

Date : 24 December 2021

Oref : 2021DM(ac1119xr)

## PRE-PURCHASE CONDITION SURVEY REPORT

### ACHILLEAS II At Lavrio Nov/21

IN accordance with instructions received from CLIENT, the undersigned performed a condition survey on the following yacht on 04/11/2021. The following report details the condition of the yacht on the date of survey.

#### 1. General Particulars

Name	: ACHILLEAS II	Flag	: Greek Flag
LOA	: 14.40m	Reg. Port	: Piraeus
Beam	: 4.35m	Official No.	: 7913
Draught	: 1.85m	CE	: Category A
Status	: Charter Yacht	Hull No.	: DE-BAVN47N8B202
Type	: Sloop	Call Sign	: SX9950
Builder	: Bavaria Yachtbau	MMSI	: 237593400
Model	: Bavaria 47	Engines	: Volvo Penta 110hp
Built	: 2002	Cabins	: 4
Hull	: GRP	Toilets	: 3

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

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2. **Circumstances of the Survey**

The yacht was inspected ashore in the field behind the Lavrio commercial port. At time of inspection the yacht was being sold by a charter company.

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**

Buyer  
CLIENT  
CLIENT

## 5. **Certification**

The following original certificates were inspected.

Certificate	Issued	Expiry	Comment
Certificate of Registry	18/06/2008		
Certificate of Measurement	04/04/2002		
Certificate of Mandatory Third Party Insurance expiry	07/05/2021	07/11/2021	
Certificate of Greek Flag Survey expiry	29/06/2020	25/06/2022	
Radio License	21/05/2018		
Certificate of Annual Inspection EPIRB	31/05/2021		
Certificate of Annual Inspection Liferaft	03/06/2021	03/06/2022	
Certificate of Annual Inspection Fire Extinguishers	03/06/2021	03/06/2022	

## 6. **CE Marking**

According to the Certificate of Measurement, the yacht is CE marked for Category A 12 Persons. The HIN No. DE-BAVN47N8B202 indicates a 2002 model built 02/2002.

## 7. **General Construction**

Foam sandwich deck and topsides. Bilge strengthened with grid liner secured with mastic and overlaminated.



Overview

Overview

## 8. **Hull below Waterline**

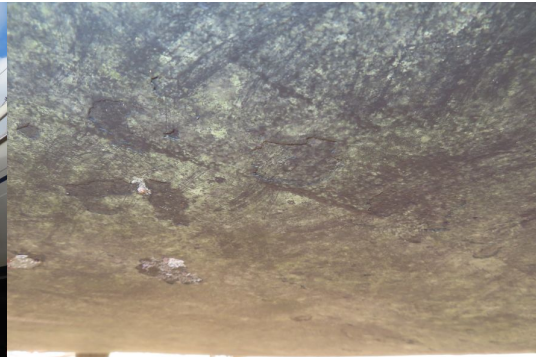
Hull below waterline surfaces were fair. Hammer sounding did not find any delamination or void. There were no osmosis blisters.

Antifouling is detaching. Requires sanding back to primer before new antifouling.





No damages at bow



Antifouling detaching

*Suggestion : Antifouling is detaching. Requires sanding back to primer before new antifouling.*

9. **Keel**

Iron keel bolted to the hull. The leading and trailing edges were without damages. The hull around the hull to keel join was without cracks or deflection.

Keel was with some minor areas of corrosion, requires grinding with flapper disc and angle grinder before primer applied.

The hull to keel join was tight and without rust stains.

Keel bolts were without corrosion. Structure in way of keelbolts was without visible damage and no delamination found by hammering.



Keel overview



Keel looks square to the hull



*Suggestion : Keel was with some minor areas of corrosion, requires grinding with flapper disc and angle grinder before primer applied.*

10. **Topsides**

Topsides were fair and without stress crazing. There were no significant damages except at the stern edge.

Chipping of gelcoat at bow stem requires gelcoat repairs.  
Unfinished stern repair requires sanding and gelcoat.  
Stainless rubbing strake part missing at starboard topsides.  
Stainless rubbing strake part missing at port topsides.



Cosmetic chip at bow stem



Stern requires overlaminating



Missing stainless rubbing strake

*Suggestion : Chipping of gelcoat at bow stem requires gelcoat repairs.*

*Suggestion : Unfinished stern repair requires sanding and gelcoat.*

*Suggestion : Stainless rubbing strake part missing at starboard topsides.*

*Suggestion : Stainless rubbing strake part missing at port topsides.*

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

Internal bilge structures were sound without detachment of the stiffening. The stringers were without cracks at the top. Bulkheads were secure and without cracks.

Forward cabins non structural under bed furniture and longitudinal non structural bulkhead. Tabbing overlaminations are detached and require renewal. Rotten wood requires removal and sister pieces fitted.

Tabbing under forward seat of saloon requires renewal because detached.





*Suggestion : Forward cabins non structural under bed furniture and longitudinal non structural bulkhead. Tabbing overlaminations are detached and require renewal. Rotten wood requires removal and sister pieces fitted.*

*Suggestion : Tabbing under forward seat of saloon requires renewal because detached.*

## 12. **Deck Moulding**

Deck moulding was sound underfoot without deflection or cracking sounds. Hammer sounding did not find any delamination or void. There was no abnormal crazing.

Teak caprail is broken in many locations and requires part replacement (Aft port cleat, Port stanchions Nos. 2, 4 and 5, Starboard stanchions Nos. 3,4 and missing No. 6 stanchion to stern).

Hull to deck join is leaking. Requires overlamination or sealing with sikaflex.



Deck



Cracked caprail



Damaged caprail



Repairs to hull to deck join



Damaged caprail

*Suggestion : Teak caprail is broken in many locations and requires part replacement (Aft port cleat, Port stanchions Nos. 2, 4 and 5, Starboard stanchions Nos. 3,4 and missing No. 6 stanchion to stern).*

*Suggestion : Hull to deck join is leaking. Requires overlamination or sealing with sikaflex.*

13. **Moisture Readings**

Moisture Readings were not taken because the yacht had been only a few days ashore and had not dried to reasonable levels.

**14. Coachroof**

Hammer sounding on the coachroof did not find any delamination or void. There were no cracks or compression at the mast deck step.



No cracks or compression at mast deck step

**15. Cockpit**

The companionway sliding hatch and board were without damages. The key was working. The companionway was weathertight. Sprayhood was intact.

Laminate repairs are required to holes at boarding ladder.

Laminate repairs are required to stern seating hatch.

Stern is split at hull to deck join requires laminating over the join before installing a new bumper.

Boarding ladder hatch is missing.

Cockpit teak decking is partly missing. Requires replacement/recaulking.

Bimini leaks. Requires replacement.



Cockpit



Repairs required to holes at bathing ladder





Aft removable seat requires repairs

Teak missing at cockpit floor

*Recommendation : (B) Laminate repairs are required to holes at boarding ladder.*

*Recommendation : (B) Stern is split at hull to deck join requires laminating over the join before installing a new bumper.*

*Suggestion : Laminate repairs are required to stern seating hatch.*

*Suggestion : Boarding ladder hatch is missing.*

*Suggestion : Cockpit teak decking is partly missing. Requires replacement/recaulking.*

*Suggestion : Bimini leaks. Requires replacement.*

#### 16. **Rudder and Steering**

Rudder self aligning bearing is with too much play. Requires disassembly for checking/renewal.

Rudder height is set too low. The spacers should be near the hull and the bearing hidden.

Rudder is with damages at the lower part. Requires laminate repairs.

Steering quadrant has leaks from deck level and corrosion. Looked satisfactory for now but requires cleaning for close inspection.

Steering chains are slightly loose and touch together. Require tightening. Steering was otherwise smooth in operation.



Rudder is set too low

Various damages to rudder



Steering gear



Leaks from deck level leading to corrosion



Another view

*Suggestion : Rudder self aligning bearing is with too much play. Requires disassembly for checking/renewal.*

*Suggestion : Rudder height is set too low. The spacers should be near the hull and the bearing hidden.*

*Suggestion : Rudder is with damages. Requires laminate repairs.*

*Suggestion : Steering quadrant has leaks from deck level and corrosion. Looked satisfactory for now but requires cleaning for close inspection.*

*Suggestion : Steering chains are slightly loose and touch together. Require tightening.*

#### 16.1. Autopilot

Electric autopilot requires service.





Autopilot does not work



Linear drive was secure

## 16.2. Emergency Steering

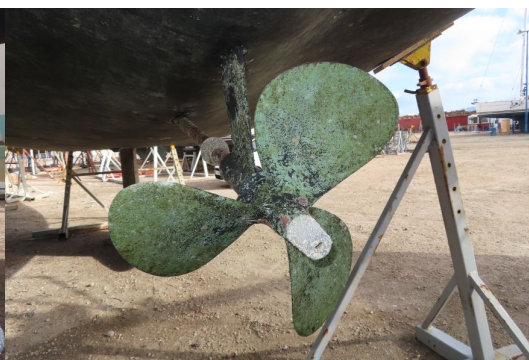
Tiller connection to the top of the rudder post via deck port.

## 17. Stern Gear

Cutlass bearing is with excessive play requires replacement. P-bracket was secure and without wastage. Propeller was without damages or corrosion.



P-bracket without wastage



Propeller without damages

*Suggestion : Cutlass bearing is with excessive play requires replacement.*

## 18. Bow Thruster

Bow thruster propeller was without damage. Bow thruster electric motor was not inspected because fiberglass works were proceeding at that area.



Bow thruster propeller without damage

19. **Cathodic Protection**

Anodes were suitable for further use. No abnormal galvanic action seen.



Propeller nut anode



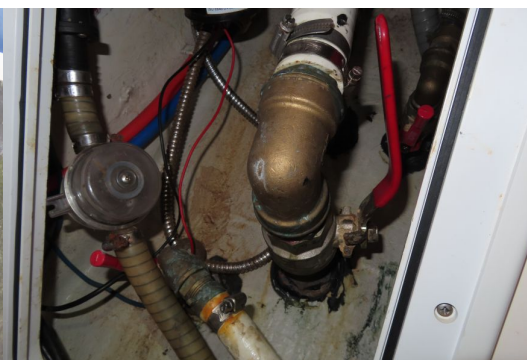
Shaft anode

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

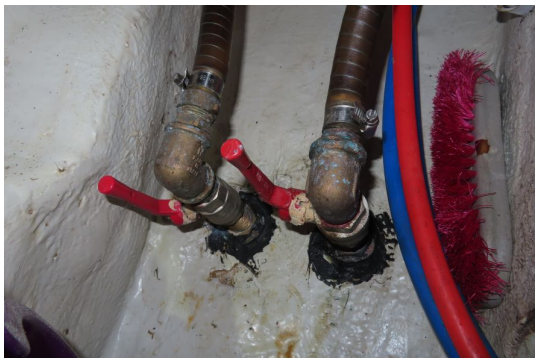
Through hull fittings at the exterior side were without cracks or corrosion. The transducer fittings were intact and no sign of leaks. Ball valves were externally without corrosion or leak. Handles were working throughout the range. Hoses were double clipped. Hoses were without deterioration. Unconnected hose outlet at stern starboard side requires connecting or sealing off.



Through hull fittings without wastage



Ball valves and elbows without corrosion



No leaks

*Recommendation : (B) Unconnected hose outlet at stern starboard side requires connecting or sealing off.*

21. **Ports and Windows**

No. 1 skylight port forward cabin the framing is broken. Requires replacement.  
Saloon side windows require plexiglass replacement because excessively crazed.  
Various saloon side windows require missing aluminium clips to be installed (No. 1 port, No. 1 and No. 2 starboard).  
Forward toilet side window one handle is missing.  
Saloon side windows require seals replacement and consider to remove and reseal with sikaflex.



Frame of hatch window separating



Missing clip



Missing handle



*Recommendation : (B) Various saloon side windows require missing aluminium clips to be installed (No. 1 port, No. 1 and No. 2 starboard).*

*Recommendation : (B) Forward toilet side window one handle is missing.*

*Suggestion : No. 1 skylight port forward cabin the framing is broken. Requires replacement.*

*Suggestion : Saloon side windows require plexiglass replacement because excessively crazed.*

*Suggestion : Saloon side windows require seals replacement and consider to remove and reseal with sikaflex.*

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

Lifelines were suitably tight. Loose stanchions Port Nos. 1,2,3. require proper securing and sealing with sikaflex.

Pulpit is loose requires better securing. The teak step requires replacement, The tubing is cracked and damaged at the middle stanchion. Requires welding repair.



Pulpit framing cracked

*Suggestion : Loose stanchions Port Nos. 1,2,3. require proper securing and sealing with sikaflex.*

*Suggestion : Pulpit is loose requires better securing. The teak step requires replacement, The tubing is cracked and damaged at the middle stanchion. Requires welding repair.*

23. **Ground Tackle and Mooring Arrangements**

Delta anchor without wastage. Chain with moderate corrosion.

Electric anchor windlass was secure and checked working. Kedge anchor also provided.

Mooring cleats are removed they require reinstallation.



Anchor with minor corrosion



Anchor windlass was secure



Kedge

*Recommendation : (B) Mooring cleats are removed they require reinstallation.*

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

Boarding ladder requires refitting. Passerelle not provided.

*Recommendation : (B) Boarding ladder requires refitting.*

25. **Spars**

Furler fork was secure and not twisted.

Genoa furler foil has a damaged section at the top which requires replacement.

Drum was complete and with free movement.

Deck stepped aluminium mast. Fractional rig. In mast furling.

The mast extrusions were fair and the spreaders looked secure and without damage. Boom gooseneck end is missing three bolts and an internal plate requires resealing. It was without fracture and secure. The boom looked straight. The boom vang fittings also secure. There was no abnormal galvanic corrosion seen.

At the interior side the compression post was secure and there were no damages to the structure under the compression post step.

VHF antenna not fitted to mast.

Windex not fitted to mast.

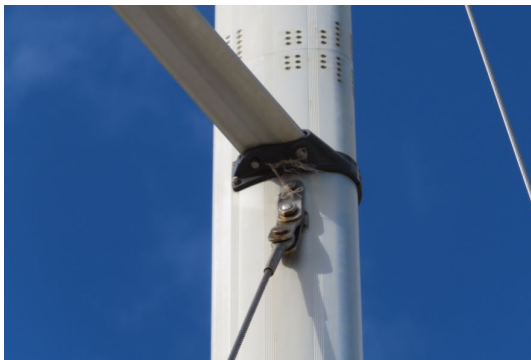
Wind indicator not fitted to mast, fitted temporarily to stern but no data.



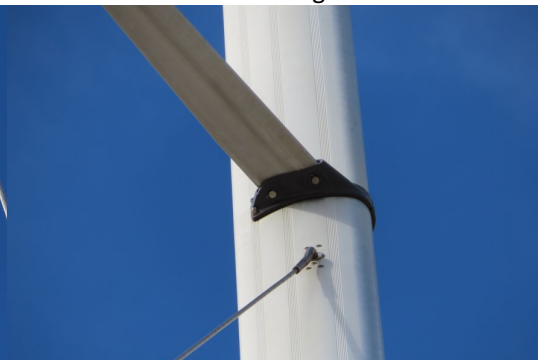
Furler fork not twisted



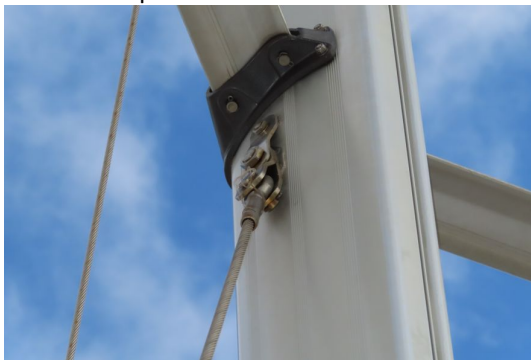
Foil is damaged



Spreaders looked secure



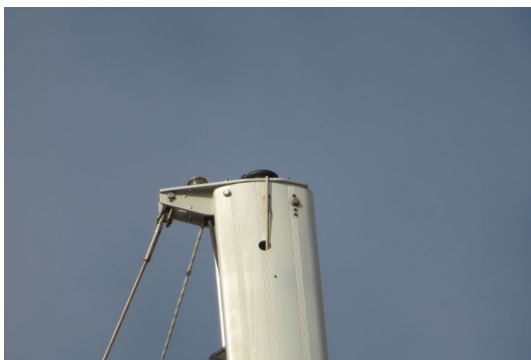
Spreaders looked secure



Spreaders looked secure



Spreaders looked secure



Top of mast no fittings



Boom gooseneck without fracture



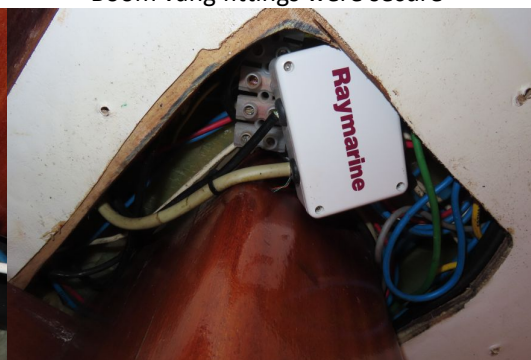
Boom vang fittings were secure



Boom vang fittings were secure



Compression post was secure



Compression post was secure

*Suggestion : VHF antenna requires fitting to mast.*

*Suggestion : Windex requires fitting to mast.*

*Suggestion : Wind indicator requires fitting to mast, fitted temporarily to stern but no data.*

*Suggestion : Boom gooseneck end is missing three bolts and an internal plate requires resecuring.*

*Recommendation : (B) Genoa furler foil has a damaged section at the top which requires replacement.*



**26. Standing Rigging**

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

There were no broken wires at entry to swage terminals. There was no corrosion. Swage terminals were straight and without cracks.

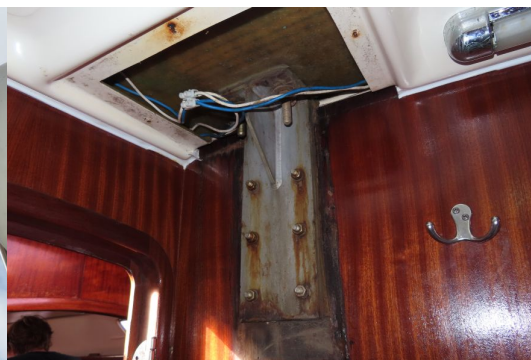
Babystay deck fitting requires resealing because it leaks.

According to declaration of owner. Backstay and shrouds original, Babystay 2015, Backstay roller 2017, Forestay 2019.

The mast and standing rigging were in satisfactory condition from deck level inspection.



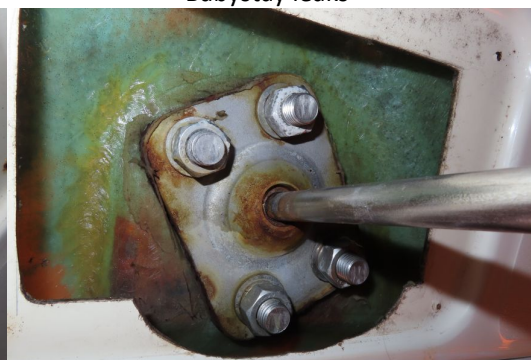
No corrosion at stemhead fitting



Babystay leaks



No major leak from shrouds



No major leak from shrouds



Shroud chainplates were secure



Shroud chainplates were secure





No cracks at shroud deckplates



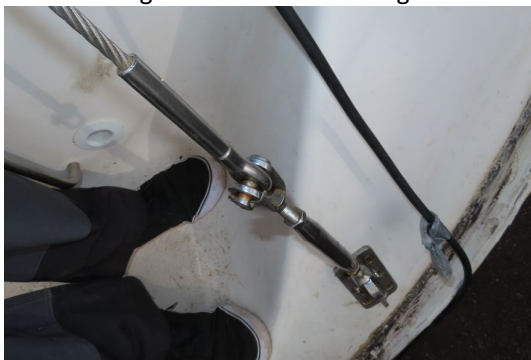
No broken wires



Swage terminals were straight



Backstay no broken wires



Other side also good

*Suggestion : Babystay deck fitting requires resealing because it leaks.*

## 27. **Running Rigging**

Sheave blocks were secure and without excessive UV deterioration or wear.

The running rigging ropes were suitable for further use and were without chafing damages.

Mast main halyard rope jammer is cracked therefore requires replacement.  
Starboard cockpit rope jammers two handles are missing.



Deck organiser was intact



Cracked rope jammer



Missing handles of rope jammer

*Recommendation : (B) Mast main halyard rope jammer is cracked therefore requires replacement.*

*Recommendation : (B) Starboard cockpit rope jammers two missing handles require fitting.*

28. **Winches**

Winches were secure and working.

29. **Sails and Covers**

Genoa sail is temporary whilst the other is being repaired.  
Main sail requires restitching.



Mainsail



Mainsail requires stitching

*Suggestion : Main sail requires restitching.*

30. **Bilge Pumping Arrangements**

2 x electric bilge pump small capacity and high capacity checked working. Manual pump also working. All serving the saloon common bilge.



Bilge pump



Bilge pump



Manual pump

31. **Firefighting Equipment**

Portable dry powder fire extinguishers of 2014, 1 x 3Kg. 2 x 6Kg.





Fire extinguisher without corrosion



Servicing in date

## 32. Lifesaving and Emergency Equipment

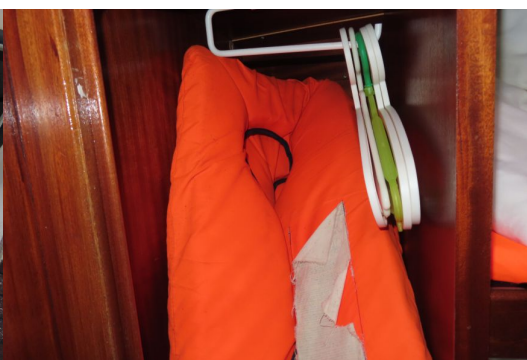
Liferaft Plastimo Transocean 10 persons Container of 2004. Servicing in date.

EPIRB battery expiry 08/2022. Servicing in date.

Foam lifejackets and harnesses.



Liferaft casing was intact



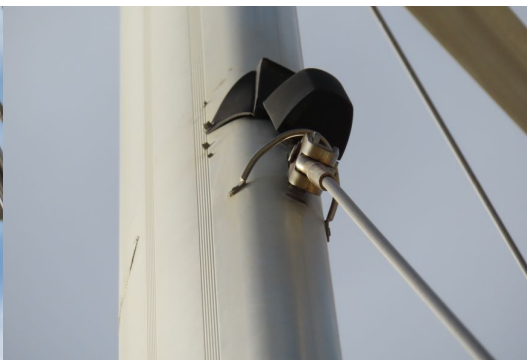
Foam lifejacket

### 33. Navigation Lights

Navigation lights were working. Steaming light is broken.



Side lights working



### Steaming light working



Stern light working



Anchor light working

*Recommendation : (B) Steaming light is broken and requires replacement.*

#### 34. **Engine and Installation**

##### 34.1. **Engine Compartment**

Centreline engine compartment. Bilges were clean of oils and water. Soundproofing was intact. Powered ventilation is provided.

##### 34.2. **Auxiliary Engine**

Engine Volvo Penta labelled TMD22. 78hp but actually 110hp secondhand of 2013. Engine serial No. 5100707528. Hours not known.

The engine was in satisfactory external condition without corrosion and without leak of fuel, oil, coolant or seawater. The engine was secure on the flexible mounts without excessive play. The fuel injection pump and injectors were without leak. There were no leaks at heat exchanger ends. There were no leaks at seawater pump. There were no oil leaks at engine body gaskets. The exhaust elbow was without leak or corrosion. The exhaust hose was without cracks. Lubricating oil looked normal.



Engine was painted

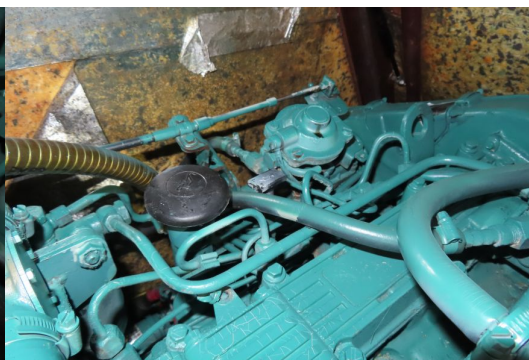


No leaks





No leaks at fuel injection pump



No leaks at fuel injectors



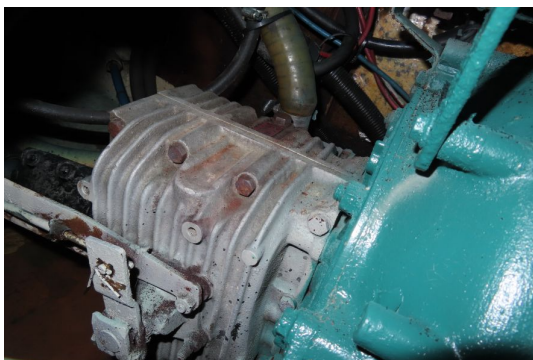
No leaks at seawater pump



No leaks at exhaust elbow

### 34.3. Reverse Gear

Reverse gear Volvo Penta MS25A-A. Reverse gear was without corrosion or leak of oil. Gearbox does not work well. Requires checking by mechanic. Controls and cable also require checking/greasing or replacement.



Minor external corrosion of reverse gear



Another view

*Recommendation : (B) Gearbox does not work well. Requires checking by mechanic. Controls and cable also require checking/greasing or replacement.*

### 34.4. Shaft Seal

Volvo type shaft seal no deterioration.



Volvo shaft seal

35. **Fuel System**

Fuel tank requires cleaning and diesel bug treatment. Primary filter was not clean.



Primary fuel filter with sediment

*Recommendation : (B) Fuel tank requires cleaning and diesel bug treatment. Primary filter was not clean.*

36. **Accommodation General**

There were no odours in the accommodation.

Saloon seat upholstery is torn and requires refurbishment.

There is a hole at the port aft toilet walls. Could be sealed with wood epoxy.

Galley lower cupboards are wet damaged.

Saloon wooden linings at side windows requires replacement because wet damaged.

The accommodation has many cosmetic wet damages (galley lower cupboards, saloon wooden linings at side windows, Aft port heads exterior panelling, linings near port hull portlight) and requires the services of carpenter.





Cabin



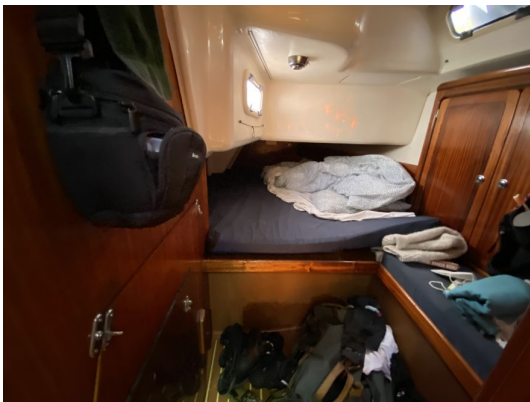
Cabin



Saloon



Heads



Cabin



Cabin



Heads



Heads





Wet damage at toilet door



Wet damage at galley



Wet damage at saloon sides



Wet damage at saloon sides



Wet damage at saloon sides



Wet damage at aft port heads exterior

*Suggestion : Saloon seat upholstery is torn and requires refurbishment.*

*Suggestion : The accommodation has many cosmetic wet damages (galley lower cupboards, saloon wooden linings at side windows, Aft port heads exterior panelling, linings near port hull portlight) and requires the services of carpenter.*

### 37. Gas System

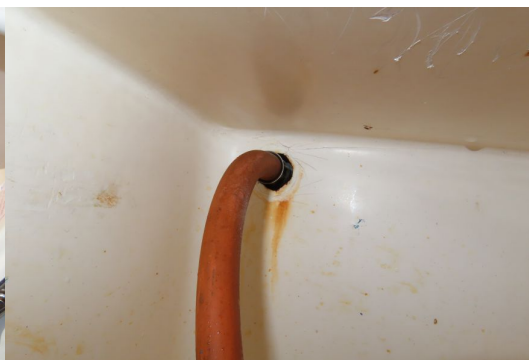
Dedicated gas locker. Single cylinder installation.

Gas hose at cooker 02/2019 expiry 02/2024.

Gas locker hose connection to the pipework requires securing to the locker and sealing so the locker is gas tight to the accommodation.



Gas locker



Hole requires to be sealed



Shut off valve without corrosion



Gas cooker without corrosion

*Recommendation : (B) Gas locker hose connection to the pipework requires securing to the locker and sealing so the locker is gas tight to the accommodation.*

38. **Fresh Water Tanks and Delivery**

Port forward plastic fresh water tank requires better securing with cargo straps.  
Aft port water tank vent is corroded. Requires replacement. Stainless tank no sign of leaks.

Fresh water pressure tank is missing. Pump was working but runs continuously.  
Fresh water tanks level meter does not work.

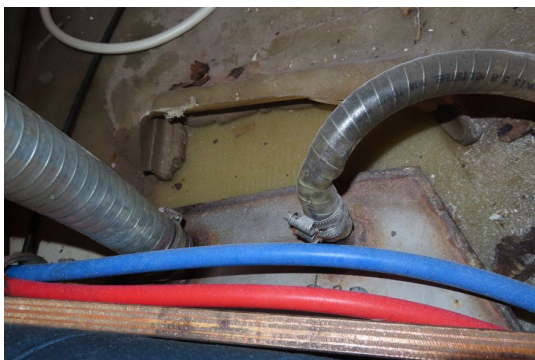


Corroded tank vent

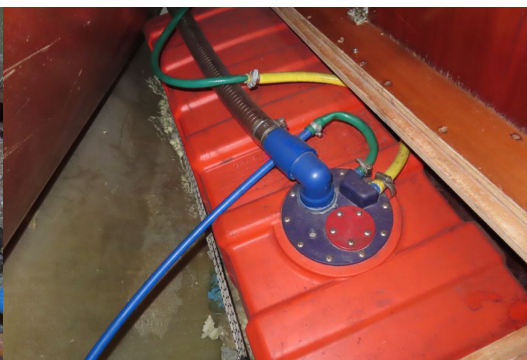


Stainless tank no sign of leaks





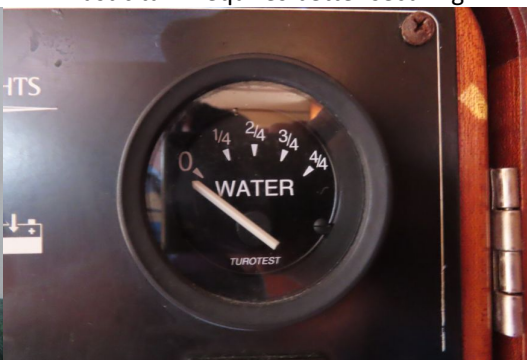
Fill and vent were secure



Plastic tank requires better securing



Fresh water pump no leaks



Level gauge does not work

*Recommendation : (B) Port forward fresh water tank requires better securing with cargo straps.*

*Suggestion : Aft port water tank vent is corroded. Requires replacement.*

*Suggestion : Fresh water pressure tank is missing.*

*Suggestion : Fresh water tanks level meter does not work.*

### 39. Grey Water System

Shower drain pumps were working and without sign of previous leak.



Shower drain pump no leaks



Shower drain pump no leaks



Shower drain pump no leaks

40. **Heads and Black Water System**

Manual toilets no holding tanks.  
Forward toilet pump requires repair.



No leaks at toilet pumps



No leaks at toilet pumps



No leaks at toilet pumps

*Suggestion : Forward toilet pump requires repair.*

41. **Electrical Installation**

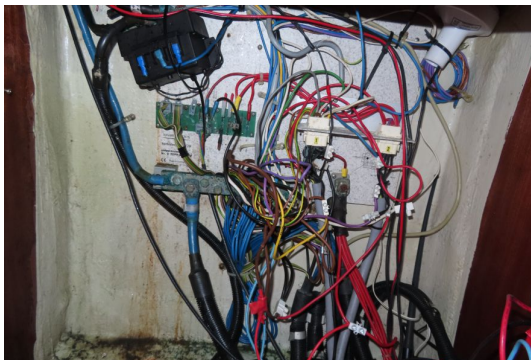
Electrical installation was without wet damage or burnt items. There were no improvised connections.

Shore power was working.  
Battery charger 12v/30A was working.  
Solar power not provided.

Electrics are corroded at main switchboard and also fuses for anchor windlass. The electrics were working properly but future problems may occur due to the corrosion.

Service batteries one battery has sulphation at a terminal. Requires replacement of all the set.

Main switchboard voltmeter does not work. Better to replace with battery monitor with also ampmeter.



Electrics with corrosion



Electrics with corrosion



Battery charger was working



Sulphation at battery terminal



Stereo was working



*Suggestion : Service batteries one battery has sulphation at a terminal. Requires replacement of all the set.*

*Suggestion : Main switchboard voltmeter does not work. Better to replace with battery monitor with also ampmeter.*

#### 42. **Electronic and Navigation Equipment**

Navigational Equipment in the cockpit :

Type	Model	Condition
Magnetic compass		Good no bubble
Magnetic compass		Port magnetic compass with small bubble
Autopilot	Raymarine ST6001	Powers on but does not work.
Depth Speed	Raymarine ST60 Tridata	Powers on no data ashore
Wind Indicator	Raymarine ST60 Wind	Powers on no data



Depth speed powers on

Wind indicator no data

Navigational Equipment and electronics at the Navigation Station :

Type	Model	Condition
VHF DSC	Navicom RT-850	Working
Portable VHF	Cobra Marine HH350	Working
Chartplotter	Garmin GPSmap 521S	Working



Chartplotter working



VHF working



Portable VHF working

*Suggestion : Autopilot reports "No comp" does not work. Requires checking/calibration.*

*Suggestion : Autopilot rudder angle indicator present but no data.*

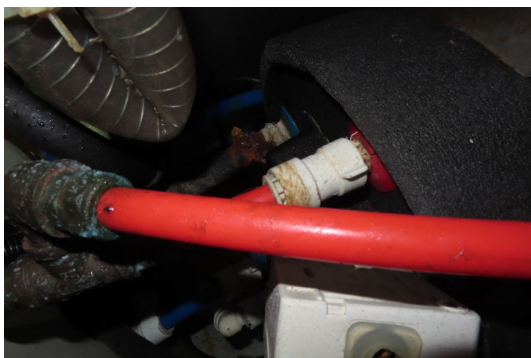
#### 43. Heating and Refrigeration

##### 43.1. Water Heater

Boiler 230v element is not working. Requires replacement.

Boiler some hose clips require replacement because excessively corroded.

No sign of major leak and secure.



Corroded clip at water heater

*Suggestion : Boiler 230v element is not working. Requires replacement.*

*Suggestion : Boiler some hose clips require replacement because excessively corroded.*

#### 43.2. Refrigerator

Refrigerator compressor requires repaint. Refrigerator was working.



Refrigerator compressor requires repaint



Refrigerator internals were intact

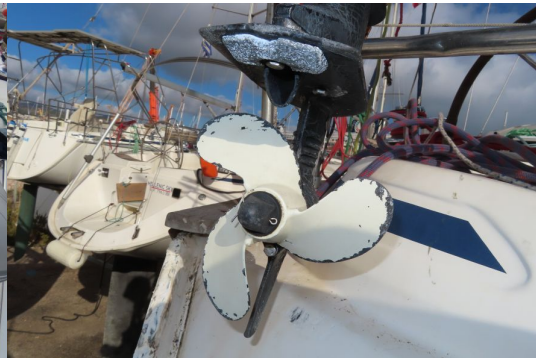
*Suggestion : Refrigerator compressor requires repaint.*

#### 44. Other Equipment

Outboard Chinese Parsun 2.6hp. Externally complete. Tender fully inflated and without damages.



Tender



Outboard propeller without damages

#### 45. Sea Trial

Sea trial was not made.



**46. Recommendations**

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

*Category (A) Defect : The defect is a serious one which compromises the safe operation of the yacht and requires attention prior to sailing.*

*Category (B) Defect : The defect concerns the periodic good maintenance of the yacht and equipment, it requires completion within 3 months.*

- 46.1. (B) Laminate repairs are required to holes at boarding ladder.
- 46.2. (B) Stern is split at hull to deck join requires laminating over the join before installing a new bumper.
- 46.3. (B) Unconnected hose outlet at stern starboard side requires connecting or sealing off.
- 46.4. (B) Various saloon side windows require missing aluminium clips to be installed (No. 1 port, No. 1 and No. 2 starboard).
- 46.5. (B) Forward toilet side window one handle is missing.
- 46.6. (B) Mooring cleats are removed they require reinstallation.
- 46.7. (B) Boarding ladder requires refitting.
- 46.8. (B) Genoa furler foil has a damaged section at the top which requires replacement.
- 46.9. (B) Mast main halyard rope jammer is cracked therefore requires replacement.
- 46.10. (B) Starboard cockpit rope jammers two missing handles require fitting.
- 46.11. (B) Steaming light is broken and requires replacement.
- 46.12. (B) Gearbox does not work well. Requires checking by mechanic. Controls and cable also require checking/greasing or replacement.
- 46.13. (B) Fuel tank requires cleaning and diesel bug treatment. Primary filter was not clean.
- 46.14. (B) Gas locker hose connection to the pipework requires securing to the locker and sealing so the locker is gas tight to the accommodation.
- 46.15. (B) Port forward fresh water tank requires better securing with cargo straps.

**47. Suggestions**

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

- 47.1. Antifouling is detaching. Requires sanding back to primer before new antifouling.
- 47.2. Keel was with some minor areas of corrosion, requires grinding with flapper disc and angle grinder before primer applied.
- 47.3. Chipping of gelcoat at bow stem requires gelcoat repairs.
- 47.4. Unfinished stern repair requires sanding and gelcoat.
- 47.5. Stainless rubbing strake part missing at starboard topsides.
- 47.6. Stainless rubbing strake part missing at port topsides.
- 47.7. Forward cabins non structural under bed furniture and longitudinal non structural bulkhead. Tabbing overlaminations are detached and require renewal. Rotten wood requires removal and sister pieces fitted.
- 47.8. Tabbing under forward seat of saloon requires renewal because detached.
- 47.9. Teak caprail is broken in many locations and requires part replacement (Aft port cleat, Port stanchions Nos. 2, 4 and 5, Starboard stanchions Nos. 3,4 and missing No. 6 stanchion to stern).
- 47.10. Hull to deck join is leaking. Requires overlamination or sealing with sikaflex.
- 47.11. Laminate repairs are required to stern seating hatch.
- 47.12. Boarding ladder hatch is missing.
- 47.13. Cockpit teak decking is partly missing. Requires replacement/recaulking.
- 47.14. Bimini leaks. Requires replacement.
- 47.15. Rudder self aligning bearing is with too much play. Requires disassembly for checking/renewal.
- 47.16. Rudder height is set too low. The spacers should be near the hull and the bearing hidden.
- 47.17. Rudder is with damages. Requires laminate repairs.

- 47.18. Steering quadrant has leaks from deck level and corrosion. Looked satisfactory for now but requires cleaning for close inspection.
- 47.19. Steering chains are slightly loose and touch together. Require tightening.
- 47.20. Cutlass bearing is with excessive play requires replacement.
- 47.21. No. 1 skylight port forward cabin the framing is broken. Requires replacement.
- 47.22. Saloon side windows require plexiglass replacement because excessively crazed.
- 47.23. Saloon side windows require seals replacement and consider to remove and reseal with sikaflex.
- 47.24. Loose stanchions Port Nos. 1,2,3. require proper securing and sealing with sikaflex.
- 47.25. Pulpit is loose requires better securing. The teak step requires replacement, The tubing is cracked and damaged at the middle stanchion. Requires welding repair.
- 47.26. VHF antenna requires fitting to mast.
- 47.27. Windex requires fitting to mast.
- 47.28. Wind indicator requires fitting to mast, fitted temporarily to stern but no data.
- 47.29. Boom gooseneck end is missing three bolts and an internal plate requires resealing.
- 47.30. Babystay deck fitting requires resealing because it leaks.
- 47.31. Main sail requires restitching.
- 47.32. Saloon seat upholstery is torn and requires refurbishment.
- 47.33. The accommodation has many cosmetic wet damages (galley lower cupboards, saloon wooden linings at side windows, Aft port heads exterior panelling, linings near port hull portlight) and requires the services of carpenter.
- 47.34. Aft port water tank vent is corroded. Requires replacement.
- 47.35. Fresh water pressure tank is missing.
- 47.36. Fresh water tanks level meter does not work.
- 47.37. Forward toilet pump requires repair.



- 47.38. Service batteries one battery has sulphation at a terminal. Requires replacement of all the set.
- 47.39. Main switchboard voltmeter does not work. Better to replace with battery monitor with also ampmeter.
- 47.40. Autopilot reports "No comp" does not work. Requires checking/calibration.
- 47.41. Autopilot rudder angle indicator present but no data.
- 47.42. Boiler 230v element is not working. Requires replacement.
- 47.43. Boiler some hose clips require replacement because excessively corroded.
- 47.44. Refrigerator compressor requires repaint.

48. **Valuation**

In order to provide valuation market research was made into current listings of similar model/year for sale on the internet marketplaces. The following listings were found.

Model	Year	Location	Listing Price EUR
Bavaria 47	2000	Turkey	104,166*
Bavaria 47	2001	Greece	95,000
Bavaria 47	2002	Italy	75,000

\*Adjusted for no VAT

There were few examples of this model on the market. The range of prices was 75,000 EUR to 104,166 EUR.

The average price was calculated to be 91,388 EUR. Due to the below average cosmetic condition we apply a 15% discount therefore calculating the market value of the yacht to be 78,000 EUR after completion of the present drydocking refit.

49. **Conclusion**

There was no structural defect found. The yacht was a heavily used charter yacht which at time of the inspection was having a general refit but had a reconditioned engine which looked good.

After completion of the refit and repair of the small damages at the stern the yacht would be expected to be generally seaworthy.

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

A handwritten signature in black ink, appearing to read 'W. Walsh', with a stylized flourish at the end.

William Walsh

Yacht Surveyor

*Member of British Marine Surveyors Europe*

*RYA Commercial Yacht Inspector MCA Code and Tonnage Measurer*