HAMBLE
MARINE
SURVEYS

Pre-Purchase Survey

‘[redacted]’

1st February 2016

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THIS IS TO CERTIFY that at the request of [redacted] the undersigned surveyor attended on the Motor vessel;

'[redacted]'

Lying afloat Swanwick Marina, and later lifted ashore at Hamble Boat Yard, 1st February 2016 for the purposes of a Pre-Purchase Condition Survey.

CONTENTS

VESSEL DETAILS

Vessel Name:	'[redacted]
Manufacturer:	Sealine
Model:	F42/5
Year of Build:	2010
Construction:	GRP
LOA:	12.90m *
Beam:	4.21m *
Draft:	1.01m *
Displacement:	16,400Kg
Propulsion:	2 x Volvo Penta D6-435
Fuel Capacity:	1,410Lts*
Water Capacity:	630Lts*
HIN Number:	GB SIL 42239B010
Official No:	917042
Survey Location:	Swanwick Marina & Hamble Boat Yard
Weather during survey:	Overcast, light drizzle, 12°C, Light Breeze
Purpose of Survey:	Pre-Purchase Survey
Date of Survey:	1st February 2016
Client:	[redacted]

* These particulars have not been verified and their accuracy cannot be guaranteed

SCOPE OF SURVEY

The purpose of this survey is to establish the general condition of the structure of the vessel and her installed equipment and systems. All areas of the vessel were inspected where practicable and panels where needed were removed to gain access but not where adhesive or concealed fastenings have been used or by removal damage could be caused. All major items of equipment were switch tested and visually inspected externally where practicable, but not dismantled.

Where evidence of defective equipment or equipment in poor condition is noted further investigation may be suggested by approved service agents.

The condition of core materials where used in deck or hull lay-up were not assessed for strength or condition.

Painted surfaces were not scraped if found in good condition, but subsequently existing repairs or defects may not become apparent due to such coatings. Where access could not be gained within the scope of the survey for detailed inspection of part of the vessel including the below waterline antifouled surfaces, or her installed equipment, no liability will be accepted for the poor condition of such items should it later become evident.

The survey does not include testing or assessment of the engine(s) or machinery and any detailed report of those items should be commissioned from a qualified marine engineer. The performance data for all equipment including the propulsion system from the manufacturers is not referred to and no comparison is made.

SURVEY CONDITIONS

This report has been prepared specifically for [redacted] and is for his use only. Copies in whole or in part should not be released to, or consulted by, other parties without the express prior permission of Hamble Marine Surveys. Whilst all due care and diligence has been exercised in the collection of data for and the preparation of this report, Hamble Marine Surveys purports to provide an advisory service only, based on the opinion and experience of the individual consultant responsible for its compilation. Hamble Marine Surveys issues such advice in good faith and without prejudice and guarantee. Hamble Marine Surveys shall not be liable for any loss (including indirect and consequential loss) damage, delay, loss of market, costs, expenses of whatsoever nature or kind and however sustained or occasioned.

The survey is a factual report on the inspection carried out, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of survey. It implies no guarantee, no safeguard against latent defects, subsequent defects, or defects not discovered at the time of survey in woodwork or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally and externally due to the installation of non-removable linings, panels, coatings and internal structures etc., or agreement and permission and instructions not being given

to the surveyor to gain access to closed off areas. If this survey does not discuss a specific item, equipment or machinery, it is not covered by the survey.

This survey is personal and confidential to the above named client and has no extended warranty if disposed of to a third party for any purpose. This report does not address stability, vessel performance or overall design, and no warranty is conveyed under these headings.

The attached Terms of Business of Hamble Marine Surveys should be read in conjunction with this report.

IMPORTANT NOTE

'[redacted]' is a 6 year old vessel. She is a used vessel and as such her installed equipment, machinery and systems are subject to normal wear and tear common for a vessel of this age. This survey is a snap shot of the vessel's condition on the day of the survey. It implies no warranty or provides no guarantee towards the equipment, machinery or systems present on this vessel. While every care is taken in assessing and documenting and where possible switch testing equipment on the day of the survey, it is inevitable that items due to wear and use will require future maintenance and possible upgrading and replacement.

RECOMMENDATIONS

Recommendations will not be made for minor defects or cosmetic items, however Guidance Notes will be offered in this regard.

Recommendations will be classified into three categories and appear in the report as *blue text*:-

(A) Items requiring attention prior to next use of the vessel and represent a potential structural or safety issue.

(B) Items requiring attention as part of the on-going maintenance of the vessel and should be scheduled accordingly.

(C) Items of general maintenance, husbandry and advice for future good practice.

Recommendations are made as a guide only and further information on any recommendations made can be provided.

1. General Description

'[redacted]' is a semi-displacement motor vessel made from GRP in 2010 by Sealine Motorboats in UK. She is arranged about a main saloon area, galley, 2 cabins and two heads, aft cockpit area and flybridge. She was presented in white coloured gelcoat over her topsides and superstructure, and antifouled below the waterline. She has twin diesel engines and shaft driven propellers.

At the time of the survey on the 1st February 2016 the vessel was afloat at Swanwick Marina and later lifted ashore at Hamble Boat Yard. Whilst ashore the vessel remained suspended in the hoist slings.

The weather conditions at the time of the survey were fair with a light breeze, overcast and in the later stages of the survey a fine drizzle.

The vessel was connected to a 220v shore power supply and her own 12v systems were live.

Sealine F42/5 '[redacted]' afloat Swanwick Marina 1st February 2016.

Sealine F42/5 '[redacted]' ashore Hamble Boat Yard 1st February 2016.

2. Hull

The vessel was inspected ashore on the 1st February 2016 suspended in the hoist slings at Hamble Boat Yard.

Below the waterline the hull was antifouled with a black coating of an unknown brand. The coating was found in fair condition with overall good adhesion to the underlying gelcoat surface. The coating would benefit from being touched-up in those areas scrapped during he survey.

The hull was visually inspected and hammer tap tested below the waterline for signs of production faults, delamination or possible grounding/contact damage. The hull was found in a structurally sound condition.

The vessel's hull was tested for moisture content.

39 areas of antifouling were scraped off the hull to reveal the white coloured gelcoat underneath. These areas were tested with a Sovereign Quantum Marine Moisture Meter and a comparative reading* was obtained for each area.

Air Temperature	12.6°C
Surface Temperature	12.4 °C
Relative Humidity	75.2%
Weather Conditions	Overcast, light breeze

Readings were taken above the waterline as a baseline comparison and also below the waterline. The above waterline readings were low and to be expected. The below waterline readings were also low to average and indicate minimal moisture uptake over the years.

Sovereign Quantum Relative Scale 1-100*	Shallow Readings	Deep Readings
Above Waterline	14-16	13-14
Below Waterline	16-20	15-20

No blistering or surface deformation was noted on the underwater surfaces in those areas where scrapped clear of antifouling, common with osmosis.

**The comparative readings obtained with the moisture meter are only a guide and do not indicate an actual moisture content but more a comparative reading where figures between 15-18 for GRP pleasure vessel are regarded as normal. Vessels ashore for longer periods of time will generally give a lower reading as they 'dry out'. A low reading however does not indicate a future without osmosis or wicking and conversely a high reading does not necessarily indicate the likely hood of imminent osmosis or the presence of such. Annual winterisation ashore and use of good antifouling and epoxy coating systems can minimise the risk of osmosis and wicking.*

RECOMMENDATIONS

1. *It is suggested that the antifouling be re-coated in those areas scrapped during the survey. As the age of the antifouling is not known, it would be prudent to consider re-coating the hull in the next 6 months. (C)*

3. Topsides

The topsides were presented in white coloured polished gelcoat and inspected and found in overall sound condition. No significant surface damage was noted with only minor cosmetic marks and blemishes present all considered cosmetic and common for a vessel of this age.

The topsides would benefit from being cleaned and polished.

RECOMMENDATIONS

1. *It is suggested that the topsides be cleaned and polished. (C)*

4. Deck Moulding & Flybridge

The deck and cockpit are constructed from GRP and teak decking noted over the surfaces in the aft cockpit areas and swim platform. Elsewhere the GRP deck surfaces are finished in a non-slip gelcoat moulded finish.

Overall the deck was found in sound condition. The deck was free from significant gelcoat cracking or damage, with only minor cosmetic marks visible. The deck was extensively hammer tap-tested and no obvious voids or delamination was detected. As the decks were slightly damp by the later part of the survey, the moisture readings of the deck and its core were not measured or assessed further.

The cockpit deck area was lightly hammer tap tested including the teak covered areas. As the tender was on the swim platform full access to the teak on the platform was not possible. Two areas of teak on the swim platform were found to have lost underlying adhesion. The two areas include at the threshold into the cockpit from the swim platform and on the starboard extreme edge. Both areas will need close monitoring.

All other areas of the teak in the aft cockpit and on the swim platform were noted in sound condition. The teak especially on the swim platform is in need of cleaning.

All cockpit lockers were tested and all found to operate correctly. A locker on the central platform could not be accessed as the tender was in place at the time of the survey. The hinges of the lid over the extendable swim ladder were noted loose.

The aft cockpit seating is extended onto the swim platform by an electric ram, to provide additional seating space in the cockpit. The system was switch tested from a switch on the starboard side of the cockpit. The system operated correctly.

The flybridge was inspected, albeit covered by a canvas cover. All lockers were noted sound and the teak sole secure.

The helm seat swivels around. The swivel mechanism was slightly stiff suggesting the unit will need lubricating.

The aft sunbathing deck slides to one side covering the access hatch up into the flybridge. The sliding unit operated as designed. The flybridge is in need of cleaning along with the cushions.

RECOMMENDATIONS

1. *It is suggested that the two areas on the swim platform where the teak has lost partial adhesion be closely monitored. (B)*
2. *It is recommended that the hinges of the lid covering the swim ladder be re-secured. (B)*

3. *It is suggested that the flybridge helm seat swivel mechanism be lubricated and the flybridge and cushions be valeted fully. (C)*

5. Hull to Deck Join

The hull to deck join was inspected around its perimeter and found in sound condition with no signs where accessible of any movement or leakage. It should be noted that many areas of the join were not accessible for inspection due to installed joinery or machinery.

6. Bulkheads & Internal Stiffening

The internal bulkheads were inspected and where accessible seen to be secured correctly with no signs of obvious movement. Many areas of the internal bulkheads were not accessible for inspection by virtue of their location, design or covered by adjacent joinery or covers.

The internal stiffening of the hull is created via longitudinal and transverse stringers. Access to the inner hull surface was limited to the areas visible from the engine and machinery spaces and under the sole at the galley and lower hallway into the cabins. Elsewhere about the vessel due to fixed flooring and coverings, the hull surfaces could not be visually inspected. In those areas inspected the hull was found in sound condition with no evidence of movement of defects in the lamination of the stringers.

During the course of the survey in an area on the port side aft of the engine compartment several ballast bags were noted. It is assumed that this additional ballast has been placed to correct the vessel's trim.

The bilge areas were inspected. They were found largely clean and dry. It was noted that a small amount of water has collected in the aft side bilges visible from the aft compartment housing the steering gear. This water should be sponged-out and monitored.

RECOMMENDATIONS

1. *It is suggested that the water trapped in the aft side bilges be sponged-out and monitored. (C)*

7. Rudder & Steering System

The rudder blades were inspected and noted to be constructed from a yellow metal believed to be bronze alloy or similar. Both were in sound condition with no evidence of contact damage or corrosion. Both rudder blades were secure with only minimal movement noted in the stock suggesting the bearings remain in a serviceable condition.

The rudders are controlled by a hydraulic ram connected to a hydraulic pump in turn connected to the two wheel steering systems, one present in the saloon and the other on the flybridge.

The hydraulic hosing, connections and pump were all checked and found in satisfactory condition.

The steering ram, link rod, upper stock and arms were all found in sound condition.

The steering system accessible via a removable panel in the aft machinery compartment should be routinely checked, cleaned and lubricated.

Image of the aft steering arrangement for the starboard rudder unit.

During a detailed inspection of the steering system it was noted that the cast alloy transom covers over the steering system to port appears to be weeping. A neat pile of salt crystals was noted in way of the port stock top. This appeared to correspond to a split in the casting. It is clear the split which is submerged will need further investigation. If the split cannot be repaired, then the alloy cover over the port steering will need replacing. Closer inspection of an image taken of the transom cover suggests a past repair has been undertaken. It is unclear what material has been used for the repair. The presence of salt crystals internally indicates the repair has been unsuccessful and the split continues to leak.

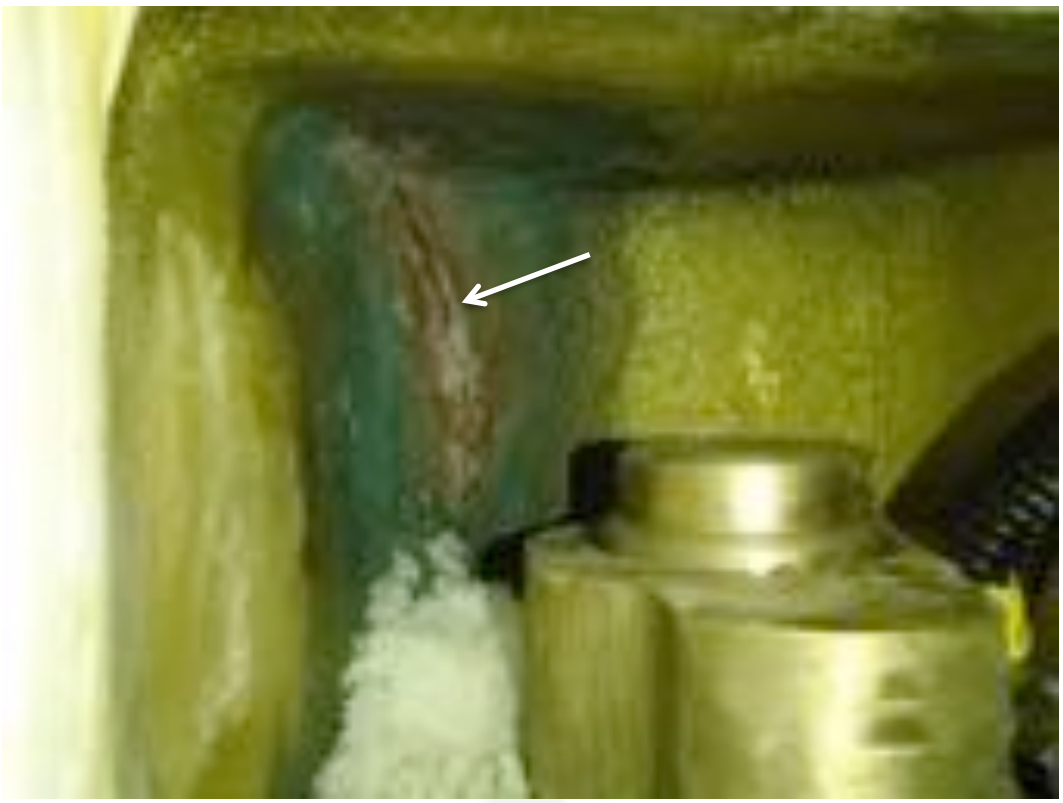

Image of the port stock and surrounding alloy cover. Note the weep form a suspected split in the cover.

Image of the transom cover. Note evidence of a past repair.

On the 16th February 2016 confirmation was received that the transom cover had been repaired with the vessel ashore at Hamble Yacht Services. Below image of the completed repair.

Image of the repaired transom cover.

A Max Power bow thruster unit was inspected under the forward cabin berth and in a bow tunnel. The controls were switch tested from the helm and flybridge and both found to operate as designed. The bow thruster installation and associated battery were found in sound condition.

The bow thruster was inspected externally and found in sound condition with no evidence of damage to the bow thruster blades or the GRP tunnel.

RECOMMENDATIONS

1. *It is recommended that the suspected split in the alloy cover and resultant ingress in way of the port rudder stock be further investigated. The presence of a past repair to the cover externally on the transom would appear to suggest the current owner is aware of this issue. The repair has been unsuccessful and it is likely that the cover will need replacing or re-repairing. (A)* *Repair completed 16/02/16.*

8. Stern Gear

Both propeller shafts, P-brackets and propellers were inspected. All were noted sound with light surface scaling from marine fouling. All would benefit from polishing.

Both stainless steel propeller shafts were found in sound condition based upon an external visual inspection. Both were rotated and found to be central relative to the stern seal and P-bracket. The shaft alignment was not assessed.

Both P-brackets were of a yellow metal believed to be a bronze alloy. Both P-brackets were secure and the cutlass bearing intact and serviceable permitting only minimal movement of the propeller shafts. Annual checking of the bearing wear is important.

Both 4 blade propellers were inspected. Both were secure to the shafts and all blade tips found in sound condition with no evidence of obvious contact damage or corrosion.

Both trim tabs were inspected and found secure and the electric Lenco rams in sound condition. The trim tabs were not tested, but should be assessed with the forthcoming seatrial.

Water cooled stuffing box type stern seals were inspected accessible from the aft end of the engine compartment. Both were found in fair condition with evidence of past weepage and surface corrosion. Both seals will need servicing and close monitoring.

Image of the starboard shaft, P-Bracket, rudder and propeller.

Port shaft seal. Note the surface corrosion developing and weep at the base.

RECOMMENDATIONS

1. *It is recommended that both shaft seals be serviced and the corrosion cleaned back and closely monitored. (B)*
2. *It is suggested that the stern gear all be cleaned and polished. (C)*

9. Cathodic Protection

Anodes were inspected secured to the underside of the hull in way of each propeller shaft. The anodes on the hull were found correctly bonded both to the rudders, P-Brackets and shafts. These anodes were approximately 60% wasted.

Additional button type anodes were found on the upper surface of each trim tab. These were noted approximately 60% wasted.

RECOMMENDATIONS

1. *It is recommended that all anodes be replaced. (B)*

10. Skin Fittings & Through-Hull Apertures

No skin fittings or valves were dismantled as part of this survey, but all were inspected and operated.

Skin fittings below the waterline were noted sound, although over-coated with antifouling.

All the seacocks accessible from within the vessel were noted in satisfactory condition. No significant evidence of dezincification or excessive corrosion was noted. The five seacocks valves on the vessel include the two engine raw water inlet units, holding tank outlet, generator raw water inlet and finally the air conditioning water inlet. All were inspected, operated and noted sound.

All valves were operated and found to open and close although some of the larger valves in the engine compartment were stiff to operate which is not uncommon due to their size.

All the valves require regular maintenance and operation to prevent seizure. They should be regularly checked for leakage and when not in use they should be kept closed.

RECOMMENDATIONS

1. *It is suggested that all the seacocks are annually checked and serviced, and when not in use kept shut. (C)*

11. Ports, Windows and Ventilation

The saloon wheelhouse has eight windows held in metal frames, two of which are electric to each side of the helm position. All were noted in sound condition with no evidence of leakage. The two electric windows operated as designed, although the port electric window would benefit from being lubricated.

Two windscreen wipers were noted to serve the forward windscreens. Both were operated, and noted to function well. The wash system was operational.

A foredeck opening deck hatch was inspected and found to operate correctly with no evidence of past leakage.

The saloon patio door operated correctly with the lock mechanism operating as designed.

Nine hull opening portlights were all visually inspected. All operated correctly with no evidence of leakage.

It was noted that the forward two hull portlights to starboard has rust streaking down the topsides. This may indicate that the securing bolts around the portlight are corroding. This will need further investigation.

Image of the starboard forward portlight. Note the rust streaking.

All hatch and portlight seals will need routine cleaning to preserve their water integrity.

RECOMMENDATIONS

1. *It is recommended that the source of the rust streaking from the two forward starboard hull portlights be investigated further. (B)*

12. Pulpit & Guardwires

The pulpit was inspected and found in sound condition with no visible deformation. All the base sockets were inspected and all found secure.

A stainless steel guardwire passed through the pulpit on both sides and this was noted in sound condition and correctly tensioned. The wire was contained within a plastic sheave and as such could not be inspected.

The securing back aft was satisfactory.

13. Ground Tackle

A galvanised 16kg Lewmar Delta anchor was inspected stowed on the bow roller. An unknown length of galvanised chain was noted secured to the anchor and this in turn stowed in the chain locker via an electric Quick anchor windlass. The anchor, chain and windlass were all inspected and found in satisfactory condition.

The Quick anchor windlass was switch tested from foot switches on the foredeck and from switches at each helm position. The system operated well, although it was not placed under operational load. A chain counter display was noted at the helm. The accuracy of the counter unit was not assessed.

The chain locker was inspected and found in sound condition with the locker lid secure.

14. Deck Fittings

Various deck fittings were inspected including mooring cleats, fairleads, vents and the fuel and water filling caps. All were noted in satisfactory condition, secure with no evidence of leakage from deck fittings and securing bolts.

15. Canvas

A number of canvas covers were inspected on the vessel.

A grey cockpit enclosure was present which was found in fair condition. The canvas cover will require cleaning. No obvious damage was noted.

Flybridge covers and dodgers were noted which was in fair condition also requiring cleaning. It was noted that the securing poppers for the flybridge cover especially on the port side are started to work loose. One popper has come out completely.

The seats and dashboard on the flybridge was covered with vinyl covers all found in fair condition, requiring cleaning.

A bimini cover was noted over the flybridge. The cover was stowed away at the time of the survey. The protective cover is in need of cleaning. The cover itself was in fair condition.

Image of the bimini.

RECOMMENDATIONS

1. *It is suggested that all canvas covers and seat covers be cleaned and serviced. The securing poppers down both sides of the flybridge will need re-securing where coming loose. (C)*

16. Engine Installation

Two Volvo Penta D6-435 diesel engines were inspected installed side by side in a well illuminated engine compartment accessible via lifting panels in the saloon and via an opening bulkhead hatch in the aft lazarette.

It is unclear when the engines were last serviced.

Port Engine: 281hrs Serial No. 2006038896

Starboard Engine: 281hrs Serial No. 2006038897

The engines are to be inspected by Volvo Penta technician from RK Marine during a forthcoming seatrial. A detailed inspection of the engines falls outside the scope of this survey.

A Fireboy automatic engine fire extinguishers of Clear Agent was noted secured to the forward bulkhead in the engine compartment. The extinguisher was secure and well positioned. The unit has an expiry date of 2015.

The fuel tanks located to each side of the engines were coated in fire proofing coating so could not be inspected further. All fuel hosing was noted intact and in sound condition with no evidence of wear points or obvious leakage.

The engines were not tested or assessed further.

RECOMMENDATIONS

1. *It is recommended that the engines are both fully assessed and tested by Volvo Penta technicians and diagnostics run with the vessel underway. The service status of the engines should be determined. (B)*

17. Accommodation General

The interior was well presented at the time of the survey. The interior was clean and tidy and clearly has had well cared for over the years.

The interior joinery is a walnut wood capping and veneers with plywood panels. The deck head and hull sides have been finished with vinyl padded panels and carpet laid throughout. Saloon seating is covered with leather and cabin cushion covers covered with a fabric material.

The saloon area was arranged with the galley to port and a seating area to starboard. Forward a master cabin with un-suite was noted with day head and starboard twin cabin to starboard.

Interior Layout Sealine F42/5

The saloon table was noted sound, although it is designed to be loose at its base.

All cupboards and door were operated and all found to open and close correctly. The push latches are prone to 'sticking' and should be lubricated and adjusted as necessary.

A wooden banner grab hold in way of the helm area in the saloon was noted to be very slightly loose and would benefit from being re-secured.

RECOMMENDATIONS

1. *It is suggested that the push latches on cupboard doors and lockers be adjusted and lubricated where 'sticking' as necessary, and the grab hold in way of the helm re-secured where slightly loose at its base. (C)*

18. Fresh Water System

The fresh water tanks were inspected secured to each side of the aft machinery space under the cockpit. The tanks were secured correctly, although only partially visible. The tank's hosing appeared where visible to be in sound condition with no evidence of any leakage.

A hot water storage tank was inspected stowed under the outboard aft berth to starboard. The tank was secure and all hosing also secure. The 220v immersion system was switch tested and noted to function well. A domestic timer unit is wired to the hot water system.

The Flojet water pump was run and found to operate as designed. All taps throughout the vessel were tested and all found to operate correctly with a good pressure of water.

A transom shower unit was tested and found to operate correctly.

The two shower units in the heads compartments drain to a central sump box unit. The sump box and integral pump were operational.

The purity of the water contained in the tanks were not assessed.

19. 12v & 220v Electrical Systems

A 12v electrical system is found on the vessel powered by 3 x 12v 170Ah lead acid batteries stowed in a purpose made battery area between both engines under the floor. A further 12v battery was noted back aft under the aft machinery compartment sole for the generator start and a further battery forward under the forward cabin sole for the bow thruster system. All the batteries were securely stowed and all terminals and cabling secure. The batteries were visually inspected but not tested.

All DC & AC systems are controlled by a switch panel in way of the galley. The panel is well laid out and labelled.

12v lighting about the vessel was switch tested and all lights found to operate correctly.

The 220v system is powered by a shore power cable which was plugged into the transom socket. A Pro-Nautic 40amp battery charger was noted to be running at the time of the survey and all electrical sockets were live. The performance of the battery charger and health of the batteries were not assessed.

A further shore power cable was also present specifically for the air conditioning system if to be powered by the shore power.

Other 220v systems include a Panasonic Microwave/oven/grill located at the galley and a Bosch washer dryer. Both system were live, but not tested further.

A Kohler 11kw generator was noted installed in the aft machinery compartment. The unit serial no. 2252968 has a operation hours display reading 47.5hrs.

The generator was started and noted to run well under load. The unit was not tested for performance. The service status of the generator is not known.

A manual powder extinguisher was noted in the aft machinery compartment. An automatic gas unit is required.

RECOMMENDATIONS

1. *It is recommended that the generator be fully checked and serviced by a Kohler service technician. (C)*

20. Gas System

A 907 Butane gas bottle was noted in a small gas locker to port back aft. The bottle is secured to a regulator and flexible hose before terminating in a rigid gas line which runs down the port side of the vessel. The rigid gas line further terminates in a twin shut off valve (for which only one valve is in use) which supplies a 2 burner Techimpex hob.

The gas system was not tested for compliance or leaks. Gas was bled through to the hobs, but not lit. The gas system appears in sound condition, but should be fully Gas Safe assessed and tested.

RECOMMENDATIONS

1. *It is suggested that the gas system be checked and tested by a Gas Safe technician and a certificate issued. (C)*

21. Air Conditioning & Refrigeration

Three MarineAir air conditioning units are installed on the vessel. The three refrigeration units are located back aft to port in the aft machinery space. All units are well secured with no obvious leaks or corrosion. All three are served by a water pump.

Three separate air handler units are located on the vessel. These serve the saloon, forward cabin and guest cabin. With the generator running the air conditioning system was activated and all three units run on reverse cycle and heated air noted to be produced. The service status of the air conditioning system should be determined. The system should be serviced every 2-3 years depending on the amount of use.

The control panels for the air conditioning system in each cabin and saloon were noted operational. The panel in the guest cabin was noted loose.

A front-loading Waeco fridge in the galley was inspected and found to operate correctly. The fridges in the galley and saloon would benefit from being cleaned out.

A second Waeco fridge was inspected in the saloon with a third unit on the flybridge, all were noted to operate correctly.

RECOMMENDATIONS

1. *It is suggested that the air conditioning system be serviced with the control unit in the guest cabin re-secured. (C)*

22. Sanitation System

The two heads compartments were inspected and found in a clean and tidy condition. The heads are Jabsco quiet flush systems, which were both switch tested and found to operate as designed. Both are fresh water flushed.

Each heads pump directly to a stainless steel holding tank with overboard discharge via a macerator pump.

The macerator pump was switch tested and found to operate although it produced an unhealthy noise suggesting the impeller in the pump may be damaged or detached. The pump appears to no longer function as designed.

The holding tank appears to be full.

Image of the macerator pump which was found to be defective.

RECOMMENDATIONS

1. *It is recommended that the macerator pump be repaired or replaced and the holding tank emptied. The system will need fully sanitising and flushing through. (B)*

23. Audio Visual Systems

A JVC CD/Radio head unit was switch tested stowed behind a cupboard door in the saloon.

The CD/Radio was connected to saloon and flybridge speakers, all noted to operate correctly. The full functionality of the head unit was not assessed, only the radio. A second head unit was noted in the guest cabin.

A Samsung LCD TV was stowed in a purpose made retractable locker in the aft port corner of the saloon. The TV operated correctly connected to a digital Glomex receiver.

Further Samsung LCD TV units were noted in the forward cabin and guest cabin. Both unit were live and operational.

24. Electronic & Navigation Systems

The following navigation equipment was inspected and switch tested where possible:-

Raymarine 240e DSC VHF	Working
2nd Raymarine 240e VHF on Flybridge	Working
2 x Raymarine C90W plotter units	Working
Raymarine 2kw Radar	Working
Raymarine ST60+ Tridata x 2	Working*
Ritchie Magnetic Compass	Working*

*The accuracy of the depth and speed data and magnetic compasses were not assessed.

Navionics cartography was noted displayed on both plotter units. The accuracy of any cartography in use was not assessed further.

RECOMMENDATIONS

1. *It is suggested that the navigational electronics all be fully assessed for performance and accuracy prior to being relied upon for navigation. (C)*

25. Safety Equipment

The following safety equipment was found on the vessel. Safety equipment was noted, but not tested or assessed for operation:-

- Horn – working
- Honwave Tender and 5hp outboard engine
- Carbon Monoxide sensors in saloon – not tested
- Smoke Alarm - Saloon
- Clock & Barometer
- Assorted flares – expiry December 2016
- Assorted lifejackets – service status not known
- Fire extinguishers:

FireBoy Auto engine	Inert Gas	Expiry 2015
3 x 1kg extinguishers	Powder 5A 34B	Expiry 2018

- 3 x Electric Bilge Pumps – all working
- 2 x Manual Bilge Pumps - operational
- Selection of fenders and mooring lines
- Inflatable horse shoe buoy – service status not known
- Cat C First Aid Kit – Expiry November 2016
- Standard Horizon HX851 hand VHF

- Assorted engine spares and tools
- Navigation lights including:-

Port (red)	Working
Starboard (Green)	Working
Running Light (White)	Working
Anchor Light (White)	Working
Spot Light	Working

RECOMMENDATIONS

1. *It is suggested that the safety equipment held on board be appropriate for the intended use of the vessel, area of operation and number of passengers/crew. Reference to various publications can assist in this regard including the Royal Yachting Association booklet C8 'Boat Safety Handbook'. Safety equipment held on board should be sent for servicing as necessary.*
2. *It is recommended that the engine extinguisher system be serviced and consideration given to fitting a similar inert gas extinguisher system in the aft machinery compartment. (B)*

26. Summary

'[redacted]' was found in overall good condition for her age. She has clearly been lightly used by the present owner.

The vessel appears to have had limited use for some time, and would benefit from an external and internal valet and a catch-up of her on-going maintenance.

No serious structural or safety related issues were identified during the survey, however the split in the cover over the transom steering system to port will need further investigation and repair.

The outcome of the forthcoming seatrial and attendance of Volvo Penta to assess and test the engines will be a critical aspect of the purchase process. Any recommendations made during the seatrial will need implementing along with the recommendations and suggestions made in this report.

With continued maintenance and upgrading into the future, '[redacted]' will provide a well found coastal motor cruiser.

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Report compiled by Julian Smith AssocIIMS
Hamble Marine Surveys
2nd February 2016

27. Summary of Recommendations

1. *It is suggested that the antifouling be re-coated in those areas scrapped during the survey. As the age of the antifouling is not known, it would be prudent to consider re-coating the hull in the next 6 months. (C)*
2. *It is suggested that the topsides be cleaned and polished. (C)*
3. *It is suggested that the two areas on the swim platform where the teak has lost partial adhesion be closely monitored. (B)*
4. *It is recommended that the hinges of the lid covering the swim ladder be re-secured. (B)*
5. *It is suggested that the flybridge helm seat swivel mechanism be lubricated and the flybridge and cushions be valeted fully. (C)*
6. *It is suggested that the water trapped in the aft side bilges be sponged-out and monitored. (C)*
7. *It is recommended that the suspected split in the alloy cover and resultant ingress in way of the port rudder stock be further investigated. The presence of a past repair to the cover externally on the transom would appear to suggest the current owner is aware of this issue. The repair has been unsuccessful and it is likely that the cover will need replacing or re-repairing. (A)*
8. *It is recommended that both shaft seals be serviced and the corrosion cleaned back and closely monitored. (B)*
9. *It is suggested that the stern gear all be cleaned and polished. (C)*
10. *It is recommended that all anodes be replaced. (B)*
11. *It is suggested that all the seacocks are annually checked and serviced, and when not in use kept shut. (C)*
12. *It is recommended that the source of the rust streaking from the two forward starboard hull portlights be investigated further. (B)*
13. *It is suggested that all canvas covers and seat covers be cleaned and serviced. The securing poppers down both sides of the flybridge will need re-securing where coming loose. (C)*
14. *It is recommended that the engines are both fully assessed and tested by Volvo Penta technicians and diagnostics run with the vessel underway. The service status of the engines should be determined. (B)*
15. *It is suggested that the push latches on cupboard doors and lockers be adjusted and lubricated where 'sticking' as necessary, and the grab hold in way of the helm re-secured where slightly loose at its base. (C)*
16. *It is recommended that the generator be fully checked and serviced by a Kohler service technician. (C)*
17. *It is suggested that the gas system be checked and tested by a Gas Safe technician and a certificate issued. (C)*
18. *It is suggested that the air conditioning system be serviced with the control unit in the guest cabin re-secured. (C)*
19. *It is recommended that the macerator pump be repaired or replaced and the holding tank emptied. The system will need fully sanitising and flushing through. (B)*
20. *It is suggested that the navigational electronics all be fully assessed for performance and accuracy prior to being relied upon for navigation. (C)*

21. *It is suggested that the safety equipment held on board be appropriate for the intended use of the vessel, area of operation and number of passengers/crew. Reference to various publications can assist in this regard including the Royal Yachting Association booklet C8 'Boat Safety Handbook'. Safety equipment held on board should be sent for servicing as necessary.*
22. *It is recommended that the engine extinguisher system be serviced and consideration given to fitting a similar inert gas extinguisher system in the aft machinery compartment. (B)*

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Terms of Business

IT IS AGREED that:-

A. These Surveyor's Terms of Business shall form part of the Agreement between the Surveyor and the Client; and

B. The Surveyor shall perform the Scope of Work as set out in the Agreement subject to the following terms:

1. Services

1.1 The Surveyor shall undertake the services to which these terms relate with reasonable care, skill and diligence.

1.2 The Client's instructions and the scope of the Surveyor's services hereunder, are as defined in the Scope of Work. Any subsequent changes or additions to the Scope of Work must be agreed in writing by the Parties.

1.3 The Client undertakes to:

1.3.1 ensure that full instructions are given to the Surveyor and are provided in sufficient time to enable the required services to be performed effectively and efficiently. The Client agrees to disclose to the Surveyor all relevant information of which they have knowledge, or to which they have access, in relation to the Vessel to be surveyed;

1.3.2 in consultation with the Surveyor, procure all necessary access to premises and vessels (including lift-out, trials and facility for inspection ashore and afloat as appropriate) for no less than such a time as shall in each particular circumstance be reasonable to enable all appropriate inspections and tests to be undertaken or performed; and

1.3.3 ensure that all appropriate safety measures are taken to provide safe and secure working conditions provided always that in the event of any breach of the requirements of Clauses 1.3.1 to 1.3.3 causing any failure on the Surveyor's part to undertake the Scope of Work the Client shall be responsible for all consequential costs incurred by the Surveyor and in respect of any element of the Scope of Work undertaken.

1.4 Pursuant to the Scope of Work, the Surveyor will inspect the Vessel as thoroughly as is practicable and endeavour to comment on the more important items where, in the Surveyor's reasonable opinion, major costs consequences are considered likely to arise. It follows that the Surveyor cannot comment on every minor matter but the Surveyor will try to point out where small factors may become more serious.

1.5 The Surveyor's intention is to report on the condition of the hull(s), superstructure and fixtures (if any) of the Vessel so far as can reasonably be ascertained from a visual inspection of the Vessel at its location at the time of survey. The Client accepts that the Surveyor's survey report(s) cannot cover hidden, unexposed or inaccessible areas of the Vessel, (for clarity this includes core materials, the hull where antifouled and painted surfaces) and neither can the Surveyor undertake to investigate areas that the

Surveyor believes to be inaccessible at the time of inspection. Where the Surveyor is unable to gain access to areas commonly accessible, the Surveyor will endeavour to point this out.

1.6 If a rig is stepped at the time of the survey the inspection will cover only those areas visible from deck level. The Client accepts that the Surveyor's survey report(s) cannot cover hidden, unexposed or inaccessible areas of the rigging and spars. The Surveyor makes no representation and gives no warranty for the rig or its fixtures or fittings including sails.

1.7 Installed navigational electronics will be operated, but not tested for performance. Settings and full functionality will not be assessed and the accuracy of cartography and radar/AIS systems will not be commented upon. It is always recommended that a trained service agent for the navigational electronics be consulted.

1.8 Where a vessels propulsion system is inspected as part of the survey the scope of the survey is limited to an external inspection only. The Surveyor makes no representation and gives no warranty for the engine(s) or generator(s) and their associated systems or any assessment of their mechanical performance. It is always recommended that a trained service agent be consulted.

1.9 The vessels 12/24v and 110/220v systems will be switch tested. Internal condition and performance of wiring and electrical components and equipment including batteries will not be assessed for performance or compliance to appropriate regulations.

1.10 In every case, the Surveyor recommends a full survey of a Vessel, to include inspection of the Vessel while lifted out and while in the water. Where the Surveyor accepts instructions to survey a Vessel solely on the basis of an inspection of the Vessel out of the water, the Surveyor makes no representation and gives no warranty as to the watertight integrity of the hull and fixtures and fittings including seacocks and valves or buoyancy of the Vessel.

2. Valuations

2.1 All valuation work undertaken shall be in accordance with the Scope of Work and, unless otherwise stated in writing, such work relates solely to the date and place referred to. Valuations are based on opinions only and are not representations of fact, nor do they carry with them any guarantee of the particulars or information on which opinions are based. Valuations assume a willing buyer and willing seller and market conditions applicable at the time of valuation or such other date as is expressly referred to.

3. Fees

3.1 The fee agreed between the Surveyor and the Client for the services to be provided by the Surveyor under this Agreement ("the Survey Fee") shall not include the costs of travel, subsistence and accommodation which will be charged in addition and in accordance with this Clause 3.

3.2 The Survey Fee and all expenses shall become due and payable on such terms and in such amounts as shall be agreed from time to time. VAT or other EU equivalent shall be payable, if applicable, in addition to all fees and expenses. Invoices will be submitted in respect of all fees and expenses when due and the amount of each invoice shall be settled within 28 days of the date of the invoice. Thereafter, interest shall be payable on all sums owing and unpaid at a rate of 3% over Barclays Bank plc (London) base rate.

4. Limitations

4.1 The Surveyor shall not be liable under this Agreement for any loss or damage caused in circumstances (i) where there is no breach of a legal duty of care owed to the Client by the Surveyor or (ii) where, notwithstanding any such breach, any loss or damage is not a reasonably foreseeable result of such breach.

4.2 All services and reports are provided for the Client's use only. No liability of any nature is assumed towards any other party and nothing in these terms, or the relationship between the Surveyor and the Client, shall confer or purport to confer on any third party a benefit or the right to enforce any provision of these terms. The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Agreement and any person who is not a party to this Agreement shall have no right under that Act to enforce any term(s) of this Agreement.

4.3 The Surveyor shall not be responsible for loss or damage or any increase in loss or damage resulting from any material breach by the Client of any term of this Agreement.

4.4 Any claim by the Client in respect of any breach of the Surveyor's obligations under this Agreement must be notified to the Surveyor as soon as is reasonably practicable after the Client becomes aware of the

breach. Where any breach is capable of remedy, the Surveyor must be afforded a reasonable opportunity to put matters right at his expense.

4.5 The Client agrees that, for reasons of commercial practicality, it is necessary to limit the Surveyor's potential liability in respect of loss or damage suffered by the Client as a result of any breach by the Surveyor of any of the Surveyor's obligations under this Agreement. As such, the Client agrees that no liability howsoever arising whether under this Agreement or otherwise shall attach to the Surveyor except insofar as such liability is covered by the professional indemnity insurance referred to at paragraph 4.6 and such liability (including Claims Expenses) shall in any event be limited to £250,000 or such higher sum as the parties shall agree in writing prior to commencement of the services to which these terms relate (hereafter referred to as "the Agreed Indemnity Limit").

4.6 The Surveyor shall maintain professional indemnity insurance in the amount of the Agreed Indemnity Limit throughout the period of the performance of the Surveyor's duties hereunder provided that such insurance shall remain available at reasonable market rates.

4.7 The Surveyor's liability shall not extend to particulars, data and other information given to the Surveyor by others or obtained from outside sources, publications and the like reasonably relied upon by the Surveyor, including Class records, registry details or other such information and no assurances can be given regarding the accuracy of the same.

4.8 Unless otherwise stated in writing, all services and reports are provided on the basis that they carry no guarantee regarding ownership or title, freedom from mortgages or charges, debts, liens or other encumbrances, or vessel stability, performance or design.

4.9 The Client shall be responsible for any losses, expenses or other costs reasonably incurred by the Surveyor that are caused by a breach of the Client's obligations to the Surveyor hereunder.

4.10 The Surveyor shall not be liable in respect of any breach of his obligations hereunder resulting from unforeseeable causes beyond the Surveyor's reasonable control

Business or Commercial Operations

4.11 Notwithstanding any other provision of this Agreement, where the Client is acting in the course of a business or commercial operation:

4.11.1 the Surveyor's liability shall expire twelve months after the Survey Report is delivered to the Client and The Surveyor shall thereafter have no further liability whether in contract, tort or otherwise; and

4.11.2 the Surveyor shall have no liability whether in contract, tort or otherwise for:

4.11.2.1 any consequential or economic loss or for loss of profit or turnover or loss of use suffered by the Client howsoever arising, whether under this Agreement or otherwise, and without prejudice to the generality of the foregoing the Surveyor shall not be liable for any consequences of late performance of any survey and/or late delivery of any survey report;

4.11.2.2 any breach of his obligations hereunder of which written notification shall not have been given within 14 days of the date on which the Client ought reasonably to have become aware of the existence of such breach;

4.11.2.3 any loss, injury or damage sustained as a result of:

i. any defect in any material or workmanship;

ii. an Act of God or other circumstances beyond the control of the Surveyor; or

iii. the act, omission or insolvency of any person other than the Surveyor;

and the Surveyor shall have no liability to indemnify the Client in respect of any claim made against the Client for any such loss, injury or damage;

4.12 Notwithstanding any other provision of this Agreement:

4.12.1 unless otherwise stated in writing, no guarantee is given against faulty design, latent defects or of suitability of any vessel or other item for any particular purpose or of compliance with any particular local, national or international requirement or code, and opinions are given without the benefit of running of machinery or opening up or other dismantling whether of interior linings, machinery or other items or systems;

4.12.2 the Surveyor shall have no liability whether in contract, tort or otherwise in respect of the consequences of late, incomplete, inadequate, inaccurate or ambiguous instructions or the non-disclosure by the Client of relevant information.

5 Law and disputes

5.1 This Agreement shall be construed in accordance with and shall be governed by English law. All disputes arising out of or in connection with this Agreement shall be submitted to the exclusive jurisdiction of the Courts of England and Wales.

6. Miscellaneous

6.1 The Surveyor may terminate the appointment forthwith if the Client fails for more than 28 days to pay any sum due when demanded, or if the Client fails to respond promptly to requests for information and/or instructions and fails adequately to respond to 28 days' formal notice of such failure, without prejudice to the Surveyor's accrued rights.

6.2 Without prejudice to the accrued rights of the other party, either party may terminate the appointment forthwith by notice if the other party shall become bankrupt or insolvent, or make any arrangement or composition for the benefit of creditors, or have anything analogous to any of the foregoing under the laws of any jurisdiction occur to it, or cease (or threaten to cease) to carry on business.

6.3 No exercise or failure to exercise or delay in exercising any right or remedy vested in either party shall be deemed to be a waiver by that party of that or any other right or remedy.

6.4 Neither party shall transfer or assign its rights or obligations under these terms without the prior written consent of the other.

6.5 In the event that any provision of these terms is held to be a violation of any applicable law, statute or regulation, such provision shall be deemed to be deleted from these terms and shall be of no force or effect and these terms shall remain in full force and effect as if such provision had not been contained herein. Notwithstanding this, in the event of any such deletion the Parties shall negotiate in good faith in order to agree the terms of an acceptable alternative provision.

6.6 Except where expressly stated to the contrary in a written document signed by the Parties on or after the date hereof, these terms form the entire agreement between the Parties and supersede all previous agreements and understandings between the Parties, and no warranty, condition, description, term or representation is given or to be implied by anything said or written in negotiations between the Parties or their representatives prior to the communication of these terms.

6.7 References to "the Surveyor" include the Surveyor's employees and persons, firms and companies appointed or engaged by the Surveyor as the Surveyor's agents for carrying out any work or services under these terms, all persons, firms and companies to whom performance of any work or services under these terms is sub-contracted or delegated by the Surveyor, and all agents and employees of persons, firms and companies referred to in this clause.

6.8 Any communication required to be given under these terms by either party shall be in writing and shall be sufficiently given either by letter, fax or electronic mail (provided the same is capable of being recorded by the recipient in durable form) sent to the other at the contact details previously notified and any such notice shall be deemed to have been given at the time at which it would in the ordinary course of transmission have been received.

6.9 Each party undertakes to maintain the confidentiality of all information supplied by the other and not to divulge such information to third parties without the prior written authority of the other.

Words denoting the masculine include the feminine and neuter and vice versa.