Report of Survey

Of the Sailing Yacht

[NAME WITHHELD]



Photograph of vessel withheld in this sample

SAMPLE EXTRACT – identifying details removed

Pre-purchase condition survey, including inspection aloft

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

CONTENTS OF THE FULL REPORT

Sections shown in bold blue are reproduced in this sample extract.

Executive summary

Scope and limitations of inspection

1. Definitions

2. Vessel identity details

3. Hull

4. Deck

5. Accommodation

6. Propulsion and steering

7. Piping and systems

7.3 Mast, rigging and sails, including inspection aloft

8. Electrical systems

9. Air conditioning

10. Watermaker

11. Navigation and radio equipment

12. Entertainment systems

13. Firefighting equipment (FFE)

14. Life-saving equipment (LSA)

15. Tenders

16. Miscellaneous

17. Sea trial

18. Conclusion

19. Annex I – Summary of recommendations

19.2 Annex II – Photographs and video aloft

© Interface Marine, a division of Duffy Marine Ltd

EXECUTIVE SUMMARY

[Name withheld] is an 11.4 m GRP production sailing yacht built in 2012. She is rigged as a masthead sloop, with a deck-stepped aluminium mast, two sets of swept spreaders, wire standing rigging, an in-mast furling mainsail and a self-tacking jib, and is powered by a single Volvo Penta D2-40 diesel engine driving through a saildrive.

She was surveyed for the prospective purchaser afloat, ashore in the slings and aloft, and taken on a sea trial under engine and sail. Overall she was found to be in serviceable condition for her age, with a sound hull and an accommodation that has been reasonably kept. However, the survey identified a number of defects that need attention before completion or before the yacht is used, and several more that should be dealt with within the coming months. In total there are 8 Priority A, 12 Priority B and 2 Priority C recommendations.

The rig is the principal concern. The inspection aloft found a broken outer strand on the port cap shroud just above the lower spreader, rust at several swaged and T-terminals, and corrosion where the stainless steel spreader-root brackets meet the aluminium mast. The standing rigging appears to be original and is now about 14 years old, beyond the age at which many insurers expect wire rigging to be renewed. A broken strand is a sign that a shroud is close to the end of its life, and in our opinion the standing rigging should be replaced before the yacht is sailed offshore.

The boom shows evidence of a serious overload. It has a visible bend, and the gooseneck fitting is distorted. Taken together with damage to the forward port stanchions, the pattern is consistent with a crash gybe, possibly with a forward preventer rigged. Whatever the cause, the boom and its fittings should be inspected by a rigger, and the boom is likely to need replacement.

The saildrive needs attention. Corrosion was found on the unit and its fittings, and the aft support bracket is heavily corroded. There was no evidence that the hull diaphragm, which seals the saildrive leg to the hull, has been renewed within the manufacturer's seven-year interval. Because a failed diaphragm can let water into the hull, its renewal should be treated as a priority.

Safety equipment is not ready for use. The liferaft is past its service date, flares were reported but not seen, the fire extinguishers are not mounted in usable positions, and the LPG installation shows no evidence of service. None of these is costly to put right, but all should be dealt with before the yacht goes to sea.

The electrical system has been neglected. Battery voltage was consistently low during the survey, the inverter would not operate, and the wiring shows signs of having been added to over the years without a consistent standard. A marine electrician should investigate the charging system and review the wiring.

Below the waterline the news is better. The hull showed no osmosis, delamination or impact damage, the through-hull fittings were sound, and moisture readings were within acceptable levels for her age. The only finding on the underwater body was a loose retaining ring on the

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

lower rudder bearing. On the sea trial in a Force 3 breeze she performed well under engine and sail, reaching 7.2 knots at 2,800 rpm under engine, tacking cleanly and pointing well, with no anomalies noted apart from the defective radar and the bow thruster that would not retract.

Priority **A** items (to be rectified before completion or use):

Ref / Section	Action required
R13 – 7.3	Replace the standing rigging. Have the boom, gooseneck and associated fittings fully inspected by a qualified rigger, and replace the boom if it cannot be straightened and certified. Remove, inspect and re-bed the spreader-root brackets with an isolating compound.
R10 – 6.4	Carry out a full service of the saildrive and replace corroded fittings. Renew the saildrive hull diaphragm unless there is evidence of replacement within the manufacturer's seven-year interval.
R09 – 5.4	Have the LPG system serviced by a qualified technician, and install an LPG alarm.
R15 – 8.2	Have the battery charging system and inverter investigated by a marine electrician.
R05 – 4.4	Test the anchor windlass fully, and repair the bow roller and its retaining pin.
R06 – 4.5	Secure the forward port stanchions and check all stanchions for security.
R21 – 13	Mount the fire extinguishers in accessible positions in the saloon, and fit a fire blanket in the galley.
R22 – 14	Equip the vessel with in-date, accessible life-saving equipment, including a serviced liferaft and flares, meeting the flag state's requirements for her intended area of operation and the number of persons on board.

Outside the scope of this survey: the inside of the mast and the hidden parts of terminals and tangs (mast not unstepped); the internal condition of the engine and saildrive; areas under the slings; areas concealed by linings and joinery; title and encumbrances. See Scope and Limitations.

© Interface Marine, a division of Duffy Marine Ltd

SCOPE AND LIMITATIONS OF INSPECTION:

THIS IS TO REPORT that, on the instructions of the prospective purchaser (the instructing client), the undersigned attended on board the sailing yacht [name withheld], an 11.4 m production sailing yacht lying on the Côte d'Azur, France. The vessel was inspected afloat (moored stern-to), ashore while held in the slings, and aloft, and a sea trial was carried out. The purpose of the inspection was to ascertain the vessel's general condition for pre-purchase purposes.

The survey was carried out in accordance with the Code of Practice of the International Institute of Marine Surveying and the standard terms and conditions of the surveyor's contract signed by the instructing client.

The weather was clear during the survey.

Parties in attendance:

- Philip Duffy MIIMS ARINA – Lead surveyor, Interface Marine
- [Name withheld] – Rigger (inspection aloft)
- [Name withheld] – Broker

Date of survey: [withheld] Date of report: [withheld]

Scope and limitations

The survey of this vessel is based solely on a careful visual and non-destructive inspection of easily accessible portions of its structure and available equipment. A complete inspection can be made only by removal of flats, soles, decking, headliners, ceiling or hull lining, tanks, plumbing and joinery works, or removal of the antifoul coating. No moisture meter measurements can be taken below the waterline with reliable results unless the vessel has dried ashore for a period of not less than 7 days. Interface Marine cannot accept responsibility for damage caused by such work; this report is therefore based on a non-destructive inspection.

The information contained in this report concerning sizes, the accuracy of build, hull or superstructure geometry, ratings, capacities, speeds etc. was ascertained from makers' plates, logs, documents, plans and certificates on board, provided by the shipyard or the instructing entity. Unless specifically stated, none of the information was ascertained by direct measurement or calculation. Therefore, although all the information contained is believed to be correct, no accuracy can be guaranteed.

A complete inspection of machinery, auxiliary equipment, electrical and electronics can be made only by continuous operational monitoring or disassembly and therefore has not been done. It is recommended and understood that main engines and electrical systems are to be tested and surveyed under load by qualified technicians to determine the quality of the vessel's machinery and electrical systems.

© Interface Marine, a division of Duffy Marine Ltd

The rig was inspected aloft but was not unstepped. The inside of the mast, the parts of terminals and tangs concealed within fittings, and the mast heel below deck could not be examined.

No determination of stability characteristics or inherent structural integrity has been made, but some opinions may be expressed thereto. It implies no guarantee against hidden faulty design or latent defects.

This report represents the condition of the vessel on the date(s) the survey was carried out and is the unbiased opinion of the undersigned surveyor based on his knowledge and experience, taking into consideration industry best practice. It is not to be considered a warranty, either express or implied.

No warranty is made regarding the classification or regulatory status of the vessel. The regulatory status of the vessel can only be ascertained by reference directly to the certifying authorities.

This report carries no warranty regarding ownership or any warranty regarding outstanding mortgages, charges, liens or other debt there may be on the vessel.

This report is submitted for the exclusive use of the instructing client, and no liability will be accepted to any third party who may subsequently use a copy of this report or any of its contents. Copyright remains with the instructing client and Interface Marine. This report should only be used for its intended purpose, and the instructing client only has the right to distribute this survey with discretion.

1. DEFINITIONS

Good: Unimpaired condition without significant wear or deviation from original strength and operational efficiency. No maintenance or repair required.

Satisfactory: Condition with wear and tear and other deficiencies of a minor nature, not requiring correction or repair.

Serviceable: Condition of wear and tear of such an extent as to reduce strength and/or efficiency to a degree short of a necessity for immediate corrective measures; however, still fit for further use or service.

Unsatisfactory: Condition in which the adequacy of strength and/or operational efficiency is marginally below acceptable limits or is in doubt. Remedial action required.

Poor: Condition of undoubtedly inadequate strength or operational efficiency. Immediate extensive repair or renewal is required to reinstate serviceability.

Readily accessible: Capable of being reached for operation, inspection or maintenance without removal of a vessel structure or use of tools or keys, or removal of any item of portable equipment stowed in a place intended for storage of portable equipment (e.g. lockers, drawers or shelves).

Recommendations: The following code denotes the importance of the recommendation. These recommendations should be considered as a guide only and not exhaustive. Each recommendation carries a reference number (R01, R02 …) and a suggested timing, and all are listed in Annex I.

A. Structural, mechanical or other defects affecting strength, seaworthiness or safety which require immediate attention.

B. Structural, mechanical or other defects not requiring immediate attention, but which should be monitored or rectified within the period stated.

C. Non-essential or cosmetic defects whose repair may be left to the owner's discretion.

© Interface Marine, a division of Duffy Marine Ltd

2. VESSEL IDENTITY DETAILS

Name of vessel:	[Withheld]
Flag:	[Withheld]
Official number:	[Withheld]
HIN/CIN no.:	[Withheld]
Builder:	[Withheld] (European production builder)
Year:	2012
Type:	Sailing yacht with auxiliary engine
Material:	GRP
LOA:	11.40 m
Breadth:	3.90 m
Depth:	1.99 m
Gross tonnage:	12.94
Propulsion system:	1 × Volvo Penta D2-40 diesel engine with saildrive
Fuel capacity:	160 litres
Fresh water:	300 litres
AC power:	230 V 50 Hz
DC:	12 V DC

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

3. HULL

3.1. HULL STRUCTURE

The hull is built in GRP (glass-reinforced plastic). Below the waterline the laminate is solid, which is the most robust arrangement for the part of the hull that carries the keel and takes groundings and impacts. Above the waterline the topsides are a balsa-cored sandwich, which saves weight and adds stiffness, but which can absorb water if the outer skin is breached and left unrepaired. A vinylester barrier coat was applied during build to improve resistance to osmosis. Internally, a bonded structural grid spreads the loads from the keel and the rig into the hull shell and stiffens the bottom.

3.2. TOPSIDES

The topsides were inspected while the vessel was ashore and held in the slings. The gelcoat showed only the minor wear and tear expected on a yacht of this age.

3.3. BOTTOM

The underwater hull was inspected ashore while held in the slings. The antifouling was fair and well adhered, and there was no evidence of impact damage, osmotic blistering or delamination. Moisture readings were taken across the bottom with a calibrated Tramex meter, and were within acceptable levels for a vessel of this age and construction. The areas directly under the slings could not be seen.

Note: Although no osmotic action or delamination was noted during the inspection, this does not preclude pre-existing osmotic action or its occurrence in future. Moisture readings were taken for comparative reference purposes only, as the vessel would need to be dried out ashore for a minimum of 7 to 10 days for the results to be reliable.

3.4. KEEL

The keel showed no visible signs of grounding, such as damage to its leading edge or base, and there was no sign of cracking or movement at the joint between the keel and the hull. Inside the yacht, however, the floorboards are screwed down over most of the keel area, and only two of the keel bolts could be reached. Both were found to be secure. On a yacht of this type the keel bolts and the surrounding grid are among the most important structural items to inspect, so the remaining bolts should be checked before the yacht is relied on offshore.

RECOMMENDATION B (R01): Unscrew the interior flooring to gain full access for inspection of the keel bolts and internal grid. *[Within 3 months]*

3.5. HULL PENETRATIONS

Every through-hull fitting was inspected from inside the hull, and each valve was opened and closed and found to operate freely. The external outlets were hammer-tested from outside and found to be secure, with no sign of corrosion or weakness in the fittings.

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

3.6. SAILDRIVE (EXTERNAL)

The Volvo Penta saildrive leg was inspected from outside. It was secure in the hull, with no impact damage and no visible corrosion on the external leg. Its internal condition, the corrosion found on the unit and its fittings inside the hull, and the age of the hull diaphragm are covered in section 6.4.

3.7. PROPELLER

A three-bladed fixed propeller is fitted. It was secure, with no damage to the blades.

3.8. RUDDER

The vessel has a spade rudder, supported on upper and lower roller bearings. The blade showed no damage, and when the rudder was moved by hand there was no excessive play. However, the lower Delrin retaining ring, which holds the bottom roller bearing in place, was found to be loose and had dropped down out of its groove. If left, the bearing can work out of position, causing wear on the stock and, in time, play in the steering.

RECOMMENDATION B (R02): The bottom retaining ring of the rudder roller bearing assembly is loose. These rings form part of the bearing retention system and should be seated securely in their grooves. Remove the rudder to permit inspection of the bearing assembly, and replace the retaining ring and any worn bearing components as necessary, in accordance with the manufacturer's recommendations. *[At next haul-out]*

3.9. CATHODIC PROTECTION

A ring anode is fitted to the saildrive leg. It was secure and in satisfactory condition.

3.10. BILGES

The bilges were dirty, and standing water was found both in the main bilge and under the air conditioning unit. As far as could be ascertained, the water was fresh rather than seawater, which suggests a leak from the fresh water system, condensation from the air conditioning, or rainwater entering from on deck. Standing water in the bilges hides other leaks and encourages corrosion and odours, so its source should be found.

RECOMMENDATION B (R03): Dry and clean the bilges, and trace the source of the water. *[Within 1 month]*

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

7.3. MAST, RIGGING AND SAILS

The yacht carries a deck-stepped aluminium masthead rig with two sets of swept spreaders. The standing rigging is stainless steel wire with swaged terminals. The mainsail furls into the mast, and the headsail is a small self-tacking jib on a roller furler. This is a simple, easily handled arrangement, well suited to short-handed cruising, but it places considerable reliance on the condition of the standing rigging, because there is no running backstay or inner forestay to support the mast if a shroud fails.

At deck level

The mast was secure at its step and where it passes through the deck. The running rigging was in serviceable condition, and the two electric winches operated correctly.

A noticeable bend was found in the boom. Together with the damage to the forward port stanchions (section 4.5), the pattern suggests the boom has been subjected to a significant overload. One possible cause is an uncontrolled crash gybe while sailing downwind with a forward preventer rigged: if the boom swings across while the preventer holds its forward end, very high bending loads are put into the boom, and the boom or the preventer can strike the guardrails. This is an opinion based on the observed damage pattern, not a confirmed account of an incident, but it would explain both findings.

The standing rigging was in poor condition when viewed from deck, and is already listed as a defect in the sale contract. The mainsail and the self-tacking jib were set during the sea trial; both were operational and in serviceable condition. A genoa and a code zero were stowed on board but were not unpacked or inspected.

ILLUSTRATIVE ADDITION FOR THIS SAMPLE: INSPECTION ALOFT

Method

Because of the condition of the rigging seen from deck, the rig was inspected aloft. The inspection was made alongside in calm conditions, using a bosun's chair hoisted on a halyard, with a second, independent halyard rigged as a back-up and both tended by crew. Each fitting was examined from the deck to the masthead, on the way up and again on the way down, using a 10× magnifier and a torch. Photographs and video were taken at each spreader and at the masthead, and are provided in Annex II.

Masthead

At the masthead, the sheaves turned freely and showed no wear or flat spots, and the forestay and backstay tangs and the furler's top swivel were secure. Rust staining was found at the cap shroud T-terminals, on both sides, where they enter the mast. Staining at this point often indicates corrosion inside the terminal, where it cannot be seen. The masthead navigation light lens is crazed and should be replaced; the VHF antenna and its cable were secure.

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

Mast and spreaders

The mast extrusion was examined closely at the spreader roots, the tangs and the halyard exits, which are the points where cracks in an aluminium mast usually start. No cracking was found. The anodising has oxidised generally, as is normal for a mast of this age.

At the spreader roots, white corrosion was found where the stainless steel brackets are fastened to the aluminium mast, most noticeably on the upper port spreader. This is galvanic corrosion, caused by the two metals being in contact in a salt environment without adequate insulation. Left untreated, it eats into the mast wall around the fastenings and can weaken the spreader root, which carries high loads.

The spreaders themselves were straight and correctly angled, and their tip fittings were secure. However, the boots on the lower spreader tips were split, and the cap shrouds showed chafe where they pass over the tips. Without boots, the spreader tips wear into the wire and can damage the sails.

Standing rigging

The most significant finding aloft was a broken outer strand on the port cap shroud, about 300 mm above the lower spreader tip, close to where the chafe was found. When one strand of a wire shroud breaks, the load is shared by fewer strands, and further strands can fail without warning. In addition, rust weeping was found at several swaged terminals, including the lower shroud terminals at deck level. Swaged terminals are a common point of failure because they can crack internally, where the crack cannot be seen.

No evidence was found that the standing rigging has been replaced since build, so it is taken to be about 14 years old. Many insurers require wire standing rigging to be replaced at around 10 years, and may restrict cover for the rig where it is older than that. On the evidence found aloft, and given its age, the standing rigging is at the end of its service life.

Boom and gooseneck

The gooseneck pin and its fitting showed elongation and distortion. This is consistent with the boom overload described above, and suggests that the loads were carried through into the mast fitting.

Note: An inspection aloft does not replace an inspection with the mast unstepped. No guarantee can be given as to the condition of parts of the rig that could not be seen, including the inside of the mast, the hidden parts of terminals and tangs, and the mast heel below deck.

RECOMMENDATION A (R13): Replace the standing rigging before the yacht is sailed offshore. Have the boom, gooseneck and associated fittings fully inspected by a qualified rigger, and replace the boom if it cannot be straightened and certified. During the re-rig, remove, inspect and re-bed the spreader-root brackets with an isolating compound, and replace the spreader tip boots and the masthead light lens. *[Before sailing]*

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

17. SEA TRIAL

17.1. CONDITIONS: Wind Force 3 (about 7 to 10 knots true), sea slight, good visibility. Persons on board: surveyor, rigger and broker.

17.2. NARRATIVE

Leaving the berth and under engine. The engine started promptly from cold and settled to a steady idle. Before leaving the berth, cooling water flow at the exhaust outlet was checked and found to be good. The yacht was manoeuvred out of the marina under engine, and forward and astern gear engaged smoothly through the saildrive, without the clunk or delay that can indicate wear in the gearbox. Once clear of the harbour, engine speed was increased in stages to 2,800 rpm, at which the yacht made 7.2 knots through the water. Oil pressure and coolant temperature remained within the normal range throughout, and no unusual noise, vibration or exhaust smoke was noted. A short burst astern at increased revs was carried out to check the saildrive under load, again without any anomaly.

Precautions under sail. Because of the broken strand found on the port cap shroud during the inspection aloft, and the bend in the boom, the sailing part of the trial was deliberately kept moderate. The mainsail was unfurled to about two-thirds of its area, the vessel was not pressed hard, and no gybes were made with the mainsail set.

Upwind and tacking. Both sails were unfurled without difficulty, and the in-mast furling mainsail ran out smoothly from its slot. Close-hauled on starboard tack, the yacht settled at about 5.5 knots, pointing at around 40 degrees to the apparent wind. The helm was well balanced, with slight weather helm, and the yacht tracked steadily. She was then tacked several times. Each tack was clean: she came through the wind without stalling, and the self-tacking jib crossed on its track without needing to be handled, which makes the yacht easy to sail short-handed. The jib track and car ran freely, and the sheet led cleanly to its winch.

The rig under load. While close-hauled, the rig was watched closely from the deck. The mast column stayed straight with no visible sideways bend, and the leeward shrouds remained under light tension rather than going slack, which suggests the rig tune is about right. Even so, at Force 3 the rig was carrying only modest loads, so the trial does not show how the standing rigging would behave in stronger winds. It does not change the recommendation to replace it (R13).

Reaching and bearing away. On a beam reach the yacht made about 6.5 knots and was comfortable and well mannered. She was then turned downwind under jib alone, with the mainsail furled, and a controlled gybe was made with the jib. The steering remained light and positive at all points of sail, with no stiffness or noise from the rudder bearings or the steering cables.

Furling, winches and autopilot. At the end of the sailing trial both sails were furled under light load without difficulty. Both electric winches worked under load. The autopilot was engaged on a set course under sail and under engine, and held its heading well.

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

Instruments and returning to the berth. The plotter, depth, wind and log instruments all operated correctly and gave consistent readings; the radar could not be made to work (see R20). The anchor windlass could not be tested because there was no control unit on board (see R05). The bow thruster operated when used to return to the berth, but, as noted at the haul-out, it did not retract afterwards (see R11). Back in the berth, the engine compartment was inspected while the engine was still hot. No fuel, oil or coolant leaks were found, and no new water had collected in the bilges.

17.3. OBSERVATIONS:

Item	Comment
Engine start / idle	Prompt start from cold; steady idle; good exhaust water flow
Under engine	No anomalies noted; 7.2 knots at 2,800 rpm; oil pressure and temperature normal
Gear engagement	Smooth ahead and astern, including astern under load
Close-hauled	About 5.5 knots; pointing about 40° apparent; slight weather helm
Tacking	Several tacks; clean through the wind; self-tacking jib crossed unaided
Rig under load	Mast straight; leeward shrouds under light tension (moderate load only)
Beam reach	About 6.5 knots; comfortable and well balanced
Gybe	One controlled gybe under jib alone; no gybe with the mainsail set
Furling	Mainsail and jib unfurled and furled without difficulty
Winches	Both electric winches operational under load
Steering	Light and positive; no noise or stiffness
Autopilot	Held course under sail and under engine
Instruments	Operational, other than the radar (R20)
Bow thruster	Operated, but did not retract afterwards (R11)
Anchor	Not tested (no control unit) (R05)
After trial	No leaks in the engine compartment with the engine hot

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

18. CONCLUSION

[Name withheld] is a production cruising yacht and, structurally, she is in sound condition for a yacht of 2012. The hull showed no osmosis, delamination or impact damage, the through-hull fittings are sound, and she performed well on the sea trial. Much of what was found is the kind of deferred maintenance often found on a yacht of this age: systems that need servicing, safety equipment that has lapsed, and an electrical installation that needs attention.

The rig, the boom and the saildrive are a different matter. The standing rigging has reached the end of its life, with a broken strand on a cap shroud, and should be replaced before the yacht is sailed offshore. The boom shows signs of a serious overload and is likely to need replacing. The saildrive needs a full service, and its hull diaphragm should be renewed unless there is evidence that this has been done within the last seven years. These three items account for most of the cost of putting the yacht right, and the purchaser may wish to raise them with the seller before completion, alongside the standing rigging defect already listed in the sale contract.

With the Priority A items dealt with, the yacht should make a capable cruising yacht. All recommendations are summarised in Annex I.

This report is issued in good faith. It represents the professional opinion of the undersigned surveyor, based on the condition of the vessel as found on the date of survey, and is subject to the scope and limitations stated herein.

Capt. Phil Duffy
Full Member, International Institute of Marine Surveying (D161) · Associate Member, Royal Institution of Naval Architects
MCA-authorised coding examiner (IIMS Certifying Authority)
Mobile: +33 6 09 17 85 45 · www.interfacemarine.com

19. ANNEX

19.1. ANNEX I – SUMMARY OF RECOMMENDATIONS

The following recommendations are a guide only and are not exhaustive. Priority codes are defined in section 1; section references are to the body of this report.

Ref	Section	Action required	Timing
PRIORITY A – DEFECTS AFFECTING STRENGTH, SEAWORTHINESS OR SAFETY: IMMEDIATE ATTENTION			
R05	4.4	Test the anchor windlass fully, and repair the bow roller and its retaining pin.	*Before use*
R06	4.5	Secure the forward port stanchions and check all stanchions for security.	*Before use*
R09	5.4	Have the LPG system serviced by a qualified technician, and install an LPG alarm.	*Before use of the LPG system*
R10	6.4	Carry out a full service of the saildrive and replace corroded fittings; renew the hull diaphragm unless replaced within the seven-year interval.	*Before completion*
R13	7.3	Replace the standing rigging; have the boom, gooseneck and fittings inspected by a qualified rigger; re-bed the spreader-root brackets.	*Before sailing*
R15	8.2	Have the battery charging system and inverter investigated by a marine electrician.	*Before use*
R21	13	Mount the fire extinguishers in accessible positions in the saloon, and fit a fire blanket in the galley.	*Before use*
R22	14	Equip the vessel with in-date, accessible life-saving equipment, including a serviced liferaft and flares, to flag state requirements.	*Before use*
PRIORITY B – TO BE MONITORED OR RECTIFIED WITHIN THE PERIOD STATED			
R01	3.4	Lift the interior flooring to inspect the keel bolts and internal grid.	*Within 3 months*
R02	3.8	Remove the rudder to inspect the lower bearing; replace the retaining ring and any worn parts.	*At next haul-out*
R03	3.10	Dry and clean the bilges, and trace the source of the water.	*Within 1 month*
R07	4.6	Remove and, if necessary, replace the forward portlights, which show frame corrosion.	*Within 3 months*

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45

R11	6.8	Have the retractable bow thruster inspected by a marine engineer, as it did not retract when switched off; replace the missing port propeller.	*Within 1 month*
R12	7.1	Replace the 230 V water heater, reported to be defective.	*Within 3 months*
R14	8.1	Have the batteries load-tested by a marine electrician; marine batteries generally last about 5 years.	*Within 1 month*
R16	8.4	Review the electrical wiring and replace it where required.	*Within 6 months*
R17	8.5	Replace the defective cabin lights.	*Within 3 months*
R18	9	Service the air conditioning system.	*Before the season*
R19	10	Service and recommission the watermaker.	*Before use of the watermaker*
R20	11	Repair the radar.	*Before offshore use*
PRIORITY C – NON-ESSENTIAL OR COSMETIC: AT THE OWNER'S DISCRETION			
R04	4.3	Clean the teak decks and consider sanding them.	*Owner's discretion*
R08	4.7	Adjust the bimini for height.	*Owner's discretion*

© Interface Marine, a division of Duffy Marine Ltd
La Galerie du Port 06600 Antibes France
www.interfacemarine.com Tel. +33 (0)6 09 17 85 45