

\*\*\* Sworn court marine expert \*\*\*

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## **PRE-PURCHASE CONDITION SURVEY REPORT**

### **SAILING BOAT " MISTY SEA "**



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**1. VESSEL'S PARTICULARS**

NAME OF VESSEL /REGIST. : **MISTY SEA / K-03722**

PORT OF REGIST. /FLAG : **WIEN / AUSTRIAN**

MANUFACTURER / YEAR : **BAVARIA / 1992**

MODEL : **350**

HULL MATERIAL : **GRP**

HULL NUMBER : **UNKNOWN**

PRINCIPAL DIMENSIONS : **L.O.A. : 10,75 M , BEAM : 3,65 M , DRAFT : 1,65 M**

BRT : **12,08 T**

ENGINE / POWER : **VOLVO PENTA , DIESEL , INBOARD / 20,5 KW**

PLACE OF SURVEY : **ACY MARINA POMER , POMER , CROATIA , EUROPE**

DATE OF SURVEY : **05.01.20.**

WEATHER CONDITION : **SUNNY AND WINDY ( 9°C )**

## CLIENT DETAILS

NAME : **LOUIS DE GASTE**

ADDRESS : **DIETRAMSZELLERSTR 12 , 81371 MUNCHEN , GERMANY**

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## **2.INTRODUCTION**

Instructions were received from the client ( details above ) to undertake a pre-purchase condition survey of the vessel whose particulars appear on page 3 of this report.The vessel was examined whilst ashore.

### **Limitations of survey**

The inspection was carried out using non-destructive techniques.

The vessel was not opened up in any way other than by removal of normally portable panels. Fastenings,keel belts,shafts etc were inspected only visual.

Electrical,electronic and navigation equipment were not assessed for performance.However, circuits to these equipments were switched on where connected to the vessel's power supplies.Machinery operation was assessed only visually without running.Defects in and/or under the antifoul,painted or fairing compound coatings on the hull,rudder or skegs,or any other structure,can only be real identified by destructive means.Such means are outside of this survey.

**NOTE :** The abbreviation **S** , which means " satisfactory " , used in this report to condition an item does not necessarily mean new but suitable for resonable use.

The abbreviation **F** , which means " fair " , used in this report to condition an item does not necessarily mean new but suitable for resonable use.However,it requires maintenance or attention.

The abbreviation **P** , which means " poor " , used in this report to condition an item means that it requires replacement or major repair.

The abbreviation **N** used in this means that the item was not found on board at the time of the survey.

### 3.METHOD OF DETERMINATION OF HULL WETNESS

The wetness of the vessel's GRP hull substrate is often used as an indicator of the condition known as osmosis. A high degree of wetness within a GRP substrate is usually, but not always, a precursor to this condition. Moreover, the moisture meters generally used by surveyors can be fooled into detecting a high level of moisture in the substrate where none exists. This may be due to metallic components in surface coatings, internal wiring, other metallic or freestanding water close to the surface being sampled. Condensation on either the outside and inside of the substrate being tested can also affect meter readings. The meter readings therefore need to be treated with caution and collateral physical evidence (blistering) is needed before osmosis can be determined with confidence.

Wetness is measured with moisture meter Tramex Skipper plus, on air temperature of 9 °C.

Measure is performed on both sides of the hull. Topsides are considered to be "dry"

( surface above waterline not usually immersed ) whereas hull bottom is usually considered to be "wet" ( surface below waterline usually immersed with vessel afloat ).

The metered datum samples were taken in a few areas. All readings are scan on 5 - 30 scale.

Measures of all surfaces above waterline shows good readings—in green.

Readings bellow waterline in line of bow and stern bottom shows wetness ( in red ) regarding water tanks on that positions. In all other areas there is no wetness. (shown in schedule)

	1 BOW	2 MIDDLE	3 FRONT KEEL	4 AFTER KEEL	5 MIDDLE	6 STERN
TOPSIDE PORT	13	12	13	10	12	12
TOPSIDE STARBOARD	15	13	14	10	11	10
BOTTOM PORT	18	16	16	16	14	14
BOTTOM STARBOARD	19	18	16	16	17	16

## ITEMISED CONDITION REPORT

**4.HULL BELOW WATERLINE**

Item	Condition	Amplification
Hull lines	<b>S</b>	
Coating(s)	<b>S</b>	
Damage or repair	<b>NO</b>	
Keel to hull joint	<b>S</b>	
Keel	<b>S</b>	
Rudder	<b>S</b>	replaced in 2018. year
Play in rudderstock bearing ( s )	<b>S</b>	
Propeller shaft	<b>S</b>	clearance to hull appropriate
Strut	<b>S</b>	
Propeller	<b>S</b>	
Bowthruster	<b>N</b>	
Trim tabs	<b>N</b>	
Skin fittings	<b>S</b>	
Cathodic protection	<b>S</b>	5 pieces in good condition
Other defects	<b>N</b>	



**5.HULL ABOVE WATERLINE**

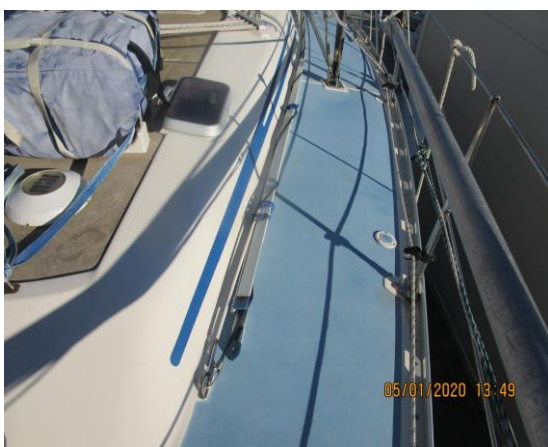
Item	Condition	Amplification
Hull lines fair	<b>S</b>	
Damage or repair	<b>NO</b>	
Coatings	<b>S</b>	
Rub rail	<b>S</b>	
Gunwale	<b>S</b>	
Hull/Deck joints	<b>S</b>	
Other defects	<b>N</b>	



**6.DECK,SUPERSTRUCTURE AND COCKPIT**

Item	Condition	Amplification
Material	<b>S</b>	
Coatings on deck	<b>S</b>	
Deck covering	<b>S</b>	spray hood and bimini top
Deck fittings	<b>S</b>	
Superstructure coatings	<b>S</b>	
Superstructure doorways	<b>S</b>	
Cockpit coating	<b>S</b>	
Bathing platform	<b>N</b>	
Passerelle	<b>S</b>	
Cranage	<b>N</b>	
Winches	<b>S</b>	
Cockpit drains	<b>S</b>	
Anchor and chain	<b>S</b>	length of the chain is 50 m
Chain locker	<b>S</b>	
Windlass(elect. and manual)	<b>S</b>	
Hatches/windows,portlights	<b>S</b>	minor leakages on window
Mast step	<b>S</b>	
Pulpit,pushpit	<b>S</b>	
Guardrail	<b>S</b>	
Companionway to flybridge	<b>N</b>	
Flybridge	<b>N</b>	

Flybridge equipment & fittings	<b>N</b>	
Radar arch & equipment	<b>N</b>	
Other defects	<b>N</b>	





**7.SPARS AND RIGGING**

Item	Condition	Amplification
Mast	<b>S</b>	
Boom	<b>S</b>	
Winches	<b>S</b>	
Rigging	<b>S</b>	
Sails (main,genoa)	<b>S</b>	seen not extended
Other	<b>N</b>	





**8.HULL INTERNALS**

Item	Condition	Amplification
Access to hull internally	<b>S</b>	
Coating	<b>S</b>	
Corrosion/rot	<b>N</b>	
Delamination	<b>N</b>	
Bulkheads,frames,stringers, longitudinals	<b>S</b>	
Hull fittings	<b>S</b>	
Sea valves	<b>S</b>	
Hoses and hose clamps	<b>S</b>	
Chainplates	<b>S</b>	
Mast heel/support	<b>S</b>	
Water in bilge	<b>NO</b>	
Keel bolts	<b>S</b>	
Hull/deck joint	<b>S</b>	
Other defects	<b>N</b>	

**NOTES :**

1. No checks for leaks were performed by hosing down.
2. Parts of the hull that are inaccessible and cannot be reached for survey are not assessed and cannot be checked for leaks.
3. The hull in way of tanks,ballast,thru-hull piping,rudder shafts,skegs,keels,behind joinery,inner moulds or otherwise hidden from survey cannot be assessed.



**9.INTERIOR**

Item	Condition	Amplification
Joinery	<b>S</b>	little damage below window
Brightwork	<b>S</b>	
Leaks	<b>NO</b>	
Hinges and locks	<b>S</b>	
Linings	<b>S</b>	
Upholstery	<b>S</b>	
Sea toilet	<b>S</b>	one
Other defects	<b>N</b>	



**10.UTILITIES**

Item	Condition	Amplification
Fresh water system	<b>S</b>	to remove and control bottom part of bow water tank
Grey water system	<b>N</b>	
Black water system	<b>S</b>	
Fridge	<b>S</b>	
Heating	<b>S</b>	
Air conditioning	<b>N</b>	
Hot water system	<b>S</b>	
Other defects	<b>N</b>	

**NOTES :**

- 1.Tanks were not assessed for tightness nor pressure tested.
- 2.If additional bow water tank will be removed,take attention for a stability of the boat.



### 11. LIQUIFIED PETROLEUM GAS ( LPG ) INSTALLATION

It is installed LPG instalation for cooking with bottle of 3 kg situated outside on stern.



**12.ELECTRICAL INSTALLATION**

Item	Condition	Amplification
DC voltage	<b>S</b>	exist only 12 V voltage
Battery master switches	<b>S</b>	
Master switch fused	<b>N</b>	
Circuits fused	<b>S</b>	
Standard of wiring	<b>S</b>	
Battery and installation	<b>S</b>	2x160 Ah , 1x76 Ah
Lighting	<b>S</b>	
Navigation lights	<b>S</b>	
Shore power connection	<b>S</b>	
Inverter	<b>N</b>	
Battery charger	<b>S</b>	
Generator	<b>N</b>	
Other defects	<b>N</b>	

**NOTES :**

1. Wiring and/or connections that cannot be reached for inspection are not assessed.
2. The electrical system is only assessed on its on/off functions during and at the time of the survey.
3. Conductor cross-sections, number and rating of fuses, bonding, grounding, wire specifications and connections are exempt from this survey. This also applies to condition and capacity of batteries. There is no condition to test capacity of batteries.



**13. ELECTRONIC EQUIPMENT**

Item	Condition	Amplification
Compass	<b>S</b>	
VHF	<b>S</b>	
Chart plotter	<b>S</b>	
GPS	<b>S</b>	
Log/speed	<b>S</b>	
Navtex	<b>N</b>	
Radar	<b>S</b>	
Autopilot	<b>S</b>	
Radio/CD player	<b>S</b>	
Depth sounder	<b>S</b>	
Wind indicator	<b>S</b>	
Instrument repeaters	<b>N</b>	
Other	<b>N</b>	



**14. PROPULSION**

Item	Condition	Amplification
Engine manuals on board	<b>N</b>	
Service history available	<b>YES</b>	check all service documents
Engine external appearance	<b>S</b>	
Engine mounts	<b>S</b>	
Vibration dampers	<b>S</b>	
Rigid flexible shaft coupling	<b>S</b>	
Shafting ( where visible )	<b>S</b>	
Shaft seals	<b>S</b>	
Engine beds	<b>S</b>	
Engine leaks - oil	<b>N</b>	
Engine leaks - water	<b>N</b>	
Corrosion	<b>NO</b>	
Transmission	<b>S</b>	
Thrust plate	<b>S</b>	
Cooling system	<b>S</b>	
Seawater strainer	<b>S</b>	
Antisiphon vent	<b>N</b>	
Pipelines	<b>S</b>	
Exhaust system	<b>S</b>	
Muffler/water lock	<b>S</b>	
Exhaust insulation	<b>S</b>	

Fuel tank	<b>S</b>	
Fuel filter/ water separator	<b>S</b>	
Fuel shut-off valve(s )	<b>S</b>	
Stern gland leaks	<b>N</b>	
Generator	<b>N</b>	
Oil/water levels	<b>S</b>	
Other defects	<b>N</b>	

**NOTES :**

1.Engine and all saildrive parts have to be general overviewed.



**15. STEERING GEAR**

Item	Condition	Amplification
Wheel ( hidraulic )	<b>S</b>	pedestal mouted
Steering gear	<b>S</b>	
Autopilot ( condition )	<b>S</b>	
Autopilot ( operation )	<b>S</b>	
Emergency steering	<b>S</b>	
Rudderstock seals	<b>S</b>	
Play in steering gear	<b>S</b>	
Rudder stops	<b>S</b>	
Rudder position indikator	<b>N</b>	
Power steering	<b>S</b>	

**NOTES:**

1. Pipework conections were visually inspected.
2. Check in documents of rudder bearing exchange.



**16.SAFETY AND EMERGENCY EQUIPMENT**

Item	Included on inventory	Amplification
Fire extinguishers	<b>YES</b>	3x2kg,service validity expired
Life raft ( for 6 person )	<b>YES</b>	service validity expired
EPIRB	<b>NO</b>	
Lifeline and quiot	<b>NO</b>	
Lifejackets	<b>YES</b>	for 6 persons
TPAs	<b>NO</b>	
SOLAS signal table	<b>NO</b>	
Pyrotechnics	<b>YES</b>	validity expired
Boarding ladder or equiva - Lent	<b>YES</b>	
Emergency steering	<b>YES</b>	
Bilge pumps	<b>YES</b>	electric and manual
Tender	<b>YES</b>	suzumar with outboard
Other	<b>NO</b>	



Here are some other specific pictures.





**17. SEA TRIAL**

A sea trial is not performed on request of client.

**18. SURVEYOR'S APPRAISAL**

There is no visible hull damages and it is generally in good condition.

All spars and rigging are without visual damages or corrosion.

Engine visually seems maintained, but it is recommended to perform general overview.

Navigational instruments and devices were only switched on without real navigational control.

So, generally speaking, regarding its age, the boat is very well maintained.

**19. SURVEYOR'S ADDITIONAL COMMENTS**

This 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 the survey. It implies no guarantee, no safeguard against latent defects, subsequent defects, or defects not discovered at the time of the survey in woodwork or areas of the vessel which were covered, unexposed or not accessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc., or agreement and permission and instructions given to the surveyor to gain access to closed-off areas. I am therefore, unable to report that any such part of the structure is free from defect.

This report does not address stability, vessel performance or performance of overall design and no warranty is conveyed under these heads.

Attending surveyor: Marino Sorić, BSc

Date: 10.01.2020



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