FULL CONDITION PRE-PURCHASE SURVEY REPORT FOR:

AMEL SANTORIN 46 "NASTASSJA"

CONDUCTED BY SAM COTTRELL, STERLING GLOBAL MARINE LIMITED

LOCATION OF SURVEY: LEROS MARINA, LEROS. GREECE

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1. SUMMARY

1.1 The Amel Santorin 46 “Nastassja” was found to be in good serviceable condition, showing evidence of being visually well maintained.

1.2 The hull had not been modified from the original design and was found to be fit for the intended purpose.

1.3 Below decks, the accommodation was in good condition, with the brightwork and upholstery found to be in original Amel factory condition.

1.4 The side decks, foredeck, and cockpit areas were moulded with the Amel composite decking with non-skid caulking grooves as part of the integral deck moulding.

1.5 The coachroof top had an off-white integral non-slip GRP pattern which provided adequate grip underfoot.

1.6 The propulsion and domestic systems had been installed in accordance with good engineering practices, and those systems tested all functioned within tolerances during tests.

1.7 Within this report, principal repair recommendations are graded for your information according to priority as follows:

"**Urgent Recommendation"**	Must be done urgently before re-floating and certainly before any use is made of the vessel.
"Recommendation"	Should be done before the next docking or within twelve months or such other time scale as may be specified.
"**Suggestion"**	For information and consideration, but not of particular significance to safety at this stage.
"Note"	Observational note for reference only.

2. CIRCUMSTANCES

2.1 This full condition pre-purchase survey was undertaken by Mr Sam Cottrell on behalf of Sterling Global Marine Limited between Tuesday 17th and Wednesday 18th June 2025 with the vessel seen ashore at Leros Marina and subsequently launched for sea trials and continuation of the survey.

2.2 The inspection was carried out on the instructions of Mr David Richardson, Rock House, La Route De La Cote, St Martin, Jersey, to ascertain the condition of the craft before purchase and delivery into new ownership.

2.3 The weather throughout the survey was bright and sunny, 28-30°C. The prevailing conditions had no bearing on our ability to complete the survey task as required.

2.4 No fastenings were drawn, and no linings were removed for the survey. No paint was removed above the waterline externally. The hull was examined externally above and below the waterline and internally where accessible. The unfastened cabin soles, bunk boards, hatches, and portable joinery were removed as necessary to gain access to the interior of the vessel; elsewhere, internal mouldings and fastened down panelling prevented examination.

2.5 The engine was not stripped; the tanks were not opened unless stated, nor their capacities checked.

2.6 The batteries were not tested.

2.7 Equipment and fittings were tested as far as practicable and as described.

2.8 The fire extinguishers were not tested.

2.9 An oil sample of the main engine's oil was taken for analysis with no major concerns.

3. DESCRIPTION OF THE VESSEL

3.1 The Amel Santorin 46 was a centre cockpit, blue water cruising yacht of glass fibre construction (GRP) with a deep fin wing keel, fully bonded hull and deck with transom stern. The vessel was complete with a skeg-supported GRP rudder.

3.2 We understand that she was built by Chantiers Amel, La Rochelle, France, in 1990. The vessel was designed by Henri Amel.

3.3 The vessel was constructed before the RCD regulations came into force.

3.4 The vessel's dimensions and relevant vessel information were gleaned from published data as follows (the measurements were not independently verified):

Vessel Name:	Nastassja
Call sign:	DJ3447
MMSI number:	211354240
Amel Serial Number:	0030017SN26
Approbation Commission Nationale Security number:	3922
German certificate of registry number:	023235
Navigation category:	1
CE category:	A – Ocean
Rated to carry:	7/10 persons
Length overall (LOA):	14.00m
Beam:	4.00m
Draft:	1.90m
Displacement:	10 tons
Engine:	Perkins Prima M50
Engine serial number:	BA30146U582503
Engine output:	50 HP - 37 kW

4. HULL & SUPERSTRUCTURE

4.1 Hull:
The hull was inspected out of the water visually, via acoustic testing (hammer sounding), and the laminate moisture readings were recorded using a Tramex “Skipper” moisture meter.

The checks were performed to inspect for possible damage, delamination, water ingress, or other voids in the hull laminate.

The hull and superstructure were constructed from Glass Reinforced Plastic (GRP).

The hull shape consisted of a deep fin wing keel, a bow with fine entry sloop. The vessel’s maximum waterline beam was carried at amidships.

It was reported that the hull laminate below the waterline was sand-blast stripped, removing all of its antifoul coating in February 2024.
An osmosis epoxy barrier coating was applied before the underwater primer and antifoul coatings were reinstated. The work came with a repairer's 10-year warranty.
The black antifoul coating was found to be satisfactorily adhered to the underlying laminate with a smooth finish.

The moisture readings were taken over the outer hull, deck, and superstructure. The readings were noted as “Low/Dry” on scale 1 (used for GRP) of the moisture meter. The readings ranged between 0-20 (Dry).
Just to give some context, moisture readings from 20-60 are consistent with medium and indicate early stages of osmosis, which should be monitored each time the vessel is ashore.
Readings over 60-100 are considered to be wet and will require rectifying action in the near future.

The higher moisture readings on the rudder are not necessarily uncommon with a sandwich construction rudder. The skeg had slightly higher moisture content, but within acceptable limitations for the age of the vessel. The skeg laminate was heaved laterally and found secure.

The opinion given during this survey report was based on all the evidence available at the time, but without further destructive testing.

The conditions prevailing when the readings were taken were as follows:

Air Temperature:	29^{o}C
Relative Humidity	38%

The keel was seen to be in serviceable condition.
The base of the wing keel was checked, and no evidence of hard grounding was noted.

(x4) of the aft keel studs were inspected inside the water tank. The studs were coated with the internal water tank paint. The keel was viewed when the boat was lifted into the slings, with no sign of dropping or hull flex noted. The hull-to-deck joint was tight with no movement or laminate cracking noted.

The hull and superstructure were found to be soundly constructed and fit for purpose.

4.2 Topsides:
The GRP topsides were inspected visually when the vessel was ashore. Visual checks were made to look for any damage, gel defects, or evidence of delamination.

No areas of delamination were detected during the percussion testing of the vessel’s topside structure.

The topsides were finished in the original off-white gelcoat, which was found to be in clean and fair condition. A single red boot top stripe was noted above the waterline. This was also in fair condition.

The hoist's 'sling' positional markings were sighted and marked under the rubbing strake.

The original Amel rubber rubbing strake was securely fitted in place throughout the perimeter of the topsides.

The vessel's name was marked in black lettering on the bow(s) both sides.

The condition of the vessel's topside was in good clean order and fit for purpose.

4.3 Transom:
The transom was inspected out of the water visually and via acoustic testing (hammer sounding). Checks were performed to look for possible damage, delamination, and water ingress.

The transom of the vessel was complete with a fitted stern fender, and boarding steps up from the sugar scoop were fitted to starboard.
The transom was constructed out of GRP and finished in similar pigment gelcoat as the topsides. The condition of the transom was found in a similar serviceable condition to that of the topsides.

There was a round recess let into the step for the passerelle/gangplank. The gangplank was fitted and functioned correctly. The step had some dry lamination sighted internally in the lazarette locker. The structural integrity of the step laminate was still sound and fit for purpose.

The vessel's name was masked on the transom to port.

The vessel's transom was fully bonded and fit for purpose.

4.4 Deck & Superstructure: *The decks were inspected visually and by percussion testing with a hammer. The checks were performed to look for possible damage, delamination, water ingress, or other deck issues.* The moulded deck structure was fully bonded to the hull behind the fitted rubber rubbing strake. The deck structure was moulded and fabricated from GRP laminate. Included in the deck moulding was an Amel version of a simulated laid decking with caulking seams recessed to provide grip underfoot. The mouldings were finished in light brown. The coachroof top was finished with off-white integral non-skid, which was clean and fit for purpose. The deck locker lids were lifted and checked. The toggles used to secure the lids were functional and secure. The deck locker lids could be held down on ropes fitted down below. All lines to secure in the closed position and up the raised position were checked and functional.	*"Suggestion"* *The brown panels of the side decks and the deck lockers would benefit from recoating with a non-skid deck paint.*

The lazarette locker lid had the port closing/retaining toggle was found to be slipping when closed, and its relevant fixings were corroded. We, therefore, recommend replacing the toggle fitting and reinstating it with new fixings bedded down on a marine-grade polyurethane mastic. The mast was deck-stepped. The aluminium mast step was checked for any deformation with a metal straight edge. The percussion testing over the sample areas of the deck indicated no delamination or voids in the structure. The moisture readings were taken in sample areas over the coachroof. The sample areas tested were found to be low/dry on the moisture meter's "Scale 1" used for GRP. The deck structure was found to be of sound construction and provided sufficient grip underfoot. The superstructure/coachroof was fabricated from GRP. The coachroof had fixed acrylic portlights fitted. The portlights were checked internally and showed early signs of crazing from the UV light. No evidence of water ingress was detected internally. The opening hatches and portlights were not tested for weather tightness during the survey.	*"Recommendation" Replace the port lazarette locker toggle and re-bed on mastic with new marine-grade (316) stainless steel fastenings.* *"Recommendation" return to functional order the second securing latch of the helm person's windshield.*

The fixed GRP spray dodger protecting the centre cockpit was checked and secure. The opening acrylic windshield was tested and was complete with a manually operated windshield wiper blade. The opening windshield was held on one of the two securing latches. **5. SEACOCK VALVE AND THRU-HULL FITTINGS** *All Seacock valves and thru-hull fittings were visually inspected, heave tested, and physically operated by hand.* All valves were ball valves with the external flanges attached to the hull via threads and through-bolted. Externally, the flanges were checked and found to be professionally installed, and no evidence of water ingress was recorded. 5.1 *Sea Water Inlets:* The main engine seawater inlet was via a reinforced plastic composite seacock valve in the engine bay. This was operable when tested. The reinforced flexible hose was securely double-clipped to this inlet.	*"Note" Reinforced plastic composite seacock valve arrangements are not considered to be acceptable in engine spaces aboard commercially operated vessels.*

The toilet flushing water outlets were tested and fitted in both head compartments.
The forward head was used as the day head as it was connected to a black plastic holding tank. The holding tank could be emptied when suitable vessel locations allow, by a seacock valve arrangement attached to the base of the tank.

The aft head was plumbed in to discharge directly overboard. Both handles functioned correctly.

5.2 Cockpit Drains:
The cockpit area drained out directly overboard via (x2) cockpit drains. There was no valve arrangement fitted to the cockpit drains.

5.3 Transducers:
A depth sounder and log paddlewheel transducer were sighted on the starboard side. No spare blanking plug was seen. It would be recommended for one to be secured close to the transducer in case of an emergency. No evidence of water ingress was noted.

5.4 Fridge keel cooling plate:
The vessel was fitted with a keel cooling plate for the fridge. This was checked and functional when tested afloat. The keel cooling plate was securely mounted and wire-bonded.

6. STERN GEAR
All stern gear was visually inspected, and heave tested where necessary. All moving parts were worked where possible.

6.1 Shaft:
The propeller shaft was of stainless steel and was found in good visual condition.
The shaft did not display any damage or warping on inspection. The shaft was not pulled for inspection.

6.2 Propellers:
The vessel was fitted with an 18" three-bladed, fixed pitch bronze propeller. The propeller was secure on its shaft and rotated easily by hand. No damage was noted on the prop blades.
The propeller was seen to be securely mounted by way of the tabbed washer securement.

6.4 Cutlass Bearings: The cutlass bearing was in serviceable condition with no evidence of major wear. This should be monitored and replaced when greater than 1mm of spacing is evident around the shaft and the rubber of the cutlass bearing.	*"Suggestion" monitor the wear of the rubber cutlass bearing each time the vessel is ashore.*
6.6 Stern Tube: The bronze stern tube was mounted externally to the trailing edge of the keel. There was no evidence of excessive movement, and it was securely mounted.	
6.7 Couplings and propeller generator: The shaft was coupled to the rear of the engine's gearbox to the factory-fitted propeller generator. The propeller generator was checked during the sea trial and was in functional order. The ignition key for the propeller generator must be turned off when the vessel is at anchor or moored so as not to draw on the battery bank when not in use. The input amps were digitally displayed in the saloon panel.	*"Note"* *Ensure the propeller generator ignition is turned off when the vessel is not underway.*
7. STEERING GEAR *The steering gear was visually inspected, and heave tested where necessary.*	
7.1 Rudder: The rudder was a GRP with a stainless steel stock. As discussed previously, moisture readings taken over the rudder were elevated, and hammer sounding proved no cause for concern. No sign of damage or repair was visible on the rudder. The rudder was heave tested, which highlighted minor side-to-side play, indicating the start of wear in the rudder bearings. This should be monitored, and the bearings replaced when necessary, or certainly before a planned extended voyage.	*"Suggestion"* *Monitor the wear of the rudder bearings and consider lowering the rudder before any extended cruising passage.*
7.2 Ship's wheel: The vessel was steered by a stainless steel ship's wheel in the cockpit. The wheel was checked ashore and under sea trial conditions from full lock to full lock and functioned	

correctly. The helm had a good, positive feel when operated. The ship's wheel was found to be fit for purpose.	
7.3 Mechanism: The steering was via Morse-type cable connected to the steering bracket arrangement attached to the top of the rudder stock. This was visually in serviceable condition with no sign of damage to the areas of the cable accessible. The Autohelm arrangement was well secured and functioned correctly when tested ashore and again during the sea trial. *7.4 Bow thruster:* The vessel was equipped with a factory-fitted retractable bow thruster. The bow thruster was lowered ashore for the client to cut away the fishing net entanglement. The bow thruster functioned correctly. The bow thruster was tested during the sea trial and again functioned accordingly. *7.5 Emergency steering:* The emergency steering was by way of an emergency tiller which attached onto the top of the rudder stock in the aft cabin through the small inspection hatch on the aft coachroof top. The tiller was located in the stowage area to starboard between the saloon and aft cabin. **8. HATCHES, WINDOWS, AND PORTLIGHTS** *All hatches and portlights were visually inspected and operated. The hatches were not hose tested for weather tightness.* *8.1 Main Access:* The main companionway access comprised a sliding washboard, which was functional. The companionway hatch was operated and stowed into its garage accordingly. The access was secured via a fitted lock. The lock was tested and locked the washboard to the companionway hatch accordingly. *8.2 Hatches:* All hatches were acrylic and aluminium-framed examples. There was a selection of large square hatches and smaller rectangular hatches for the cabins and heads. All hatches were operable, but the majority showed UV damage by way of crazing to the acrylic. The “Solarvents” fitted failed to function when tested; we therefore recommend replacing the “Solarvents” to provide further ventilation. We also recommend, before undertaking an extended voyage, it would be prudent to hose test all hatches and ensure watertight integrity. All hatches were secured by plastic lockable dogs. *8.3 Portlights:* The coachroof was fitted with acrylic fixed port lights to port and starboard. The acrylic was starting to craze from UV light, but was still transparent, providing sufficient natural light. No evidence of water ingress was noted.	*“Recommendation” Fit and test the emergency tiller arrangement before undertaking an offshore passage.* *“Recommendation” We recommend replacing the faulty “Solarvents” fitted to the opening deck hatches.* *“Recommendation” Hose test the deck hatches for weathertightness before an offshore passage.*

8.6 Engine room access:
The engine compartment was accessed under the cockpit sole. The sole panel could be held in the raised position. The engine space was found to be fully accessible with sufficient working space.

9. INTERIOR JOINERY AND FURNISHINGS

All visible interior joinery and furnishing were visually inspected.

9.1 Interior Modules:
The interior modules were of teak veneered plywood, bonded and glassed to the hull. The interior saloon area was spacious for a boat of this size, with a solid table to port with a C-shaped sofa and two bunks to starboard.

The galley was located to port aft with a chart table to starboard in the saloon. There was a fixed seat for the chart table.

There were two single-berth cabins in the bow and stern.

There was a shared forward heads compartment as well as an en-suite heads compartment for the aft cabin. Each had a separate shower room within the head.

9.2 Joinery:
The joinery was in well-maintained condition, showing signs of its age but also of good upkeep. The cabin soles were in a tight-fitting condition and varnished finished.

10. HANDRAILS AND STANCHIONS

All handrails and stanchions were visually inspected and heave tested.

10.1 Guardrail:
All around the side decks from the pulpit to the pushpit was surrounded by a stainless steel guardrail. The guardrail was found to be secure and functional. The guardrail height was also acceptable.

10.2 Stanchions
The stanchions were tubular stainless steel and were securely bolted through the aluminium toe rail deck. All were secure.

10.3 Pushpit and pulpit
The pulpit was constructed of 25mm tubular stainless steel and was found to be secure. The split pushpit was also constructed from 25mm tubular stainless steel and was seen to be securely fastened.

10.4 Handrails
The stainless steel handrails were noted externally and internally. All were secured when they were heave tested.

11. GROUND TACKLE AND MOORING ARRANGEMENTS

Ground tackle and mooring arrangements were visually inspected and tested during sea trials.

11.1 Anchors:

The main anchor was a Rocna example, the weight of which was unmarked. The anchor was connected to the short link chain by way of a stainless steel swivelling shackle, seen to be secure. The anchor chain was not ranged at the time of inspection. The chain was marked in 10-metre intervals. The anchor was deployed to 30 metres when bending the genoa sail on during the second trial.

A corroded Danforth secondary / kedge anchor was sighted in the foredeck locker.

"Recommendation" We recommend replacing the corroded Danforth kedging anchor. Consider replacing the Danforth anchor with an 18kg CQR example.

11.2 Chain:

The anchor cable was not ranged fully for inspection but was of 8mm galvanised steel and adequately rope secured at the bitter end.

The mild steel chain pipe was severely corroded and will require repairing to ensure the anchor chain flakes accordingly into the chain locker.

The chain locker was poorly ventilated but in serviceable condition. The chain locker was accessed from a removable panel in the forepeak.

The freshwater anchor chain wash was tested while retrieving the anchor during the sea trial and functioned correctly.

"Recommendation" We recommend repairing the corroded chain pipe in the port foredeck locker to ensure smooth retrieval of the anchor and its chain.

11.3 Windlass:

A Lofrans 12V DC vertical windlass was installed. The operation of the windlass was by button switches. The anchor windlass buttons were tested and functioned correctly. There was reportedly a spare windlass included in the sales inventory.

11.4 Stem Head:

A solid stainless-steel fitting served as the stem head, which incorporated the nylon bow roller as well as fairleads. The bow roller fitting was slightly bent but functional. It was in serviceable condition and securely bolted through with no evidence of movement noted. The

11.5 Cleats:

The horn mooring cleats were securely bolted through. All were heave tested and secure. The mooring cleats were of suitable size to accept the mooring lines.

11.6 Winches:

The Lewmar winches onboard were located and rotated to test for function.

All of the winches were self-tailing examples and were found to be operational. The winches should be subject to regular servicing, especially if a long-range passage is intended.

"Recommendation" It is recommended to service seasonally the sail control winches using the winch manufacturer's grease in reassembly.

12. VENTILATION

12.1 Accommodation:
The accommodation was vented by the aforementioned hatches and port lights. No air conditioning was fitted onboard.

12.2 Stowage:
The cockpit lockers did not appear to have any obvious ventilation. The LPG gas locker drained directly overboard above the static waterline.

12.3 Tanks:
The tanks vented to cowled fittings, which were seen to be intact.

12.4 Machinery:
The engine compartment took its air from natural ventilation and was fitted with a blown air blower and extractor. These engaged when the engine ignition key was operated.

12.5 Heating:
The blown air diesel heater was exhausted over the topsides, and natural air input was sighted on the outboard cockpit coaming.

13. DOMESTIC INSTALLATIONS

All domestic installations were visually inspected, and switches were tested to check for satisfactory operation.

13.1 Cooking appliances:
There was a two-burner "Eno" gas hob and oven sited on gimbals in the galley. This was seen to be operational.
The gimbals operated freely. There was a bottom barrel bolt fitted to stow the stove in the upright position when not in commission.

13.2 Gas installation:
There were two butane cannisters (CampingGaz 907), self-draining, gas locker located in the aft lazarette deck locker. Gas was fed from the cylinder, through the pressure regulator, via flexible pipework in the locker, copper fixed pipework running through the cabin (no in-line shut-off valve fitted), and into flexible pipework to the hob.
The flexible gas hoses were stamped 'to be replaced by 2000'. These should be replaced every 5 years. No service history for the gas installation was seen or provided, and it is advised that the entire gas system have a full service by a gas engineer. It would also be worth considering installing a bubble tester in the gas line to be able to self-check the system in the future.
No gas alarm was seen installed on board, which would be a prudent addition.

13.3 Refrigeration:
There was a 12V DC "Electrolux" fridge in the galley with a single keel-cooled cooling Plate. This was switched, tested, and was operational.

"Recommendation" Replace the rubber gas hoses attached from the cylinder to the regulator in the locker, and also replace the gas hose attached to the rear of the stove.

"Recommendation" Have the gas system tested and certified by a GasSafe-approved engineer.

"Suggestion" Consider having a gas detection alarm fitted or carrying portable gas detection wands.

13.4 Domestic appliances:
In the galley, there was a sink with a fresh water supplied mixer tap. This was operational.

13.5 Audio / Visual Equipment:
A "Pioneer" FM/AM Stereo with USB input was fitted above the chart table. The unit functioned correctly. All speakers were noted as in working order.

14. FUEL INSTALLATION

The fuel installation was visually inspected where accessible.

14.1 Fillers:
The fuel filler was located in the cockpit to starboard.

14.2 Tank:
The original tank was situated outboard of the engine space to starboard. The fuel shut-off valve was checked and found in functional order.
The fuel level was measured with a dipstick; no fuel gauge was sighted onboard.

14.3 Pipe work:
Where visible, the pipework was run in flexible rubber hose with swaged or securely clipped connections and secured throughout. No evidence of fuel leaks was noted.

15. FRESH WATER INSTALLATION

The freshwater system was visually inspected where accessible, and the system was run where possible.

15.1 Filler:
The filler cap for the water was marked "Eau" in the cockpit to port.

15.2 Tank:
The freshwater tank was integral to the moulded keel. The tank had a float gauge to measure the level of the tank. The reported capacity of the water tank was 400 litres.
As it is unlikely the water tank and system have ever been cleaned, we would recommend cleaning this by super chlorination.

15.3 Distribution:
There was a 12V DC FloJet water pump in the engine space with a small accumulator tank also connected. The pump operated without fault.

15.4 Water Heater:
An Isotherm calorifier was located in the port in the engine space. This had a 220V AC heating element as well as direct heating from the engine. Both were tested satisfactorily.

15.5 Drains / Grey water:
Both head basins and shower trays drained into the bilge sump in the engine room. The 12-volt electric bilge had to therefore always been switched on when the vessel is in commission.

16. BILGE AND SEWAGE PUMPING INSTALLATION

The bilge and black water systems were visually inspected where accessible, and the system run where practical.

16.1 Bilge pumps:

There was one 12V electric bilge pump located in the bilge sump in the engine compartment. The bilge pump was tested by running the head compartments' taps to drain into the bilge sump and then pumped overboard.

A manual bilge pump handle was fitted and stroked and appeared in functional order.

An emergency 12V bilge pump was sighted in the lazarette locker (not tested)

16.3 Toilets:

There were two Jabsco manual toilets onboard. Both toilets were tested and functioned correctly.

16.4 Waste Pipe work:

The pipework was run in sanitary grade plastic and was found to be serviceable with no evidence of any leaks.

16.5 Holding tanks:

A plastic holding tank was fitted in the forward head. The holding tank could be pumped out from the deck or discharged directly overboard when sea locations permit, from the seacock arrangement fitted to the base of the tank.

"Recommendation" It's essential that the 12V bilge pump is functional and switched on when the vessel is in commission to pump out the grey water from the heads basins, and shower trays.

"Recommendation" Replace the seized open in-line bilge drain valve from the forward head to the bilge sump.

17. MACHINERY

This was not a full engine survey and was a visual inspection of the exterior of the engine only. The engine oil samples are included in the appendix of this report.

17.1 *Engines:*

The engine plate was identifiable from which the following information was obtained:

Manufacturer:	Perkins Prima M50
Model:	Prima M50
Engine serial number:	BA30146U582503
Engine output:	50 HP - 37 kW

The engine was in overall good condition, with no visible signs of oil or fuel leaks. There was, however, a small trace of oil under the engine, which should be cleaned and monitored.

17.2 Control System:
The engine revolutions and gear selector control were via a single Morse cable-style lever located at the helm. This was in functional condition. The engine control panel and tachometer display were operational.

17.4 Lubricants:
The main engine oil level was full and lightly carboned on the dipstick. The gearbox oil was full and clean. Oil samples taken revealed no significant issues.

17.5 Cooling:
The main engine was cooled indirectly by seawater, supplied by the engine-driven impeller pump.

17.6 Fluid Tight:
Upon inspection of the engine, no oil or fuel leaks were evident.

17.7 Hoses:
All fuel hoses were marked as meeting ISO 7840 requirements. All raw water-cooling hoses were of reinforced plastic and were securely double-clipped.

17.8 Exhaust:
The main engine exhaust ran in exhaust grade hosing from the water injection elbow, through a water trap aft of the engine, which then exited above the waterline to a stainless flange skin fitting.

17.9 Bearers & Mounts:
The engine and gearbox were securely mounted to four flexible mounts, which were securely bolted to deep longitudinal bearers. Heave testing proved no untoward movement.

17.10 Ancillaries:
The main engine was fitted with an alternator, which supplied a charge to the boat's batteries when the engine was running.

18. ELECTRICAL INSTALLATION

The electrical installation was visually inspected where accessible, switch tested, and tested for functionality where appropriate.

18.1 Batteries:
There were (x6) 12V "Linux" sealed 110Ah batteries fitted in the engine space. Providing 660Ah of total power.

The batteries were secure with metal straps, and the cabling to the terminals was checked and found to be secure.

The batteries could be charged in four ways:

1. From the propeller generator when underway.
2. From the engine's alternator when the engine is running.
3. From the (x2) solar panels, which had been removed but were sighted in the forepeak.
4. Sterling Power Pro Charge Ultra 30A battery charger when connected to shore power.

The batteries had sufficient ventilation for in situ charging.

The propeller generator had a digital input and output display mounted above the galley area.

No battery voltage meter display was fitted onboard. We, therefore, recommend installing a battery monitor.

The age of the batteries was unknown and not marked.

18.2 Isolator switch:
All batteries were isolated by way of a rotating lever switch in the cockpit locker. The lever was tested and functioned correctly. There was a second inline lever switch sighted in the engine space.

18.6 Interior lights:
There were locally switched lights throughout the vessel; all were switch tested and functional.

18.8 Navigation lights:
The navigation lights consisted of a stern light, individual red and green side lights, a steaming light, and an anchor light. All of these were operational.

19. CATHODIC PROTECTION

19.1 Anodes
(x2) Disc anodes fitted to the rudder were replaced by the client and were noted as new condition. Anodes should be changed when 50% wasted.

20. LIFE SAVING APPLIANCES
Any LSA's found were visually inspected.

20.1 Lifejackets / Harnesses:
The lifejackets onboard should be subjected to annual servicing by an approved service centre. Harness tethers should be checked for any signs of degradation and replaced if faulty.

20.2 Flares:
The flares sighted onboard had expired and should be replaced with an in-date flares pack for the intended cruising area. A flare gun was sighted onboard.

20.3 Life Raft:
A 6-person "Lalizas" ISO-RAFT (s/n: 160506162) was sighted in the port deck locker. The last service date was unknown. We, therefore, recommend having the Liferaft serviced and repositioned for ease of deployment. Considerations should be made to replace the valise-type liferaft with one fitted inside a canister, which could be mounted to the pushpit rail complete with a

hydrostatic release fitted.

20.4 Danbuoys & drogue:
None noted.

20.5 EPIRB / SART:
None noted. We recommend that the vessel carry an EPIRB and be registered with the relevant authority before an offshore passage.

20.6 Jack stays:
Rope jackstays fitted were chaffed and should now be replaced.

20.7 Throwing lines and MOB recovery:
MOB recovery sling with line was sighted onboard (not tested)

20.8 Horseshoe lifebelt with self-righting MOB light:
A bracket for the horseshoe lifebelt was mounted to the pulpit. The self-righting MOB light was checked and functional.

21. FIRE FIGHTING SYSTEMS
Firefighting equipment was visually inspected.

21.1 Fire extinguishers
In the saloon were (x2) Kg ABC dry powder fire extinguishers. One requires servicing or replacement due to it exceeding the 5-year manufacturer's lifespan.
The automatic fire extinguisher in the engine compartment should also be serviced or replaced, as the markings were worn away and unreadable. The dial of the extinguisher was green, and the contents of the extinguisher were unknown.

"Recommendation" Have any lifejackets onboard serviced (annually) by an approved service centre.

"Recommendation" Carry a suitable and in-service date flare pack for the intended cruising area.

"Recommendation" Have the 6-person liferaft serviced and consider changing to a canister-type liferaft, which could be fitted in a purpose-made deployment cradle complete with hydrostatic release.

"Recommendation" We recommend that the vessel carry a registered EPIRB.

"Recommendation" Replace the chaffed rope jackstays.

"Recommendation" Replace the expired 2kg ABC dry powder fire extinguisher in the saloon.

21.2 Monitoring and Detection: There were no smoke or carbon monoxide alarms in the vessel. It would be recommended that alarms be fitted.	*"Recommendation" Replace the automatic fire extinguisher in the engine space with an extinguisher with the same capacity containing "Clean Agent."*
22. NAVIGATION / ANCILLARY EQUIPMENT *All ancillary equipment was visually inspected, and switches were tested if appropriate, unless otherwise stated.* *22.1 Compass:* A "Plastimo2 Offshore 135 floating card steering compass was mounted in the helm position. No deviation card was found onboard. *22.2 Echo Sounder/log:* The depth and log paddlewheel were found to be professionally installed. Both were sighted in functional order during the sea trial. *22.3 VHF:* The "Simrad" RD68 fixed DSC VHF was installed at the chart table. The handset powered up correctly and transmitted and received according. The GPS coordinates were linked. The rubber cord of the handset was noted as perished. MMSI number: 211354240 Callsign: DJ3447. A further (x2) Icom handheld VHF radios were sighted onboard. The IC-M940 had integrated AIS. *22.4 Radar:* The "Raymarine" Pathfinder SL72 radar powered up correctly and transmitted accordingly. *22.5 Auto Pilot:* Autohelm 7000powered up correctly and functioned accordingly during the sea trial. *2.6 Instruments:* The Magellan FX324 colour map powered up correctly and obtained a fix of the vessel position. The LCD screen was starting to fail, but the instrument was functional. The "Raymarine" Hybrid touch was in good functional order. The "Raymarine" ST60+ TIDATA & WIND were both functional. 22.7 *Helm:* The single cockpit helm with stainless steel ship's wheel was seen to be operational and secure, and in good condition. *22.8 Tender:* A Zodiac Cadet 200 RU was sighted onboard. The inflatable tender was in good serviceable order; a pair of oars was sighted onboard. The "Torqeedo" electric outboard motor was signed in the lazarette locker (Not tested)	*"Suggestion" Monitor the perished handset cord and replace the handset if the handset starts to intermittently fail.*

23. DOCUMENTATION

The German certificate of registry was sighted onboard, registration number: 023235.

The client asked the surveyor for a tonnage application form for the UK part one registry.

24. MAST SPARS & RIGGING

The rigging was inspected from deck level only. This does not constitute a full rigging inspection, and it is recommended that a full aloft inspection be carried out by an experienced and qualified rigger, especially if the rigging is greater than 10 years old.

24.1 Mast:

The vessel was a typical Bermudian sloop with a twin spreader rig.

The mast was deck-stepped and, in the areas that could be seen, was in serviceable condition, although the white powder coating paint was lifting away around the winches. This was considered to be of cosmetic significance.

24.2 Boom:

The spar was seen to be in serviceable condition, with minimal pitting from stainless fittings evident.

24.3 Stays:

The forestay was covered by aluminium profile foil and could not be inspected.

The bottom of the stay was securely mounted to the stem head chainplate. The electrically operated roller furling forestay arrangement was tested when bending on the genoa was in serviceable condition and operational.

The backstay arrangement was checked and secure.

24.4 Shrouds:

All shrouds were made of stainless-steel wire rope rigging (1x19).

24.5 Rigging Screws:

The chromed bronze rigging screws were in serviceable condition with all split pins in place.

24.6 Chain Plates / Reinforcements:

The forestay chain plate was visually inspected, with no sign of damage found.

The main shroud chain plates were visually inspected internally and found to be defect-free and securely mounted. The backstay chain plate was secure.

25. SAIL HANDLING & DECK GEAR

25.1 Running Rigging:
The running rigging that could be seen on deck was all in multi-braid line, which was showing signs of its age and exposure, with various lines having been replaced on an as-and-when basis. All lines were led back to the cockpit via deck organisers on the coach roof and turning blocks at the base of the mast, which were in serviceable condition.

25.2 Tracks and Cars:
Securely bolted through the port and starboard capping rails were genoa tracks with associated cars. All were operational but would benefit from lubrication as part of general preventative maintenance.

25.3 Cockpit Bimini
The cockpit had an extended and original Amel Bimini, both in serviceable order

26. SAILS AND CANVAS:

The sails were fully raised during the sea trial and inspected visually where possible.

26.1 Main:
The in-mast furling Elvstrom main sail was in serviceable condition. Unfurled and furled away accordingly from the cockpit controls.

26.2 Genoa:
The roller furling genoa was rigged on the furling system on the forestay. This was also in clean and serviceable condition, and the sail was hoisted and furled from the cockpit controls accordingly.

26.3 Other sails:
A storm sail was seen in its bag in the foredeck locker. The sheets were attached, and the condition of the sail was noted as lightly used.

27. SEA TRIAL

A short sea trial was undertaken with the client, the vendor, and the attending surveyor.

The vessel was tested under sail and power and performed well.

The systems check was completed, and the anchor windlass was used to anchor the vessel whilst hoisting the genoa.

All systems tested were operational when tested during the sea trial.

28. SUMMARY OF DEFECTS FROM SEA TRIAL

1. Corroded chain pipe in the starboard fore deck locker
2. Replace the corroded Danforth kedging anchor
3. Replace chaffed rope jackstays
4. Touch in the paint lifting away from the aluminium mast
5. Replace the UV-damaged recovery line on the pushpit
6. Replace the starboard aft locker toggle.
7. Service the liferaft and consider changing to a canister type
8. Replace the expired flares
9. Replace/service the expired fire extinguishers
10. Replace the gas hoses
11. Replace the split ducting hose for the blower/extraction in the engine room.
12. The Magellan GPS screen was starting to fail.
13. Replace the broken Solarvents in the opening hatches
14. Consider repainting the faded deck moulded panels.
15. Replace the worn mainsheet traveller lines.
16. Return the latch to functional order, the latch on the helm opening the wind

29. RECOMMENDATION SUMMARY

29.1 URGENT RECOMMENDATIONS identified from the survey, which must be done urgently before re-floating and certainly before any use is made of the vessel.

- *Replace the rubber gas hoses attached from the cylinder to the regulator in the locker, and also replace the gas hose attached to the rear of the stove.*
- *Have the gas system tested and certified by a GasSafe-approved engineer.*
- *Replace the chaffed rope jackstays.*
- *Replace the expired 2kg ABC dry powder fire extinguisher in the saloon.*
- *Replace the automatic fire extinguisher in the engine space with an extinguisher with the same capacity containing "Clean Agent."*
- *Fit and test the emergency tiller arrangement before undertaking an offshore passage.*
- *It's essential that the 12V bilge pump is functional and switched on when the vessel is in commission to pump out the grey water from the heads basins, and shower trays.*
- *Have any lifejackets onboard serviced (annually) by an approved service centre.*
- *Carry a suitable and in-service date flare pack for the intended cruising area.*
- *Have the 6-person liferaft serviced and consider changing to a canister-type liferaft, which could be fitted in a purpose-made deployment cradle complete with hydrostatic release.*
- *We recommend that the vessel carry a registered EPIRB.*

29.2 RECOMMENDATIONS identified throughout the survey are summarised below. These are items which we believe should be completed within the next twelve months of service or at the time of the next dry docking, but would not directly affect the immediate use of the vessel:

- *Replace the port lazarette locker toggle and re-bed on mastic with new marine-grade (316) stainless steel fastenings.*
- *Return to functional order the second securing latch of the helm person's windshield.*
- *We recommend replacing the faulty "Solarvents" fitted to the opening deck hatches.*

- *Hose test the deck hatches for weathertightness before an offshore passage.*
- *We recommend replacing the corroded Danforth kedging anchor. Consider replacing the Danforth anchor with an 18kg CQR example.*
- *We recommend repairing the corroded chain pipe in the port foredeck locker to ensure smooth retrieval of the anchor and its chain.*
- *It is recommended to service seasonally the sail control winches using the winch manufacturer's grease in reassembly.*
- *Replace the seized open in-line bilge drain valve from the forward head to the bilge sump.*

29.3 SUGGESTIONS identified at the time of survey, which can be considered those items that would help improve the overall finish or operation of the vessel, but are not directly related to its use, would include:

- *Monitor the wear of the rudder bearings and consider lowering the rudder before any extended cruising passage.*
- *Consider having a gas detection alarm fitted or carrying portable gas detection wands.*
- *Consider installing a fuel level gauge.*
- *Monitor the perished handset cord and replace the handset if the handset starts to intermittently fail.*
- *The brown panels of the side decks and the deck lockers would benefit from recoating with a non-skid deck paint.*
- *Reinforced plastic composite seacock valve arrangements are not considered to be acceptable in engine spaces aboard commercially operated vessels***.**
- *Monitor the wear of the rubber cutlass bearing each time the vessel is ashore.*
- *Ensure the propeller generator ignition is turned off when the vessel is not underway.*

30. STATEMENTS AND RECOMMENDATIONS

30.1 This full condition pre-purchase survey was completed as requested.

30.2 See the survey observations list in section 29 for details of issues noted.

30.3 This full condition survey report is a true and accurate description of the vessel, as far as could be ascertained at the time of survey, but no guarantee is given or implied. We have not inspected parts of the structure or fixtures and fittings, which were covered, unexposed, or inaccessible, and we are therefore unable to report that any such part is free from defect.

30.4 The vessel has not been inspected for conformity with the requirements of any code or regulation, which is demonstrated by certification only.

30.5 Equipment and fittings detailed within the body of this report were onboard at the time of survey or advised where stated; this report is not a comprehensive inventory of all items fitted onboard, and the final handover documentation should be consulted in this respect.


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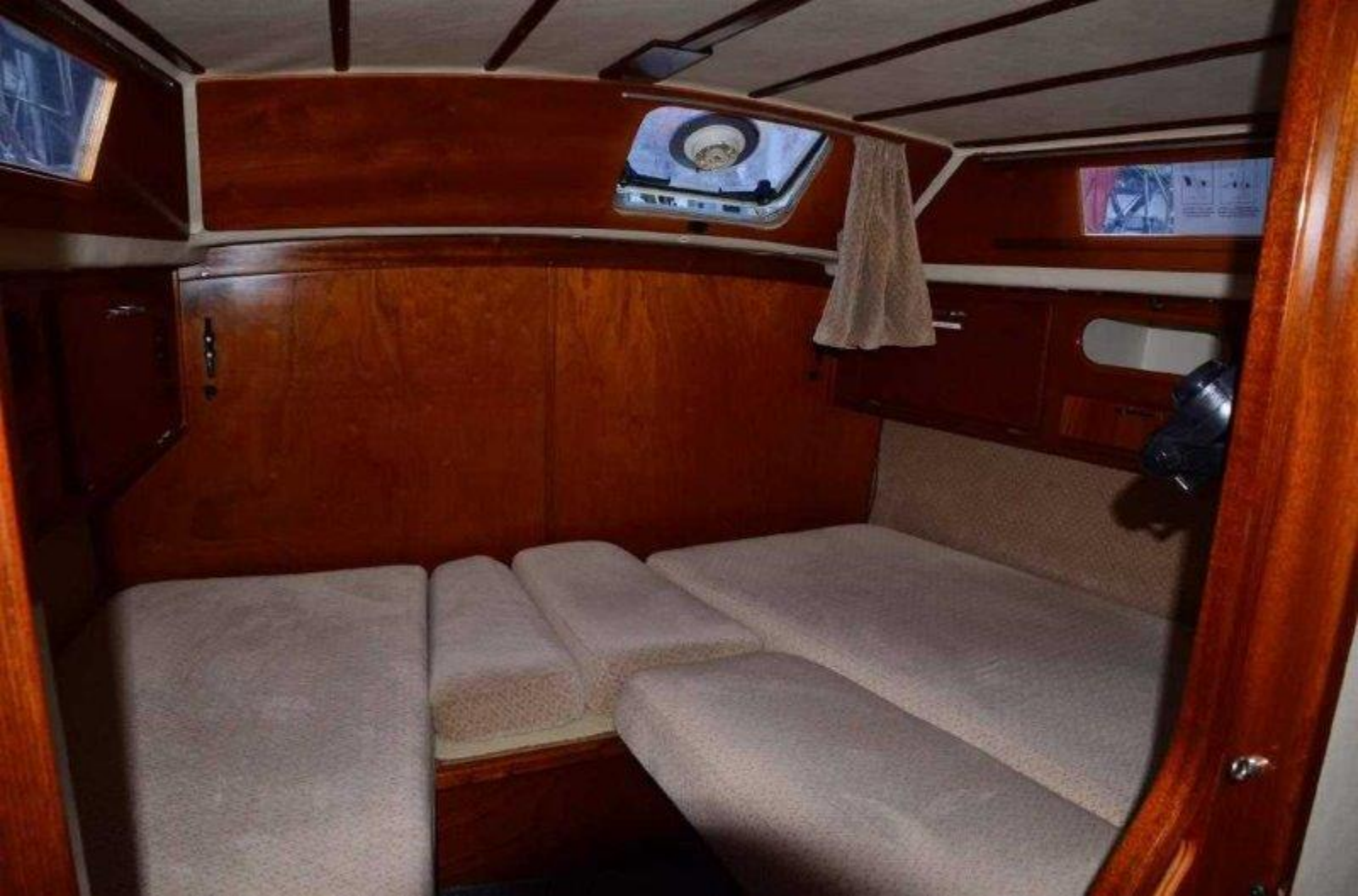
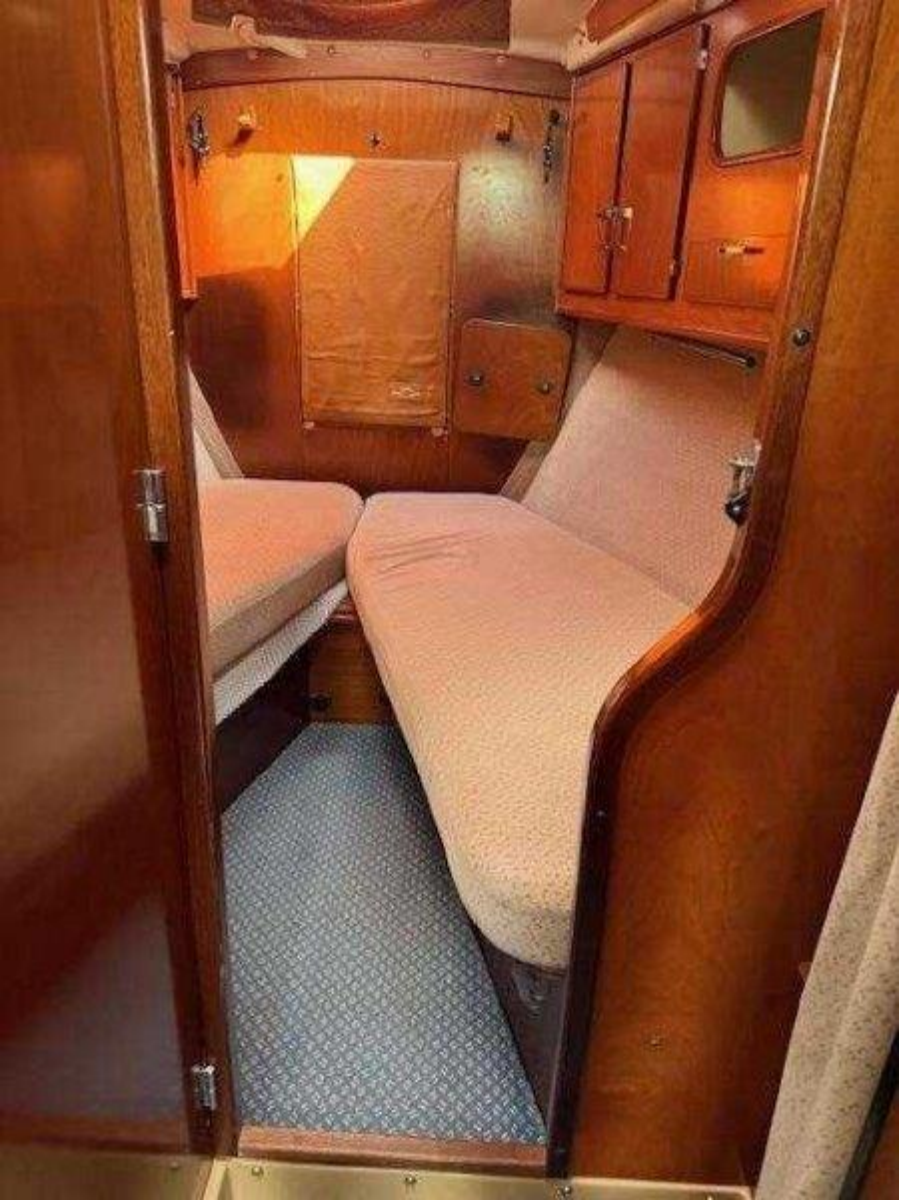



chantiers
AMEL
La Rochelle — France
SANTORIN N° 0030017SN26 Année 1990
Approbation Commission Nationale Sécurité n° 3922
Navigation 1ère catégorie
7/10 personnes



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