WALSH MARINE
75 Katsouli Street, Piraeus 185 35, Greece
Tel: +30 210 483 9603, Mob: +30 6941 602 677
www.walshmarine.gr
Email: survey@walshmarine.gr

Date : 25 January 2021
Oref : 17002/AC(as0226xr)

PRE-PURCHASE CONDITION SURVEY REPORT

M/Y MAIORA
At Cannes Jan-Feb/17

IN accordance with instructions received from CLIENT, the undersigned performed a pre-purchase survey on the following yacht on 16/Jan/17 and 22/Feb/17. The following report details the condition of the yacht on the dates of survey.

1. **General Particulars**

Name	:	MAIORA	Flag	:	British Part I
LOA	:	27.30m	Reg. Port	:	London
Beam	:	6.30m	Official No.	:	
Draught	:	1.70m	CE	:	n/a
Status	:	Charter Yacht	Hull No.	:	
Type	:	Flybridge Motor	Call Sign	:	
Builder	:	FIPA Italiana	MMSI	:	
Model	:	Maiora 27	Engines	:	2 x MTU 16V2000M91
Built	:	2006	Cabins	:	4 + Crew
Hull	:	GRP	Toilets	:	4 + Crew

MCA Code
Small Craft Examiner (RYA)

British Marine Surveyors Europe
Member

Table of Contents Page Number

1. General Particulars 1
2. Circumstances of the Survey 3
3. General Limitations of Survey 3
4. Contact Details 4
5. Certification 4
6. CE Marking and Year of Built 4
7. General Construction 5
8. Hull below Waterline 6
9. Moisture Readings 7
10. Topsides 7
11. Hull/Deck Join 8
12. Internal Structure 9
13. Deck Moulding 9
14. Superstructure 11
15. Cockpit and Stern Platform 13
16. Rudder and Steering 14
17. Stern Gear 17
18. Trim Tabs 19
19. Bow / Stern Thrusters 20
20. Cathodic Protection 22
21. Skin Fittings and other through Hull Apertures 23
22. Ports and Windows 23
23. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays 24
24. Ground Tackle and Mooring Arrangements 25
25. Passerelle and Other Hydraulic Systems 26
26. Bilge Pumping Arrangements 27
27. Firefighting Equipment 28
28. Lifesaving and Emergency Equipment 28
29. Navigation Lights 29
30. Engine and Installation 29
31. Fuel System 32
32. Accommodation General 33
33. Gas System 37
34. Fresh Water System 37
35. Grey Water System 38
36. Heads and Black Water System 39
37. Airconditioning 40
38. Electrical Installation 41
39. Electronic and Navigation Equipment 45
40. Tender 47
41. Sea Trial 48
42. Recommendations 50
43. Suggestions 50
44. Conclusion 53

2. Circumstances of the Survey

The yacht was inspected afloat on 16/Jan/17 as a preliminary inspection. The survey was completed on 22/Feb/17 with sea trial from Cannes to and from the Rodriguez yard of about 2 hours total duration and lift survey at the yard.

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 certificates were inspected.

Certificate	Issued	Expiry	Comment
Certificate of Registry	24/Feb/16	23/Feb/21	Valid
Radio License	09/Apr/07	n/a	Valid
Certificate of Inspection Fire Extinguishers	Jan/17	Jan/18	Valid
Certificate of Servicing EPIRB	06/Feb/17	05/Feb/18	Valid
Certificate of Servicing Liferaft with Serial No. 79062523	04/Jan/17	03/Jan/18	Valid
Certificate of Servicing Liferaft with Serial No. 79062522	04/Jan/17	03/Jan/18	Valid
Certificate of MCA Coding Cat 2	11/Feb/16	11/Oct/22	Valid

The certificates were in order. The safety certificates were recently renewed. The MCA coding 5 year renewal was made in 2015. The next is the in water inspection 2017.

6. CE Marking and Year of Built

The year of built is different according to various sources :

Build plate in engine room : 2004 (Hull in construction date).
Flag Registration : 2006
MCA Coding Documents : 2005
RINA Class Survey Report : 2006
RINA Stability Document : 2005

The RINA stability document indicates date of commissioning as Jun/06.

Builders plate

7. **General Construction**

Hand laid polyester construction. Laminated in bilge separations, stiffeners and bulkheads. Expected to be sandwich construction above waterline, deck and superstructure.

Overview


Overview


Overview

8. Hull below Waterline

Underwater hull osmosis blisters with small foul smelling hydrolysed resin inside behind gelcoat in outer laminate found in localised areas at the stern bottom as follows :

- Port side outboard of p-bracket 5-10mm blisters over 500mm x 200mm.

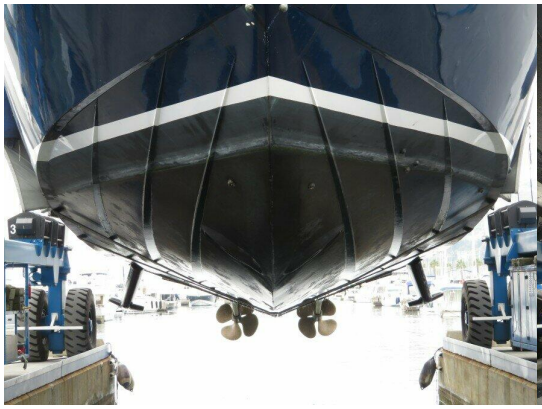
- Starboard side outboard of p-bracket 10-20mm blisters over 460mm x 240mm.

Blisters to be individually ground out and filled with epoxy. Monitor at future haul outs. May occur more blisters with some more days ashore. Possibly consider full osmosis treatment of underwater hull at great expense in the future (it is guaranteed any yard will recommend this immediately to make good money). I do not recommend full osmosis at this stage as present status is localised blisters of small area extent.

- Large osmosis blisters 60mm in way of both p-bracket exterior hull laminated in attachment area (likely to be plywood).

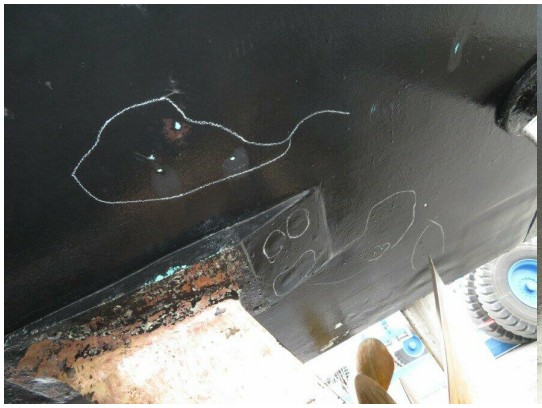
Grind out to find repair solution. Possible wetting of plywood which is anyway expected and usually not a problem.

Underwater hull was found fair and was hammer sounded. Solid construction was noted there was no delamination found by hammer sounding.



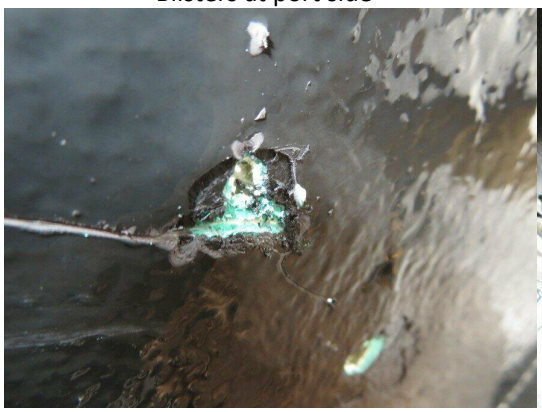
Underwater hull no damages

Surfaces fair

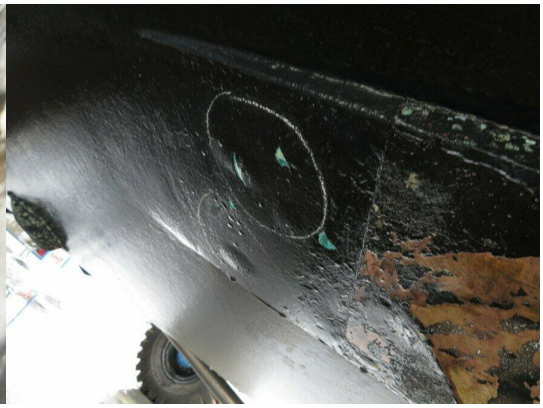


Blisters at port side

Blisters at starboard side



Blisters location in early layers of laminate



Blisters at laminated in strengthening for p-bracket securing

Suggestion : Underwater hull blisters. Port side outboard of p-bracket 5-10mm blisters over 500mm x 200mm. Starboard side outboard of p-bracket 10-20mm blisters over 460mm x 240mm. Blisters to be individually ground out and filled with epoxy. Monitor hull visually at future haul outs.

Suggestion : Underwater hull blisters. Several of 60mm in way of both p-bracket exterior hull laminated in attachment area (likely to be plywood). Grind out to find repair solution.

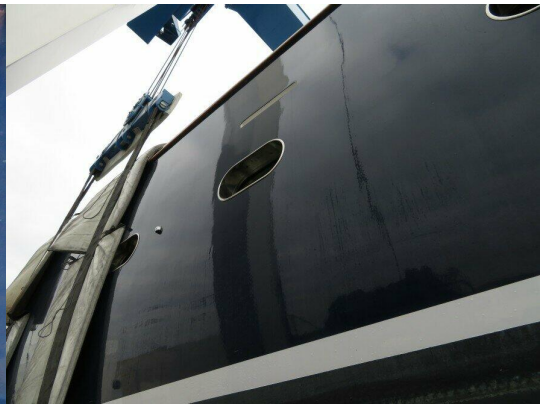
9. Moisture Readings

Moisture Readings were not taken as the yacht was recently hauled.

10. Topsides

The topsides navy blue paint was not faded but the fairing underneath the paint is detaching and cracking in various areas. It was a cheap job. Therefore the yacht requires refair and paint at great expenses. No stress crazing or damages seen at the topsides which were fair.

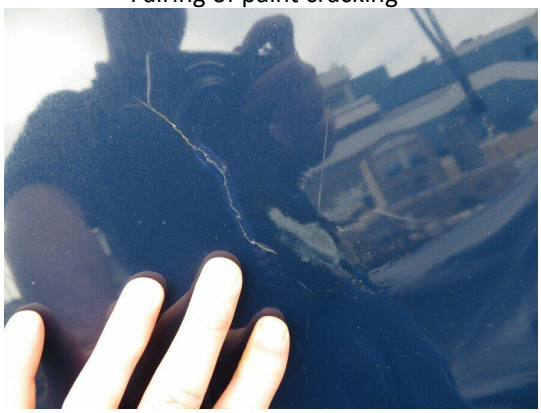
Poor topside fairing under the paint with the laminate weave clearly visible (poor)



Topsides otherwise fair and no damages

Fairing of paint cracking

Fairing of paint cracking



Fairing of paint cracking

Suggestion : The topsides require fair and repaint which will be a major expense.

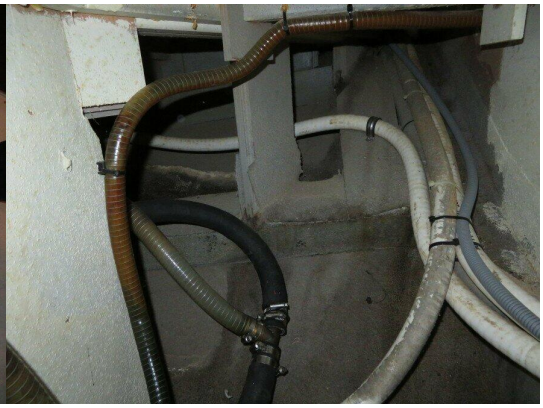
11. **Hull/Deck Join**

Found secure in the bow and stern areas.

12. **Internal Structure**

The internals were inspected via various bilge accesses and the entire structure was not inspected. Where inspected there was no damage to stiffeners or bilge separations. Part of the bilges were with spray foam insulation which is unusual as coatings cannot be maintained.

Internals intact



Internals intact

Bilge with spray foam insulation

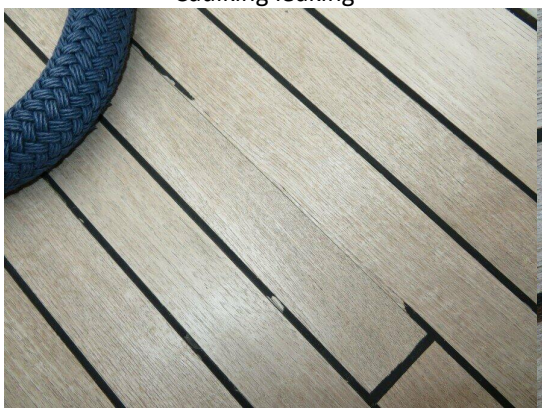
13. **Deck Moulding**

The deck was sound underfoot. The teak decking was with various areas of leaking caulking. The condition was otherwise satisfactory. The stern platform has a cracked teak plank and requires localised refurbishment of caulking in deteriorated areas.

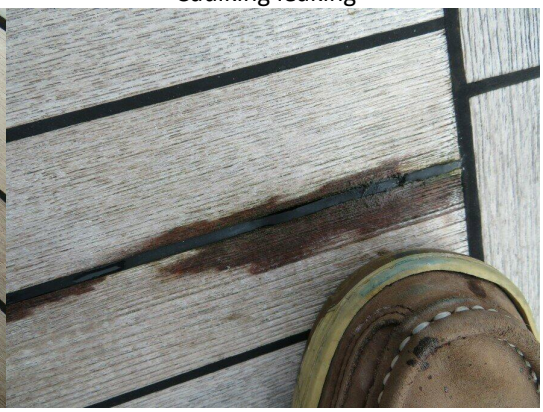
The chain locker latch handle does not work and requires adjustment.

Caulking leaking

Caulking leaking



Caulking missing



Caulking leaking

Broken plank at stern platform

Suggestion : The teak decking caulking is leaking in various places and likely localised caulking repairs can be successful. There was also water under several planks and therefore localised renewal of planking cannot be excluded.

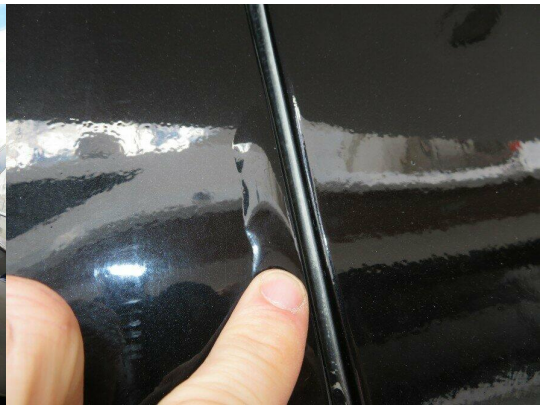
Suggestion : The stern platform has a broken teak plank and requires localised refurbishment of caulking in deteriorated areas.

Suggestion : The chain locker latch handle does not work and requires adjustment.

14. Superstructure

Superstructure white and dark blue paint was in satisfactory condition except in minor areas. There was no stress crazing.

Superstructure



Minor typical coating defects on superstructure

Coating defects on bulwark inboard side

Suggestion : The superstructure and interior side of the bulwark has minor localised coating defects. Localised painting repairs could be considered.

14.1. Flybridge

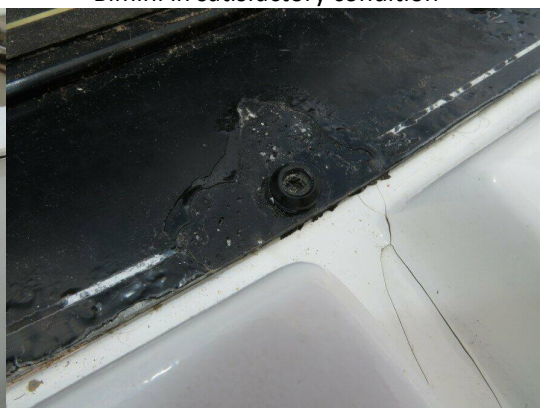
The flybridge was in satisfactory condition. The flybridge console could use some refurbishment and paint.

The exterior hatch from cockpit to flybridge requires fibreglass repairs. The holding up strut for the flybridge wet bar cover requires resecuring. The flybridge engine controls are with corrosion but still work.

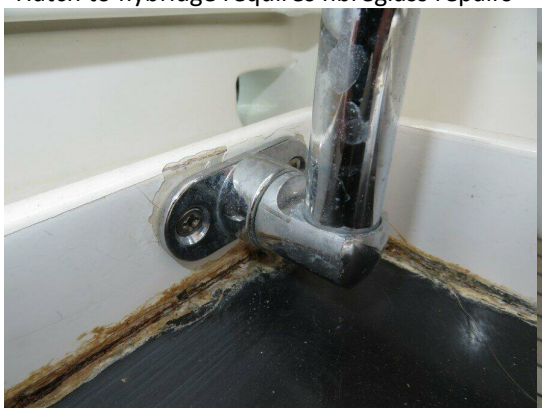
Flybridge

Bimini in satisfactory condition

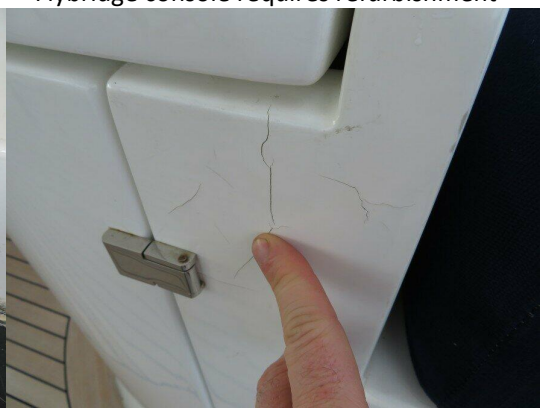
Hatch to flybridge requires fibreglass repairs



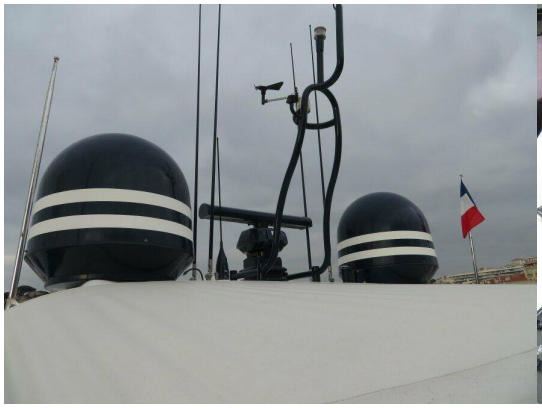
Flybridge console requires refurbishment



Holding up strut for wet bar to rescrew



Small cracks flybridge furniture



Radar arch equipment coatings intact

Flybridge console

Suggestion : The flybridge console could use some refurbishment and paint.

Suggestion : The exterior hatch from cockpit to flybridge requires fibreglass repairs.

Suggestion : The holding up strut for the flybridge wet bar cover requires resecuring.

15. **Cockpit and Stern Platform**

The cockpit was in order. One ceiling light requires repaint. The teak decking was being maintained by the captain with hand sanding. The flybridge overhang was flat.

The exterior night lights are with corroded surrounds and require replacement.

One of the night lights at the starboard stern exterior stairway does not work.

Cockpit

Flybridge overhang flat

Corrosion night lights

Ceiling light to repaint

Suggestion : The exterior night lights are with corroded surrounds and require replacement.

Suggestion : One cockpit ceiling light requires repainting.

Suggestion : One of the night lights at the starboard stern exterior stairway does not work and requires replacement.

Suggestion : The stern platform has a cracked teak plank and requires localised refurbishment of caulking in deteriorated areas.

16. **Rudder and Steering**

Stainless rudders without wastage and without play at the bushings.

Hydraulic steering. The hydraulic power pack was in satisfactory external condition. The steering and rudder angle indicators were working. The autopilot controls at flybridge and wheelhouse were working.

- The steering hydraulic connections at the steering area are corroded and require renewal of the hoses.

- The steering hydraulic cylinders are corroded and require gritblast and repaint.

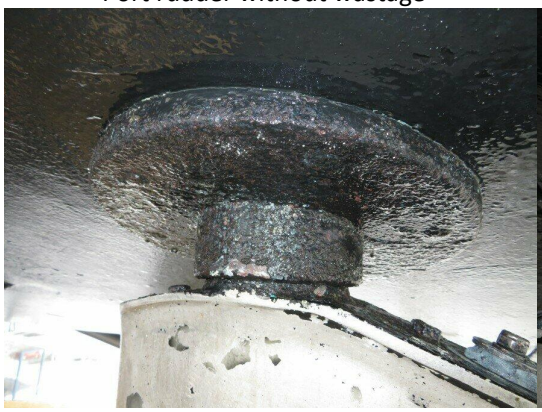
- The steering gear tillers and cross bar to be repainted.

- The flybridge steering wheel manual pump makes noise. It requires service.

- The wheelhouse steering wheel is loose and requires repair.

Port rudder without wastage

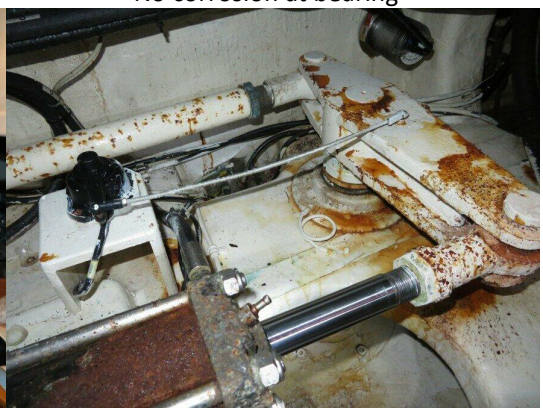
Starboard rudder without wastage



No corrosion at bearing

No corrosion at bearing

Steering hydraulic power pack no leaks



Steering gear corroded

Cylinder corroded

Recommendation : The flybridge steering wheel manual pump makes noise. It requires service.

Suggestion : The wheelhouse steering wheel is loose and requires repair.

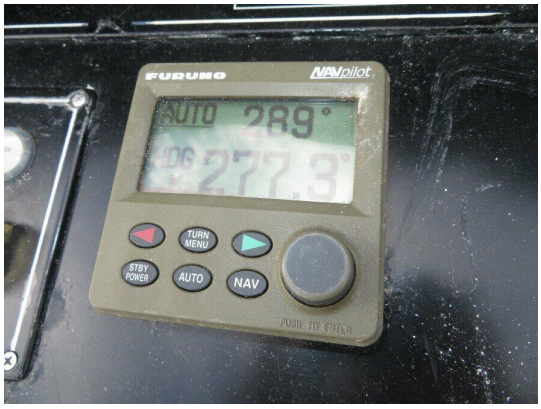
Suggestion : The steering hydraulic connections at the steering area are corroded and require renewal of the hoses.

Suggestion : The steering hydraulic cylinders are corroded and require gritblast and repaint.

Suggestion : The steering gear tillers and cross bar require to be repainted.

16.1. <u>Autopilot</u>

Operates the steering hydraulic pump directly. Checked working.



Checking autopilot

16.2. Emergency Steering

Hydraulic manual emergency steering. The emergency steering manual hydraulic pump makes abnormal sound and requires servicing. The emergency steering rudder angle indicator does not work.

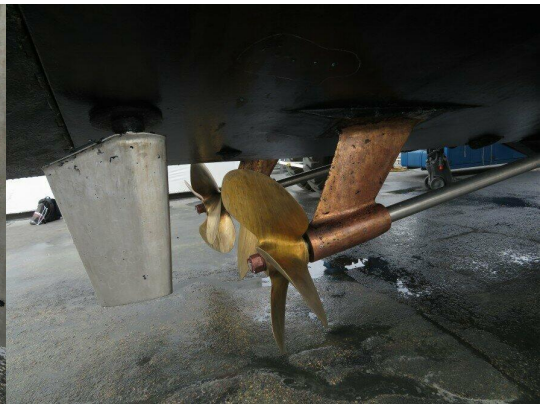
Recommendation : The emergency steering manual hydraulic pump makes abnormal sound and requires servicing.

Recommendation : The emergency steering rudder angle indicator does not work and requires replacement.

17. Stern Gear

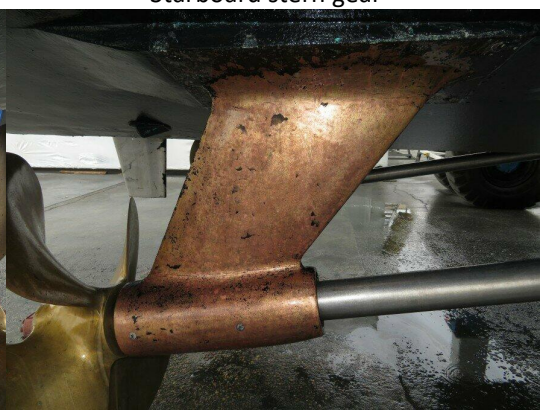
Shafts were without pitting. Bronze p-brackets secure and without wastage. Cutlass bearings were renewed on last haul out and no abnormal wear. Bronze fixed bladed propellers were without damages to the blades or cavitation erosion.

Port stern gear



Starboard stern gear

P-bracket no wastage



P-bracket no wastage

Cutlass bearings new

Cutlass bearings new

No cavitation erosion at hub

No cavitation erosion at hub

17.1. Stabilisers

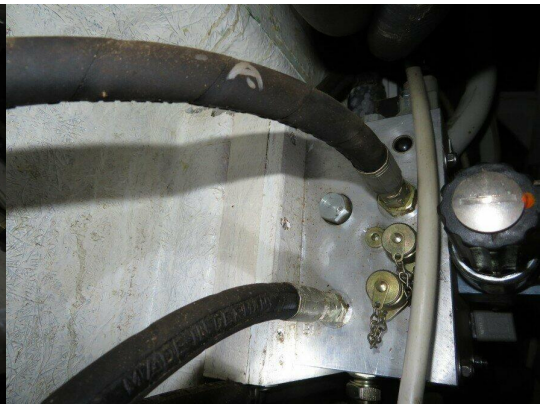
Stabiliser fiberglass fins were secure and without damages. Stabiliser units were without corrosion and no leaks from connections. Powered by PTO off both v-drives. The pumps were without corrosion or leaks.

Checked working but Starboard Stabiliser reported incorrectly excessive engine rpm and possible defective rpm sensor (this occurred two times) to be checked by technician.

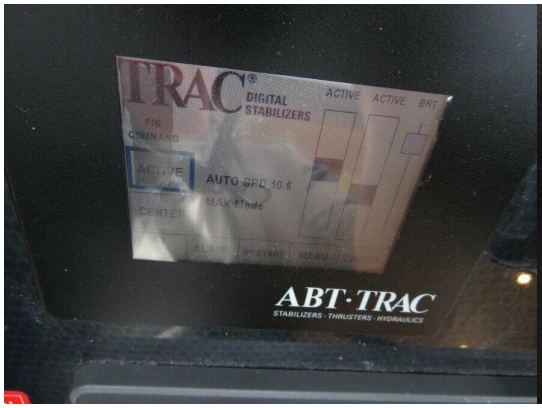
No damages to fin

No damages to fin

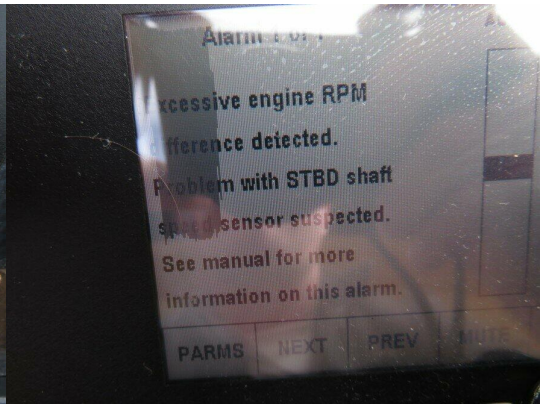
Stabiliser no corrosion



No leaks from connections



Checking stabiliser operation



Problem with starboard rpm sensor

Suggestion : Starboard Stabiliser reported incorrectly excessive engine rpm and possible defective rpm sensor (this occurred two times) to be checked by technician.

18. **Trim Tabs**

Trim tabs were without wastage. No play at the cylinders. Angle indicator wires secure. Hydraulic power pack without corrosion or leaks.

The trim tabs hydraulic connections at the steering area are corroded and require renewal of the hoses and connections.

The flybridge trim tabs angle indicator the port side does not work properly.

Hydraulic power pack no corrosion or leaks

Port flybridge trim tabs angle indicator does not work properly

Trim tabs through hull connections corroded

Trim tabs without wastage

Suggestion : The trim tabs hydraulic connections at the steering area are corroded and require renewal of the hoses and connections.

Suggestion : The flybridge trim tabs angle indicator the port side does not work properly and the gauge likely requires replacement.

19. **Bow / Stern Thrusters**

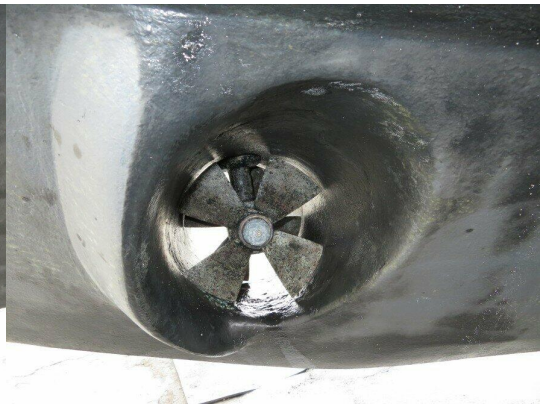
Hydraulic bow and stern thrusters powered by PTO off the v-drives. The bow thruster and stern thruster was checked working.

The bow thruster tunnel laminations were secure and checked with hammer sounding. The propellers were without damage. There were no leaks around the pump or corrosion.

The stern thruster was with corrosion to the casing, hydraulic connections and electronic valves, therefore maintenance had not been performed in the recent past.

Both bow and stern thruster were checked working.

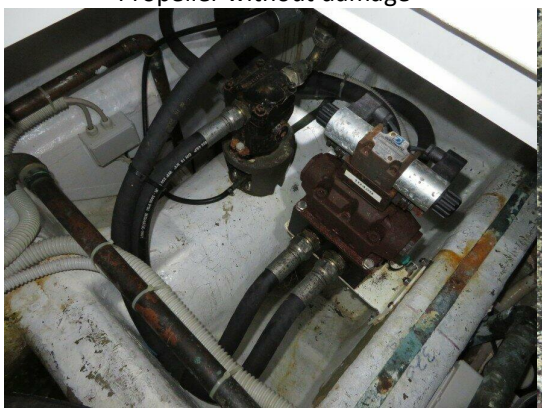
Bow thruster tunnel secure to hull



Bow thruster tunnel secure to hull

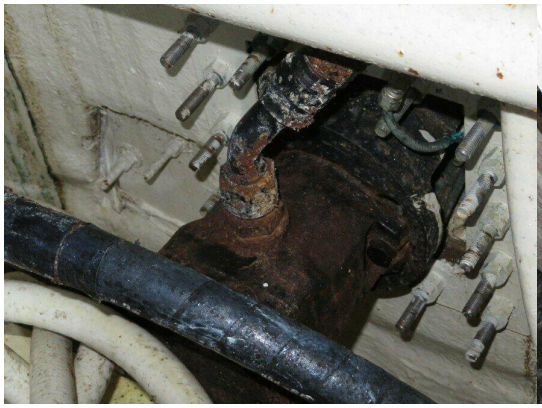
Propeller without damage

Propeller without damage



Bow thruster without corrosion or leaks

Stern thruster propellers without damage



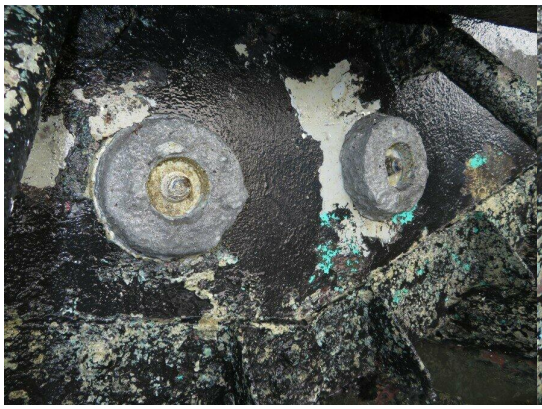
Stern thruster with corrosion

Trim tabs electronic valves with corrosion

Suggestion : Stern thruster casing to be repainted and hoses with corroded connections renewed. Electronic valves also to be refurbished as corroded.

20. **Cathodic Protection**

Anodes were suitable for further use but normally would be replaced on next haul out.



Hull anodes suitable for further use

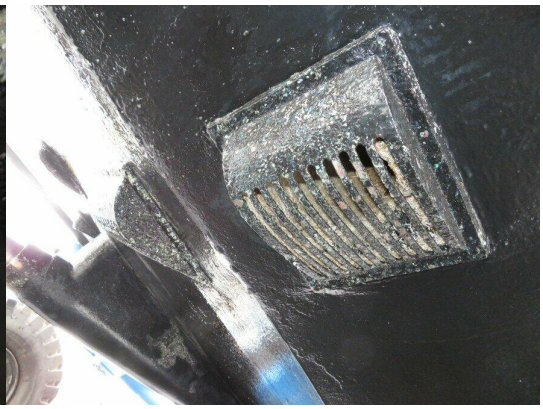
Trim tabs anodes suitable for further use

Rudder anodes suitable for further use

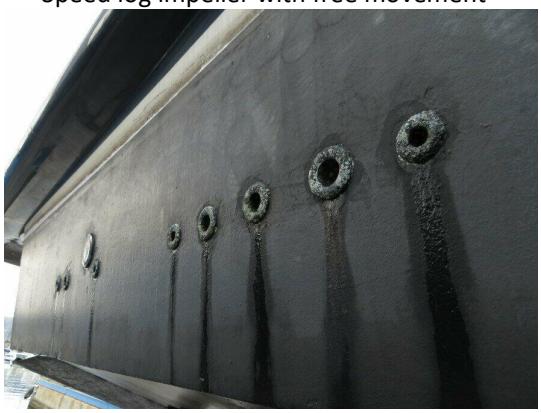
21. **Skin Fittings and other through Hull Apertures**

Through hull valves externally satisfactory. Deteriorated hoses not found. The through hull necks and gratings at the exterior side were without wastage. The speed log and depth transducers intact.

Speed log impeller with free movement



Gratings not wasted



Through hull necks without wastage

22. **Ports and Windows**

The saloon stern weather door of electric sliding type was working properly.

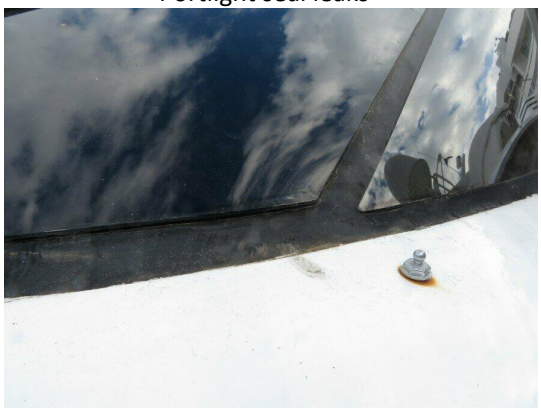
The manual pantograph weather doors were working properly.

The cabin hull window seals require replacement as they are making minor leaks. It is possible the windows require rebedding but it is not sure.

The wheelhouse window seals were not deteriorated and no sign of leaks.

Portlight seal leaks

Portlight alarms working



Wheelhouse window seals not deteriorated

Suggestion : The cabin hull window (portlight) seals require replacement as they are making minor leaks. The rebedding of the window frames cannot be ruled out.

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

The bulwarks and railings were without damage and secure. The caprail varnish was maintained to a high standard by the captain.

Caprail varnish maintained

24. Ground Tackle and Mooring Arrangements

Anchors were without wastage. The chains with galvanising intact.

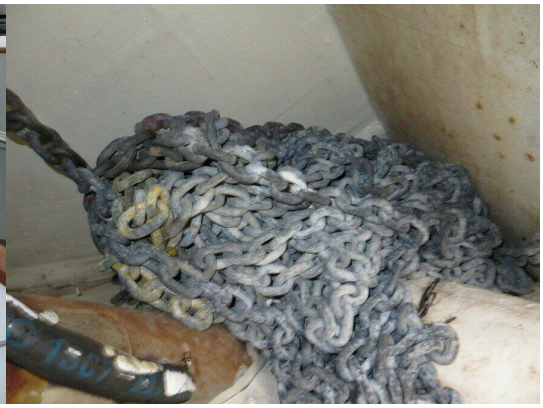
The electric anchor windlasses have bubbling paint and require sand and repaint. The galvanised anchor chains were renewed recently.

The anchor windlasses were checked working with the bow remote. The chain wash / fire pump was also working.

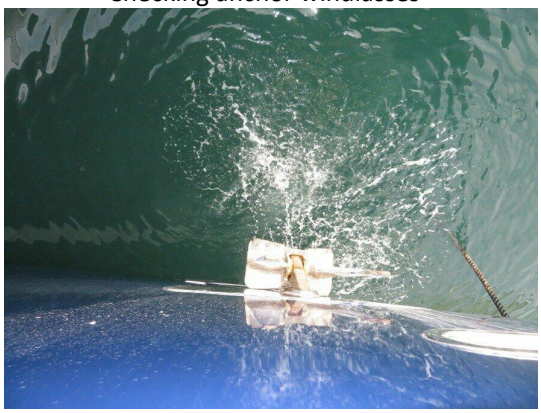
Anchor windlasses bubbling paint

Anchor windlasses

Checking anchor windlasses



Chains with galvanising intact



Chain wash working

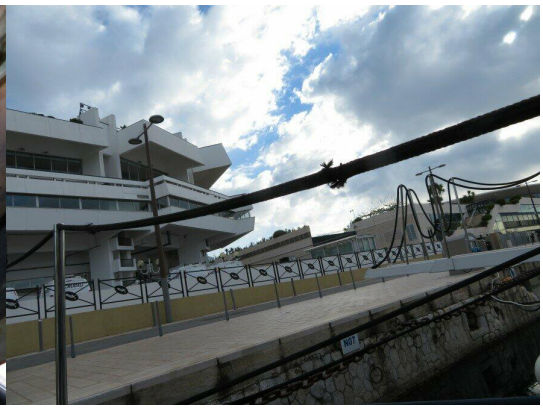
Suggestion : The anchor windlasses require sand and repaint as the coatings are bubbling.

25. **Passerelle and Other Hydraulic Systems**

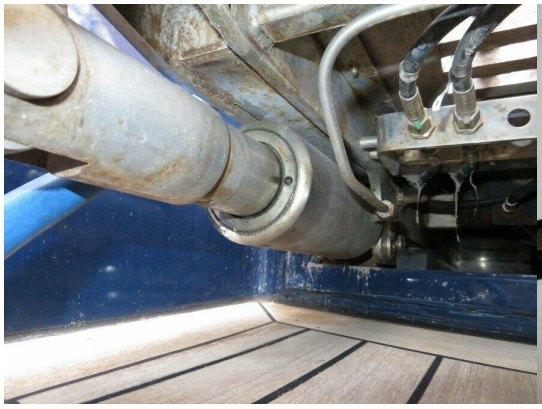
The passerelle was working. The railings are fitted manually which is inconvenient. The passerelle squeaks terribly in operation. It requires removal to workshop and refurbishment as the wheels are worn at least. The passerelle handrail ropes require replacement as with various chafe. The passerelle last section is disconnected and manually extended. The passerelle door wires are disconnected.

The bow garage hydraulics were working. The crane was without corrosion and was also working.

Passerelle wheels worn



Passerelle ropes chafed



No leaks from hydraulics

Hydraulic power pack without leaks or corrosion

Crane without corrosion

Suggestion : The passerelle requires full servicing (removal to workshop) due to terrible squeaks in operation from the wheels.

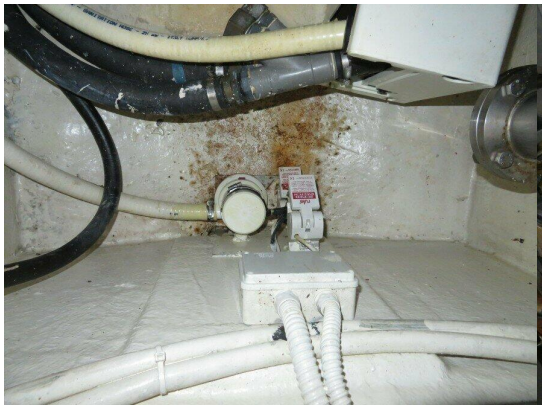
Suggestion : The passerelle last section is disconnected and manually extended and requires refitting.

Suggestion : The passerelle door wires are disconnected and require refitting.

Suggestion : The passerelle handrail ropes require replacement as with various areas of chafe.

26. **Bilge Pumping Arrangements**

The yacht is fitted with submersible automatic pumps in each compartment along with high level alarms. A main fire / bilge pump set with manual activation is also provided that was in good external condition along with the manifold and checked working. A manual fire/bilge pump is also provided. A few submersible pumps were checked to work by lifting their float switches. The fire pump was checked working.



Submersible bilge pump and high level alarm

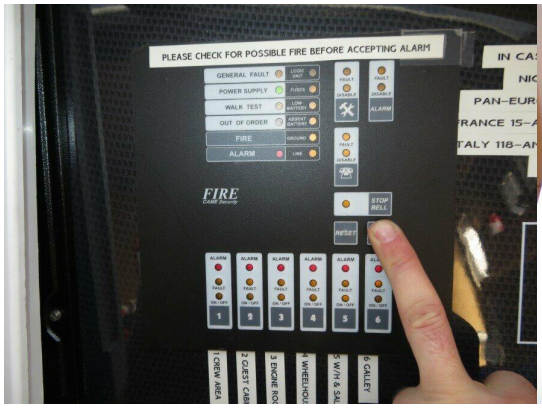
Bilge / Fire pump and manifold

27. Firefighting Equipment

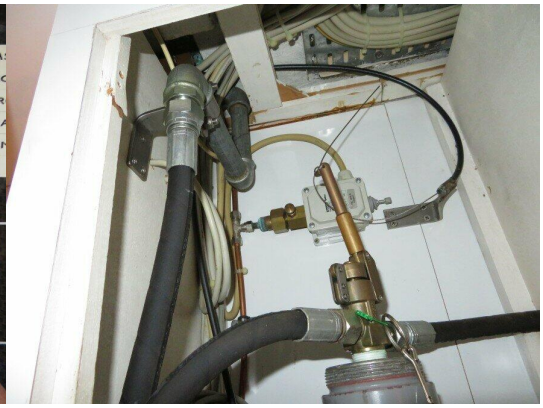
The yacht is fitted with various portable extinguishers and also CO_2 fixed firefighting system for the engine room which is manual release. Manually activated Fire pump is provided and this was checked working. Manual pump is also provided.

The certification was recently renewed The outfitting is set by MCA code, therefore better than the average yacht.

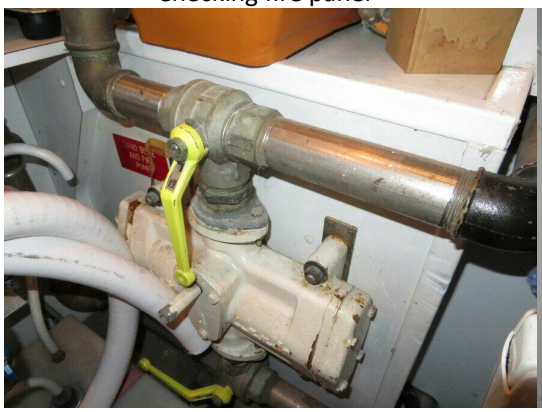
Fire detector panel was checked working including test activation of several smoke detectors.



Checking fire panel



CO_2 system



Manual fire pump

Fire Blanket

28. Lifesaving and Emergency Equipment

Lifesaving equipment provided according to MCA requirements. Foam lifejackets, two liferafts with rigid container of 2006. EPIRB (not required by MCA). Considered satisfactory and annual certification recently made.

Lifejackets

Lifering and light

29. **Navigation Lights**

Navigation lights checked working. The panel is reversed so the lights are not working when lit on the panel.

The mast navigation lights could be renewed as their lenses are sun crazed.

The bow navigation light (all round white) does not work.

Illogical Nav light panel

Mast Nav light lenses sun crazed

Suggestion : The navigation light panel is reversed with lights not working when lit on panel. It is illogical and could be changed by electrician.

Suggestion : The mast navigation lights could be changed as their lenses are crazed.

Recommendation : The bow navigation light (all round white) does not work and probably needs bulb replacement.

30. **Engine and Installation**

30.1. Engine Compartment

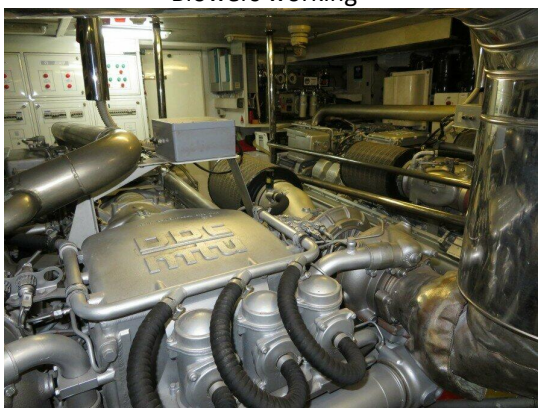
The engine room was in general good condition. Defects found were minimal (no big leaks, excessive corrosion or deteriorated flexible hoses). Blowers were working. Escape hatch is provided. Bilges were clean of oils and with only small water.

Engine Room

Engine Room

Blowers working

Escape Hatch



Engine Room

30.2. Engines

2 x MTU 16V2000M91 16 cyl v configuration with turbocharger on each bank. Each producing 1492kW at maximum 2350 rpm.

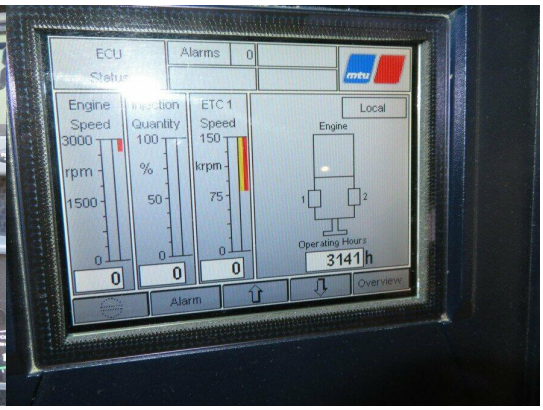
The engines were in very good condition with even no leaks under the water jacketed manifolds which are very common on this series.

The engines require repaint in the small areas with broken coatings.

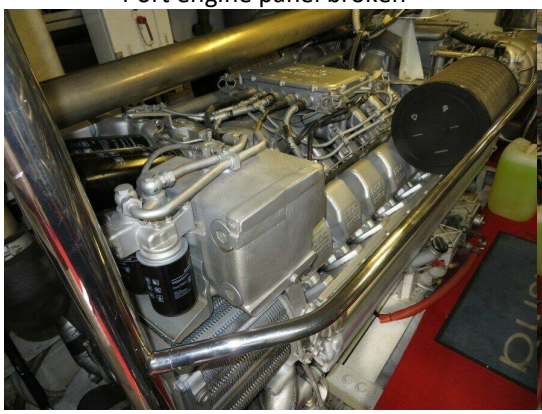
The port engine had leak from seawater pump on sea trial. This was fixed by mechanics.

The port engine panel at the wheelhouse requires replacement as it does not work.

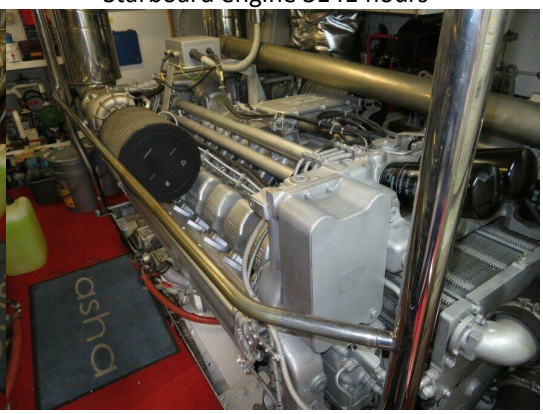
Port engine panel broken



Starboard engine 3141 hours



Port Engine



Starboard Engine

Engines some small corrosion areas

Another view

Suggestion : The engines require repaint in the small areas with broken coatings.

Recommendation : The port engine panel at the wheelhouse requires replacement as it does not work.

30.3. Reverse Gear

V-drives in good external condition without corrosion or leaks. No leaks from PTO pumps.

Port

Starboard

30.4. Shaft Seals

No sign of leaks from shaft seals in operation. External condition satisfactory.

Port

Starboard

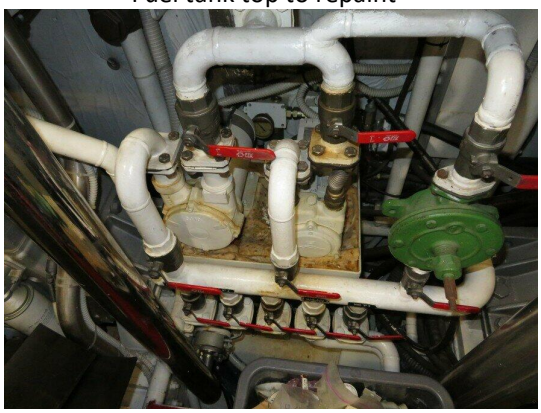
31. **Fuel System**

Main fuel tank in accommodation bilge of fibreglass. Day tanks in engine room. Fuel pipes without corrosion. No sign of leaks. Pull wire shut down system provided with activation outside the engine room. Primary fuel filters clean.

The fuel tank top in the accommodation passageway bilge requires repainting. The fuel transfer pump was checked working.

Fuel tank top to repaint

Checking fuel transfer



Fuel transfer pump no leaks

Suggestion : The fuel tank top in the accommodation passageway bilge requires repainting.

32. **Accommodation General**

The crew accommodation was with various wet damage (blackening) to the woodwork near floor level.

The accommodation was with some areas of blackening at the passageway.

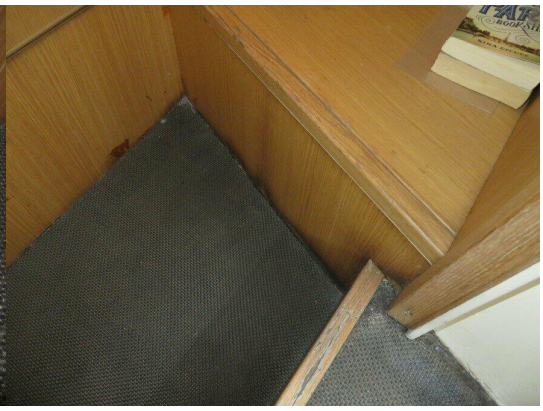
There were various previous leaks which had occurred into the double cabins cupboards. These were cosmetic and do not persist.

An area of soundproofing in way of the starboard stabiliser requires fitting back.

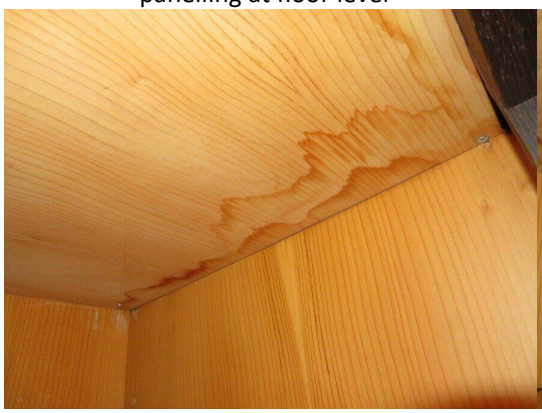
There are various minor wetting to the linings from all the cabin windows.

The accommodation otherwise was in satisfactory condition.

Crew accommodation some blackening to panelling at floor level

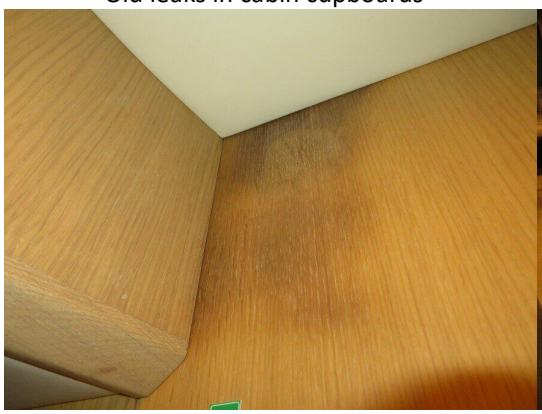


Another view

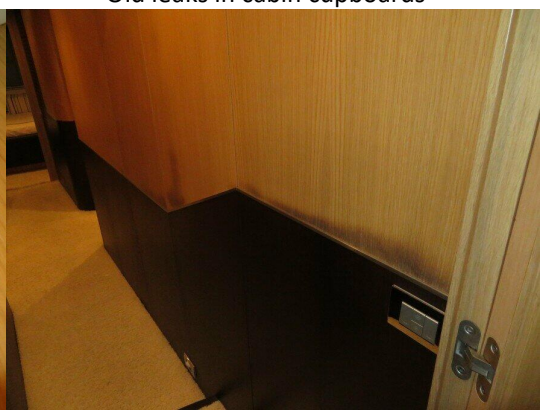


Old leaks in cabin cupboards

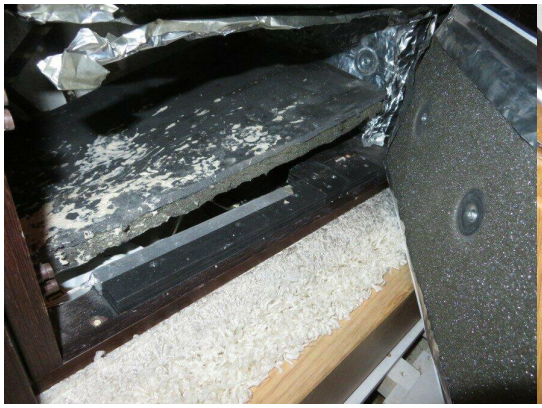
Old leaks in cabin cupboards



Blackening in guest passageway

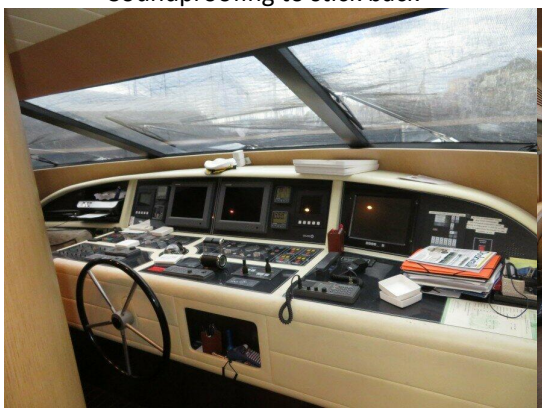


Blackening in guest passageway

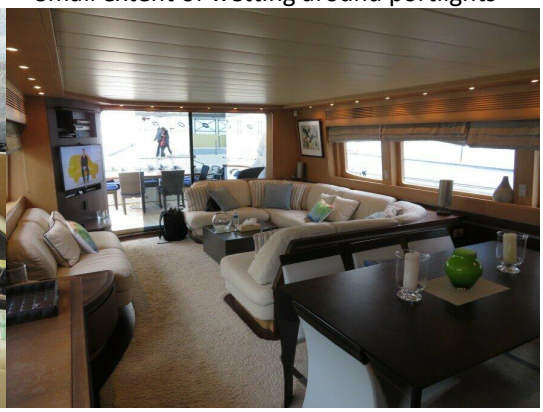


Soundproofing to stick back

Small extent of wetting around portlights



Wheelhouse



Saloon

Double cabin

Double cabin

Twin cabin

Double cabin

Large toilet

Small toilet

Galley

Suggestion : Several panels of accommodation passageway panelling could be replaced due to previous minor wet damage.

Suggestion : An area of soundproofing in way of the starboard stabiliser requires fitting back.

Suggestion : There are various minor wetting to the linings around the cabin windows and replacement of panelling there could be considered.

33. **Gas System**

Not fitted.

34. **Fresh Water System**

Fresh water pumps in satisfactory external condition. Four small tanks around the yacht externally intact.

The watermaker was in satisfactory external condition. The high pressure pump was recently renewed. Working condition not known as the watermaker was winterised with chemicals.

Fresh water pumps no leaks or corrosion

Water pressure good

Watermaker without corrosion or leaks

New watermaker high pressure pump

No leaks membrane tube connections

34.1. Water Heater

Water heaters were working and are located under double cabin bed. External condition satisfactory with coatings intact and no leaks.

Water heater secure

Water heater no corrosion or leaks

35. **Grey Water System**

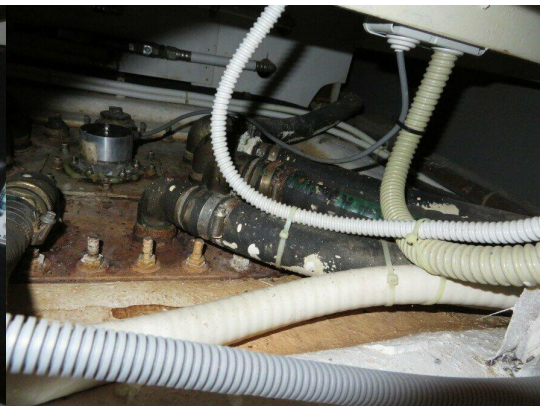
Small individual sump systems. Externally intact. Not inspectable without disassembly. Black water tank said to be mixed grey and black.

Grey water sumps externally intact and secure

36. **Heads and Black Water System**

Tecma electric toilets were all working. Black and grey water pumps without leaks or corrosion. Hoses without deterioration externally. Top of black water tank requires repainting.

Black water pumps no leaks or corrosion



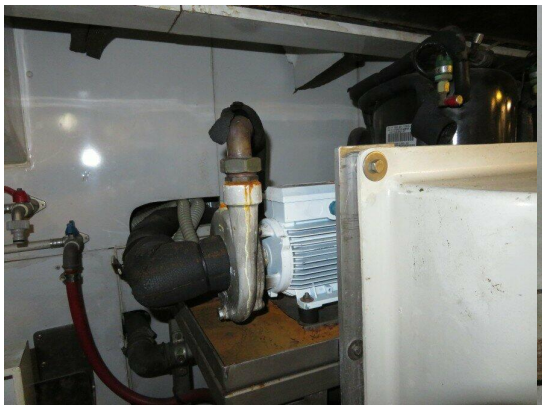
Top of black water tank requires painting

Black grey water pumps no leaks or corrosion

Suggestion : Top of black water tank to paint.

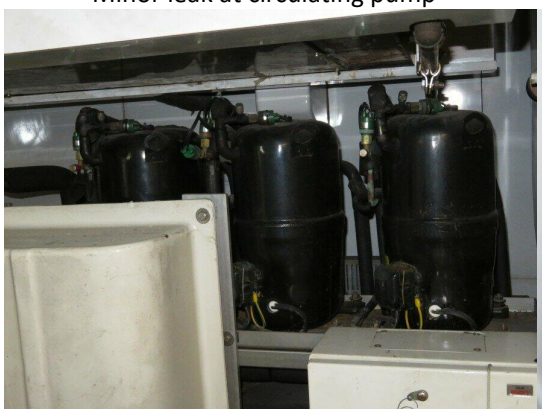
37. Airconditioning

Airconditioning checked working on heat function. External condition of system satisfactory except for minor leak to circulating pump connection. Minor leak also at seawater elbow connection. Compressors with coatings intact.

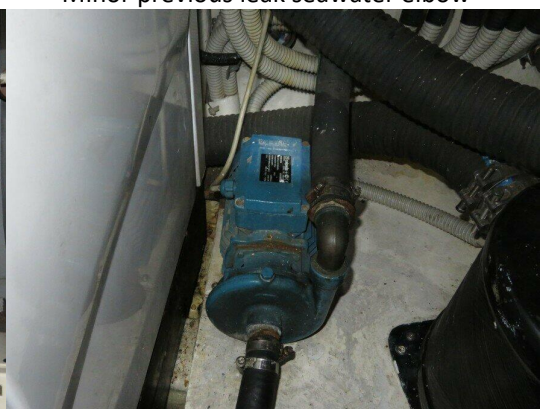


Minor leak at circulating pump

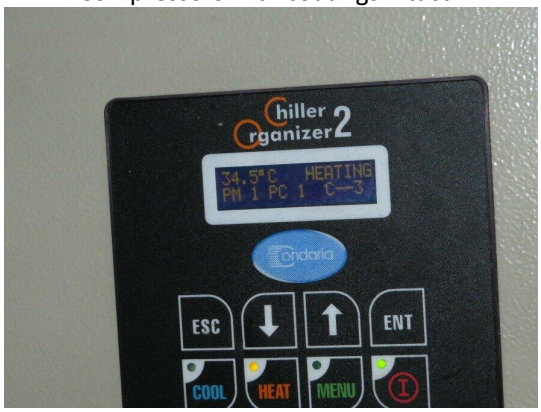
Minor previous leak seawater elbow



Compressors with coatings intact



Seawater pump no leaks



Checking airconditioning

38. **Electrical Installation**

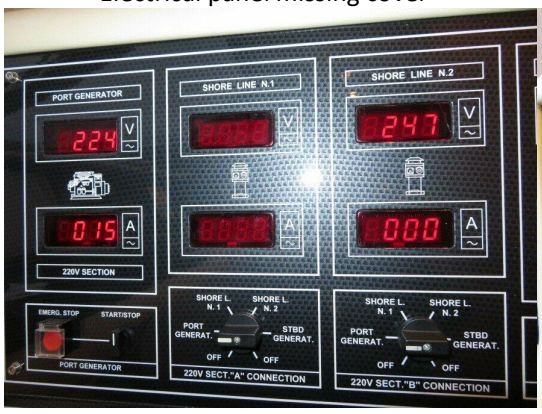
Electrical installation was generally working. One panel in lazarette requires the casing to be provided/fitted. One cable channel in lazarette was without cover. There were no burnt items or wet damage seen.

Batteries are 3 or more years old and therefore replacement may be required soon. The batteries in the engine room looked to be bulging at the sides.

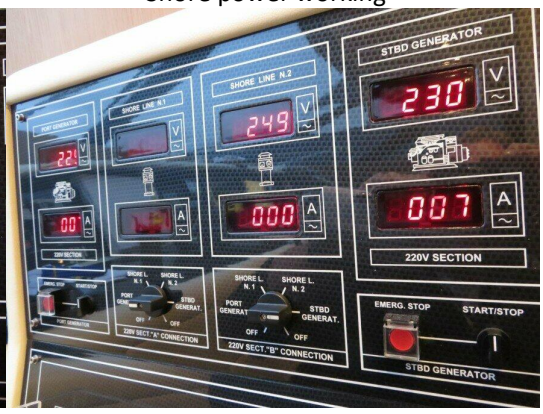
The emergency batteries do not work and require replacement.
Shore power was working.
Power from Port and Starboard generators was working.
Battery chargers working
Inverter 24v/3000w not checked.

Electrical panel missing cover

Shore power working



Port generator working



Starboard generator working

Battery charger working

Battery charger working

Heavy duty electrical installations

Batteries bulging

Recommendation : One electrical panel in lazarette requires the casing to be provided/fitted.

Suggestion : One electrical cable channel in lazarette was without cover and to be fitted.

Suggestion : Batteries are 3 or more years old and therefore replacement may be required soon. The batteries are bulging at the sides.

Recommendation : The emergency batteries do not work and require replacement.

38.1. Accommodation Electrical Equipment

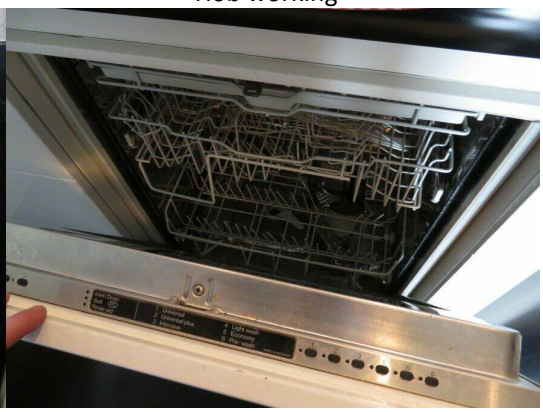
Hob (seen working), oven, dishwasher, washer, dryer, satellite tv (seen working). All in satisfactory external condition.

Type	Model	Condition
LCD TVs	Various	Good. Working.
Stereos	Various	Good. Working.
Dishwasher		Not tested.
Electric Hob	Miele	Good. Working.
Electric Oven		Good. Working.
Refrigerators		Good. Working.

TV working

Hob working

Oven working



Dishwasher externally good

38.2. Generators

Port generator MDDCK-6357612 35kW 3992 Hours
Starboard generator MDKBF-5703788 22.5kW 10144 Hours

The Port generator is renewed and it is large capacity 35kW. The older Starboard 23kW is with excessive hours and requires replacement. It is still used at anchor because it is quieter.

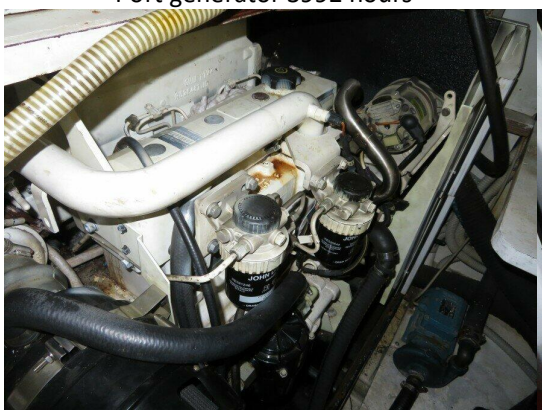
The starboard generator requires repainting and the soundproofing requires replacement. The generators were otherwise in good running condition without abnormal sound or vibration and there were no leaks of fuel, oil, coolant or seawater. Lubricating oil looked normal.

Port

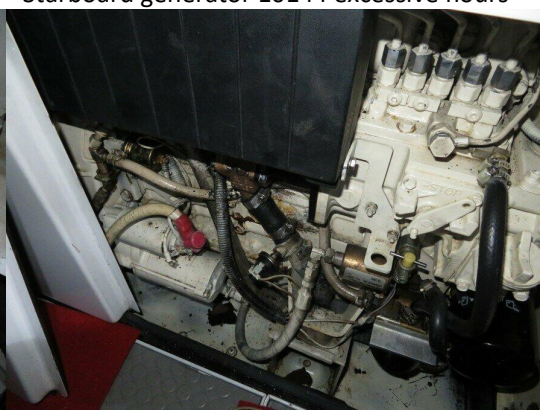
Port generator 3992 hours

Starboard

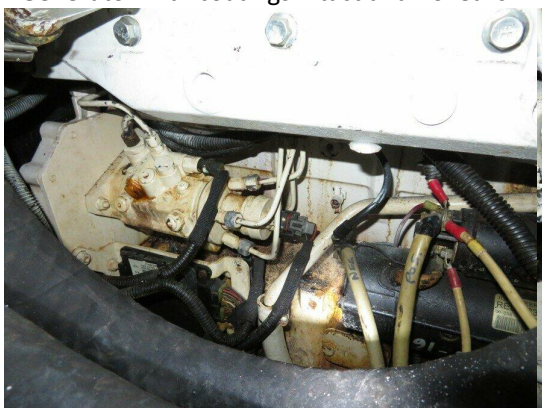
Starboard generator 10144 excessive hours



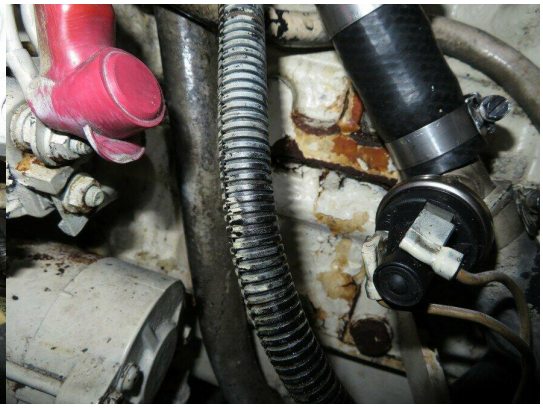
Generator with coatings intact and no leaks



No leaks



Another view



Coatings to renew

Generator soundproofing to renew

Suggestion : The starboard generator requires renewal due to excessive hours.

Suggestion : The starboard generator requires repainting.

Suggestion : The starboard generator soundproofing requires replacement.

39. Electronic and Navigation Equipment

39.1. Navigational Equipment

The yacht is fully fitted out with navigational equipment which all looks old but still modern enough to be of use. The equipment was checked working except for the following.

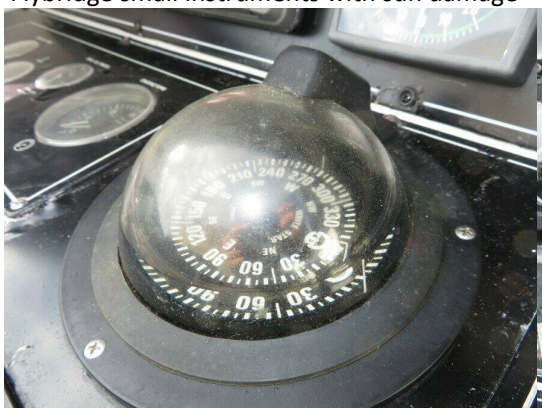
- One flybridge chartplotter repeater does not work.
- The radar does not work even though the antenna rotates.
- The magnetic compasses require refilling as they are with bubble.
- The flybridge wind indicator and speed log are with sun damage.

Navigational Equipment at the Flybridge

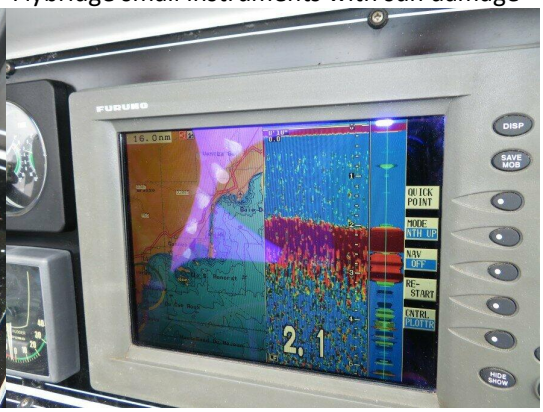
Type	Model	Condition
Radar Chartplotter		Radar did not work.
Radar Chartplotter		Good. Working.
Magnetic Compass		Requires refilling as with bubble.
Wind Indicator	Furuno FI-50 Wind	Working but with sun damage
Multifunction Display		Working but with sun damage
VHF DSC	Furuno	Good. Working.

Flybridge small instruments with sun damage

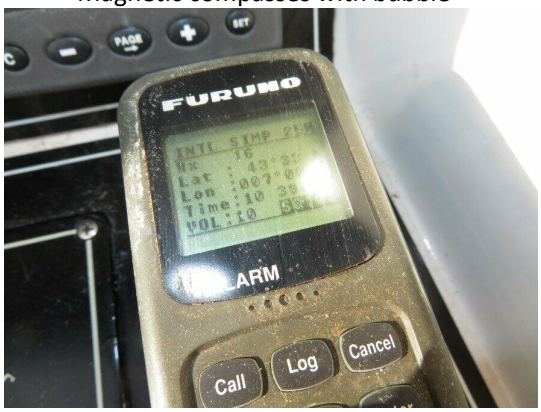
Flybridge small instruments with sun damage



Magnetic compasses with bubble



Flybridge chartplotters working



Flybridge VHF working

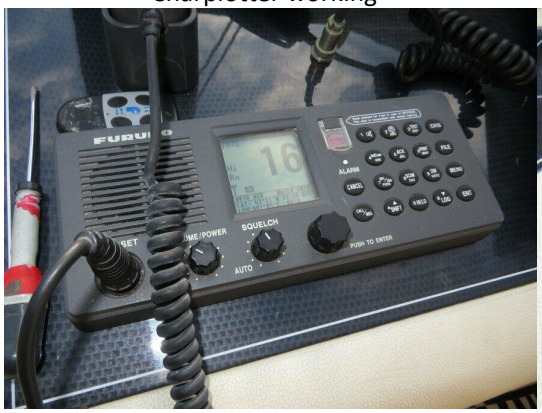
Navigational Equipment at the Wheelhouse

Type	Model	Condition
Radar Chartplotter	Furuno	Good. Working.
Radar Chartplotter	Furuno	Good. Working.
Multifunction Display	Furuno FI-30 Multi	Good. Working.
Wind Indicator	Furuno FI-30 Wind	Good. Working.
Speed Log	Furuno FI-30 Speed	Good. Working.
VHF DSC	Furuno	Good. Working.

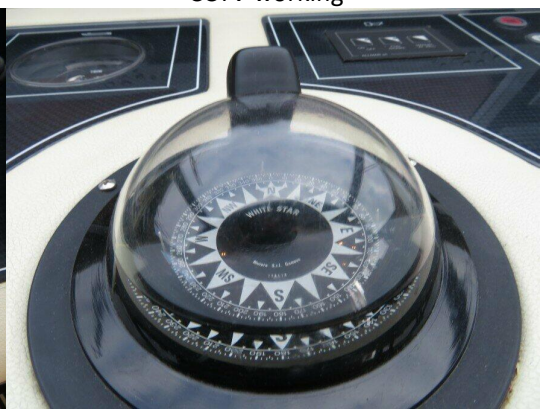
CCTV	Stern, Engine Room	Good. Working.
Magnetic Compass		Requires refilling as has bubble

Charplotter working

CCTV working



DSC VHF working



Compass with bubble

Recommendation : The radar does not work even though the antenna rotates.

Recommendation : The magnetic compasses require refilling as they are with bubble.

Suggestion : The flybridge wind indicator and speed log are with sun damage and replacement could be considered.

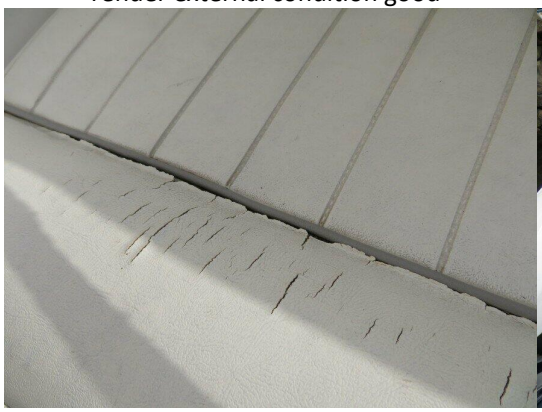
40. **Tender**

Jet tender Avon Seasport 4.00 DL JET in satisfactory external condition. Engine without corrosion. Engine checked working briefly ashore. Running hour 429. Upholstery requires renewal as with cracks.

Jet ski 1300cc in satisfactory external condition. Engine checked working briefly ashore. Non slip requires sticking back or renewal.

Tender external condition good

Engine without corrosion



Tender upholstery with cracks

Jet ski

Jet ski hull without damages

Suggestion : Jet Tender upholstery requires refurbishment (replacement) as with cracks.

Suggestion : Jet ski non slip requires sticking back or replacement.

41. **Sea Trial**

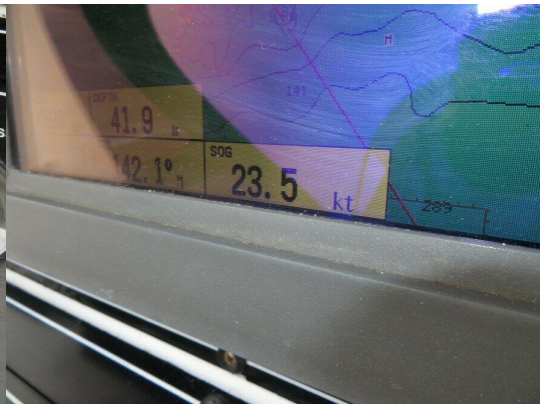
The engines made minimal exhaust at idle. They were reliable in operation and without abnormal sound or vibration. Leaking from the Port engine seawater pump was experienced and corrected by the mechanics attending the sea trial. The steering was in good operation despite the manual pumps requiring maintenance. The autopilot was

checked working. The stabilisers were working except for excessive rpm noted on starboard pump which requires checking. The sea trial was concluded with the opinion that the yacht was generally operational.

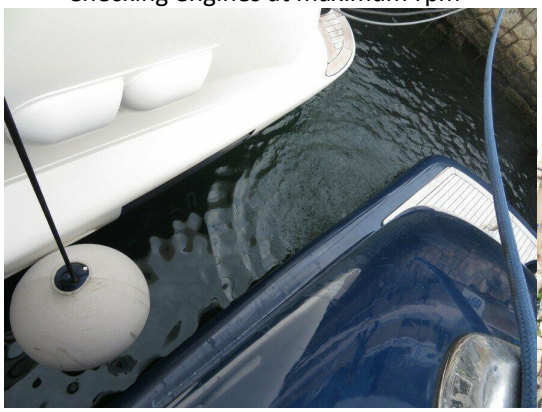
On sea trial

On sea trial

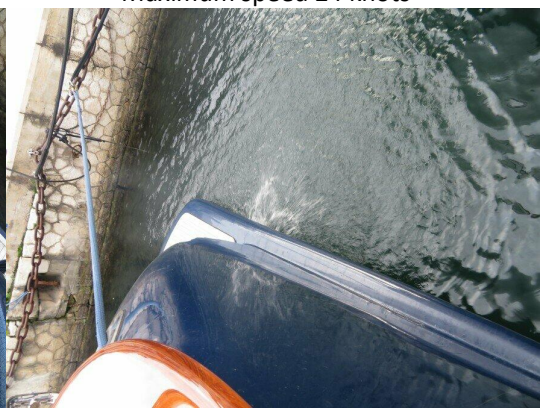
Checking engines at maximum rpm



Maximum speed 24 knots



Engine exhaust clean at idle



Engine exhaust clean at idle

42. **Recommendations**

Recommendations are in my opinion, insurance related.

All items are required to be completed prior to cruising unless a specific schedule is noted for an item.

42.1. The flybridge steering wheel manual pump makes noise. It requires service.

42.2. The emergency steering manual hydraulic pump makes abnormal sound and requires servicing.

42.3. The emergency steering rudder angle indicator does not work and requires replacement.

42.4. The bow navigation light (all round white) does not work and probably needs bulb replacement.

42.5. The port engine panel at the wheelhouse requires replacement as it does not work.

42.6. One electrical panel in lazarette requires the casing to be provided/fitted.

42.7. The emergency batteries do not work and require replacement.

42.8. The radar does not work even though the antenna rotates.

42.9. The magnetic compasses require refilling as they are with bubble.

43. **Suggestions**

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

43.1. Underwater hull blisters. Port side outboard of p-bracket 5-10mm blisters over 500mm x 200mm. Starboard side outboard of p-bracket 10-20mm blisters over 460mm x 240mm. Blisters to be individually ground out and filled with epoxy. Monitor hull visually at future haul outs.

43.2. Underwater hull blisters. Several of 60mm in way of both p-bracket exterior hull laminated in attachment area (likely to be plywood). Grind out to find repair solution.

43.3. The topsides require fair and repaint which will be a major expense.

43.4. The teak decking caulking is leaking in various places and likely localised caulking repairs can be successful. There was also water under several planks and therefore localised renewal of planking cannot be excluded.

43.5. The stern platform has a broken teak plank and requires localised refurbishment of caulking in deteriorated areas.

43.6. The chain locker latch handle does not work and requires adjustment.

43.7. The superstructure and interior side of the bulwark has minor localised coating defects. Localised painting repairs could be considered.

43.8. The flybridge console could use some refurbishment and paint.

43.9. The exterior hatch from cockpit to flybridge requires fibreglass repairs.

43.10. The holding up strut for the flybridge wet bar cover requires resecuring.

43.11. The exterior night lights are with corroded surrounds and require replacement.

43.12. One cockpit ceiling light requires repainting.

43.13. One of the night lights at the starboard stern exterior stairway does not work and requires replacement.

43.14. The stern platform has a cracked teak plank and requires localised refurbishment of caulking in deteriorated areas.

43.15. The wheelhouse steering wheel is loose and requires repair.

43.16. The steering hydraulic connections at the steering area are corroded and require renewal of the hoses.

43.17. The steering hydraulic cylinders are corroded and require gritblast and repaint.

43.18. The steering gear tillers and cross bar require to be repainted.

43.19. Starboard Stabiliser reported incorrectly excessive engine rpm and possible defective rpm sensor (this occurred two times) to be checked by technician.

43.20. The trim tabs hydraulic connections at the steering area are corroded and require renewal of the hoses and connections.

43.21. The flybridge trim tabs angle indicator the port side does not work properly and the gauge likely requires replacement.

43.22. Stern thruster casing to be repainted and hoses with corroded connections renewed. Electronic valves also to be refurbished as corroded.

43.23. The cabin hull window (portlight) seals require replacement as they are making minor leaks. The rebedding of the window cannot be ruled out.

43.24. The anchor windlasses require sand and repaint as the coatings are bubbling.

43.25. The passerelle requires full servicing (removal to workshop) due to terrible squeaks in operation from the wheels.

43.26. The passerelle last section is disconnected and manually extended and requires refitting.

43.27. The passerelle door wires are disconnected and require refitting.

43.28. The passerelle handrail ropes require replacement as with various areas of chafe.

43.29. The navigation light panel is reversed with lights not working when lit on panel. It is illogical and could be changed by electrician.

43.30. The mast navigation lights could be changed as their lenses are crazed.

43.31. The engines require repaint in the small areas with broken coatings.

43.32. The fuel tank top in the accommodation passageway bilge requires repainting.

43.33. Several panels of accommodation passageway panelling could be replaced due to previous minor wet damage.

43.34. An area of soundproofing in way of the starboard stabiliser requires fitting back.

43.35. There are various minor wetting to the linings around the cabin windows and replacement of panelling there could be considered.

43.36. Top of black water tank to paint.

43.37. One electrical cable channel in lazarette was without cover and to be fitted.

43.38. Batteries are 3 or more years old and therefore replacement may be required soon. The batteries are bulging at the sides.

43.40. The starboard generator requires renewal due to excessive hours.

43.41. The starboard generator requires repainting.

43.42. The starboard generator soundproofing requires replacement.

43.43. The flybridge wind indicator and speed log are with sun damage and replacement could be considered.

43.44. Jet Tender upholstery requires refurbishment (replacement) as with cracks.

43.45. Jet ski non slip requires sticking back or replacement.

44. **Conclusion**

The yacht was in a general good condition with various maintenance being required. Several items are large expense. The yacht was found generally operational on sea trial and seaworthy. The yacht is certificated with MCA coding Category 2 and this is of benefit providing good safety outfitting and periodic survey monitoring.

The yacht is of robust construction and machinery outfitting

The yacht is with high hours and one generator is with excessive hours (10,000) and requires replacement. The newer larger generator is rather noisy and not used at anchor.

The previous painting of the topsides was of poor quality cheap job and the fairing has now started detaching despite the paint being without typical deterioration (not becoming cloudy). This will be a great expense (about 100k euro) to repaint to the appropriate superyacht cosmetic appearance.

The interior has some localised areas of wetting to the wood in the accommodation passageway and at the windows. This is common and it was not excessive.

The hull has minor localised osmosis and this could extend in the future requiring full osmosis treatment.

The yacht was rather slow in performance when compared to the latest Maiora 27 specification with the M94 engines or 24/28 knots. ASHA cruising speed is typically 15-16Knots at 1750rpm. Maximum speed on sea trial was 24Knots. This is as advertised. It is expected that the rather large stabiliser fins bring considerable drag.

The yacht is not expected to 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