2 level gauge working



Tank 3 level gauge working

Suggestion : Deck shower head requires replacement because it leaks and the button sticks.

38.1. Watermaker

The watermaker was not tested because there was placed nearby directives regarding dewinterising it therefore it was probably full of chemicals for winter. The external condition was satisfactory and the unit was with power.



Watermaker

Another view

39. Grey Water System

Starboard aft shower float switch does not work. The pump was checked to run using the service switch located at the keel sump. The remainder of the float switches and pumps were working. Discharge is directly overboard.

Shower starboard forward. The shower head, hose and rail are missing.



Grey water pump no leaks



Grey water pump no leaks



Grey water pump no leaks

Suggestion : Starboard aft shower float switch does not work and requires replacement.

Suggestion : Shower starboard forward. The shower head, hose and rail are missing and require fitting.

40. **Heads and Black Water System**

Electric toilets with flushing water pumps and discharge pumps. Holding tanks provided. Owner tank seen.

Owner toilet is fresh water or seawater there is a Y valve to changeover.

Toilets were all working and the pumps were without leaks. The owners holding tank was also without leak.



No leaks at toilet discharge pump



No leaks at toilet flushing water pump



No leaks at owners holding tank



No leaks at owners holding tank



No leaks at toilet flushing water pump



No leaks at toilet discharge pump



No leaks at toilet flushing water pump



Owner toilet sea or freshwater valve

41. Electrical Installation

The electrical installation was generally working. The yacht is a USA electrical system with USA sockets. Isolation transformer is not provided for connection to European shore power.

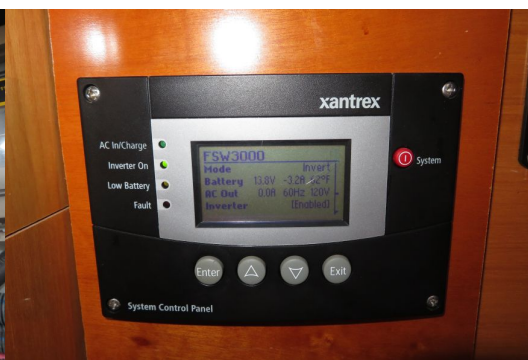
Service battery isolator does not close the 12v switchboard. Normally for convenience when leaving the boat it would be wired to do that.

Solar controller was working, it's panel requires to be screwed down.

Inverter was working. Battery chargers not tested.



Chargers not tested



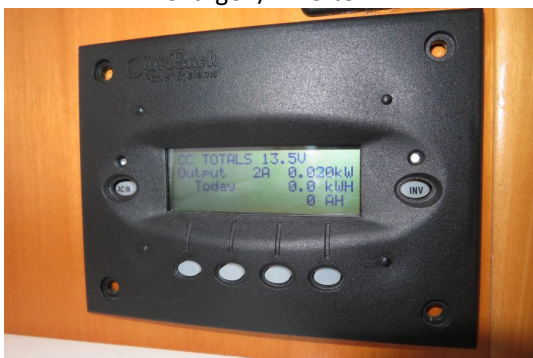
Inverter working



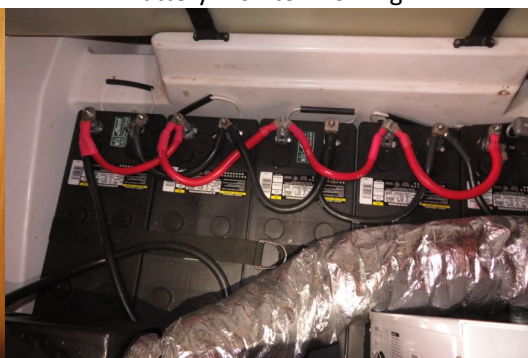
Charger / Inverter



Battery monitor working



Solar controller working



Batteries secure and intact



Solar panels intact



Battery charge voltage



Battery charge voltage

Suggestion : Service battery isolator does not close the 12v switchboard. Normally for convenience when leaving the boat it would be wired to close the 12v consumers.

Suggestion : Solar controller panel requires to be screwed down.

41.1. Generator

Generator Onan MDKBR-5764059. 120/240v 60Hz. 21.5kW 1800rpm. Generator for USA type power. Generator hours 3556.

Generator was tried three times and all times it started then shut down shortly after automatically. There was no bubbles in the water filter. The generator is installed incorrectly because a seawater lift pump requires to be installed near to the through hull for reliable operation.

Generator casing soundproofing is deteriorated and requires replacement.

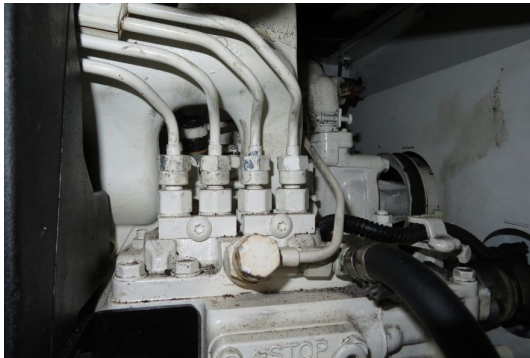
Generator was in satisfactory external condition. Drip tray was dry.



Hours 3355



Generator with coatings intact



No leaks at fuel injection pump



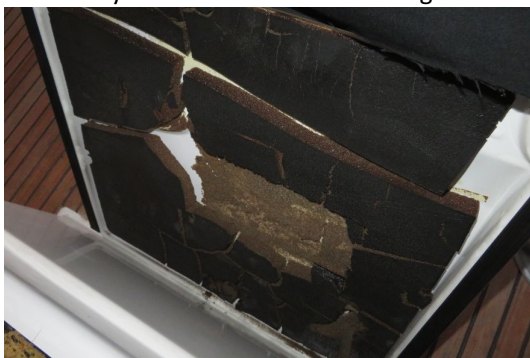
Starter and solenoid renewed in recent past



Only minor leak at heat exchanger



Oil looked normal



Soundproofing deteriorated

Recommendation : Generator requires to have seawater lift pump installed near to the through hull.

Suggestion : Generator casing soundproofing is deteriorated and requires replacement.

42. **Electronic and Navigation Equipment**

Navigational Equipment in the cockpit :

Type	Model	Condition
Magnetic Compass		Good no bubble.
Autopilot Control	Raymarine ST6002 Smart	Not connected.
Wind Indicator	Raymarine	Working.
Depth Speed Indicator	Raymarine ST60 Tridata	Depth working. Speed log fouled.
Radar Chartplotter	Raymarine	Working.
VHF DSC	Raymarine	Working.



Magnetic compass no bubble



Wind Indicator working



Depth working



Chartplotter radar working



VHF working

Navigational Equipment and electronics at the Navigation Station :

Type	Model	Condition
Chartplotter	Raymarine E120	Not connected.
Autopilot Remote	Raymarine	Working.
VHF DSC	Raymarine	Working.
Multifunction Display	Raymarine ST60 Graphic	Working.



Multifunction display working



VHF working

Suggestion : Navigation station console panel requires to be screwed down.

Suggestion : Navigation station chartplotter is not connected.

43. **Heating and Refrigeration**

43.1. **Water Heater**

Water heater powered by shore power or engine heater connection. It was working on engine heater connection and was without leak.



Water heater

43.2. Refrigerator

Galley refrigerator was working. Icemaker was checked briefly to work. Cockpit refrigerator was working. Compressor was with coatings intact.



Refrigerator working



Refrigerator working



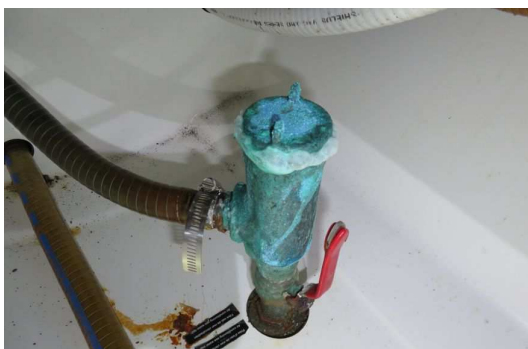
Compressor with coatings intact

43.3. Airconditioning

Airconditioning pump at owner cabin bilge. There is a small leak at the pump which requires attention. The remainder of seawater pumps were without leak.

Airconditioning starboard forward. There is a small leak at the seawater filter.

The air handlers were in external satisfactory condition. The airconditioning could not be tested.



Small leak at seawater filter



Small leak at seawater pump



Air handler without corrosion



Air handler without corrosion

Suggestion : Airconditioning pump at owner cabin bilge. There is a small leak at the pump which requires attention.

Suggestion : Airconditioning starboard forward. There is a small leak at the seawater filter.

44. **Other Equipment**

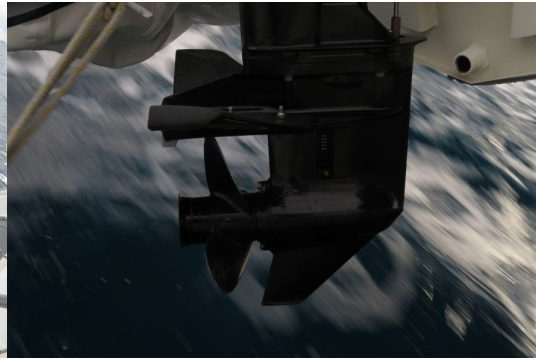
Outboard motor NS Marine (Tohatsu) NM18E2 13.2kW. Serial No. 024797AF.

Aluminium RIB Tender Highfield CL310 of 2016.

The tender was only slightly inflated and therefore could not be assessed for leak. The outboard motor propeller was without damage.



Tender partly inflated



Propeller without damage

45. **Sea Trial**

Sea trial was made for 5 hour duration. The engines were reliable in operation without abnormal sound or vibration. The exhaust was clean. The steering was working properly. The sail gear was tested briefly without issue.



On sea trial



Exhaust clean



Exhaust clean

46. Recommendations

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

- 46.1. Owner toilet seawater inlet valve has a small leak at the elbow. Requires hose to be reseated and the barb checked for corrosion.
- 46.2. Saloon weather door. The slide bolts do not work. It requires external sliding bolt or latch system to be installed otherwise must be closed and locked while sailing which is inconvenient.
- 46.3. Hoses to drain the bow and engine room compartments to the keel sumps. The hose end valves to be resecured at convenient height for usage as they have fallen to the bottom of the keel sumps.
- 46.4. Gas locker. The connections leak slightly and require checking/tightening.
- 46.5. Generator requires to have seawater lift pump installed near to the through hull.

47. Suggestions

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

- 47.1. Bridge deck underside is missing one stainless clamshell drain cover.
- 47.2. Bridge deck underside near starboard forward edge. There is crazing in this location which requires grinding and gelcoat minor repair. There was no delamination detected by hammer sounding there however.
- 47.3. Starboard hull forward of engine hatch. The deck has a circular minor void that could be grinded out and filled with gelcoat as a cosmetic repair.
- 47.4. Port rudder lower bearing. There is about 2mm play. STB there is no play. Eventually the port bearing will require replacement.
- 47.5. The steering cables slap because they are loose. They require tightening.
- 47.6. Cockpit autopilot Raymarine ST6002 is not connected and may not work.
- 47.7. Saildrive rubber fairing boots that cover the saildrive hull apertures are missing and could be fitted.
- 47.8. Port saildrive is with about 1mm play in the shaft. Requires checking by mechanic at next service.

- 47.9. Underwater inner light for each hull do not work and require replacement.
- 47.10. Underwater stern light starboard is partly defective and requires replacement.
- 47.11. Owner sink outlet valve has a small leak that requires hose to be reseated.
- 47.12. Starboard forward toilet. The seawater inlet grating is missing one line of the grating but is still of use. Could be replaced or left.
- 47.13. Vertical hatch windows at forward saloon windows. The painted aluminium is with heavy paint deterioration at the interior side. They require removal for gritblasting, etch prime and spray paint.
- 47.14. Hatch windows have various homemade repairs to spacing of the seals. There are certainly leaks at the storage area hatches. The seals require replacement.
- 47.15. Mainsheet traveller sheave at the helm. Requires replacement due to heavy chafe wear.
- 47.16. Aft cockpit winch footswitch type buttons require replacement because they are deteriorated.
- 47.17. Mainsail has a small sheave attached with excessively long bolts. It is possible to damage something. The lazy bag has small tear from this. The bolts to be cut down.
- 47.18. Rescue sling at the stern. The box top is missing. It requires a cover.
- 47.19. Several saloon ceiling panels require to be secured with larger screws as they are drooping.
- 47.20. Deck shower head requires replacement because it leaks and the button sticks.
- 47.21. Starboard aft shower float switch does not work and requires replacement.
- 47.22. Shower starboard forward. The shower head, hose and rail are missing and require fitting.
- 47.23. Service battery isolator does not close the 12v switchboard. Normally for convenience when leaving the boat it would be wired to close the 12v consumers.
- 47.24. Solar controller panel requires to be screwed down.
- 47.25. Generator casing soundproofing is deteriorated and requires replacement.
- 47.26. Navigation station console panel requires to be screwed down.

47.27. Navigation station chartplotter is not connected.

47.28. Airconditioning pump at owner cabin bilge. There is a small leak at the pump which requires attention.

47.29. Airconditioning starboard forward. There is a small leak at the seawater filter.

48. **Valuation**

In order to provide valuation market research was made into same model / similar year presently for sale. The following listings were found.

Model	Year	Location	Listing Price EUR with VAT not paid
Lagoon 420 3cab	2006	Naples Italy	283,000*
Lagoon 420 4cab	2008	Mallorca	274,500*
Lagoon 420 4cab	2008	Greece	270,000
Lagoon 420 3cab	2008	France	251,100*
Lagoon 420 4cab	2008	Greece	230,000
Lagoon 420 4cab	2008	Turkey	230,000
Lagoon 420 4cab	2007	Croatia	221,400*

*Adjusted for VAT

The listings were adjusted for VAT where necessary.

The price range was 221,400 – 283,000 EUR.

The average price was calculated to be 251,500 EUR with VAT not paid

This is considered to be the market value of the subject yacht.

49. **Conclusion**

No structural defect was found. The general condition of the yacht was good and was generally operational on sea trial.

The yacht should not be more than a normal insurance risk.

William Walsh

Yacht Surveyor

Member of British Marine Surveyors Europe

RYA Commercial Yacht Inspector MCA Code and Tonnage Measurer