YACHT SURVEYS GREECE

STEVEN TRUSS MIIMS

MARINE SURVEYOR

PRE-PURCHASE CONDITION AND VALUATION SURVEY

BENETEAU OCEANIS 43

2010



PREPARED FOR:

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SURVEY DATE:

13 August 2026

SURVEYOR:

Steven Truss
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VESSEL PARTICULARS

Vessel:	Beneteau Oceanis 43
Builder:	Beneteau
Year:	2010
Type:	GRP sailing yacht
Configuration:	Owner's Version – 2 cabins / 2 heads
Length Overall:	13.10 metres
Beam:	4.12 metres
Draft:	2.00 metres
Engine:	Yanmar 4JH5E
Engine Power:	53 HP
Drive:	Shaft drive
Propeller:	Three-bladed fixed propeller
Fuel Capacity:	Approximately 200 litres
Fresh Water Capacity:	Approximately 360 litres
Holding Tank Capacity:	Approximately 150 litres
HIN/CIN:	To be confirmed during survey
Flag/Registration:	To be confirmed
Location of Survey:	Preveza, Greece
Survey Date:	13 August 2026
Survey Type:	Pre-Purchase Condition and Valuation Survey
Client:	Predrag Uzelac

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GENERAL DESCRIPTION

The vessel was a Beneteau Oceanis 43, constructed in 2010 in glass reinforced plastic (GRP) and configured as the Owner's Version with two sleeping cabins and two heads compartments.

The design incorporated a fin keel, spade rudder, fractional sloop rig and auxiliary diesel propulsion through a conventional shaft drive arrangement. The accommodation comprised a principal owner's cabin forward with ensuite facilities, an aft guest cabin with ensuite facilities, saloon, navigation area and galley.

The vessel particulars supplied prior to survey stated that the auxiliary engine was a Yanmar 4JH5E rated at approximately 53 HP, driving through a shaft and three-bladed fixed propeller.

The broker's particulars advertised the vessel as privately used and never chartered. These statements were treated as information supplied and were not independently verified unless specifically stated elsewhere within this report.

All dimensions, capacities and equipment specifications quoted within the introductory sections of this report were taken from the supplied vessel particulars unless independently confirmed during the survey.

ABOUT THIS REPORT

This report records the condition of the vessel and her accessible equipment as found at the time and date of survey. The survey was undertaken for the named client in connection with the proposed purchase of the vessel.

The inspection was intended to provide an independent assessment of the vessel's general structural condition, machinery, systems, equipment and apparent state of maintenance and to identify defects or deficiencies considered relevant to the proposed purchase.

The survey represented a visual and non-destructive inspection. No dismantling of machinery, equipment, fixed joinery, linings or structural components was undertaken unless specifically stated within the report.

Where equipment was operated, this was recorded within the relevant section. The absence of a reported defect should not be interpreted as confirmation that equipment was tested unless its operation was specifically stated.

SURVEY METHODOLOGY AND LIMITATIONS

The survey was carried out using generally accepted marine surveying practice and, where applicable, with reference to the International Institute of Marine Surveying Codes of Practice.

Accessible structural areas were examined visually and by percussion sounding where considered appropriate. Moisture meter readings were taken at representative locations on the GRP structure where conditions permitted.

The underwater hull, keel, rudder, appendages and accessible underwater fittings were examined whilst the vessel was ashore.

Internal structural members, including accessible floors, frames, bulkheads, structural bonding and keel attachment areas, were examined where access permitted.

The deck, coachroof, cockpit, deck fittings, standing and running rigging accessible from deck level, machinery installation, electrical systems, plumbing systems, steering arrangements, safety equipment and general accommodation were inspected within the limitations of a normal pre-purchase survey.

No destructive testing was undertaken. Areas concealed behind fixed furniture, tanks, machinery, headlinings, internal mouldings or permanently fitted equipment were not accessible and therefore could not be inspected.

The engine and associated machinery were inspected externally and operational testing was undertaken only where circumstances permitted. No internal mechanical examination, compression testing, oil analysis or dismantling formed part of this survey unless specifically stated.

The mast and standing rigging were inspected from deck level and from accessible positions. This did not constitute a specialist rigging inspection unless specifically stated otherwise.

Electronic and electrical equipment was function tested where practicable; however, the survey did not constitute certification of individual electronic equipment or electrical installations.

This report describes the condition of the vessel only at the time of inspection.

HOW TO READ THIS REPORT

The report is divided into numbered sections covering the principal structural components, machinery, systems and equipment of the vessel.

Each section records the condition observed during the survey and concludes, where appropriate, with a general condition statement.

Defects requiring attention are described within the relevant section and are subsequently brought together within the Recommendations section according to their significance.

Photographs included within the report form part of the survey record and should be considered together with the written findings.

CONDITION TERMINOLOGY / SERVICEABILITY

GOOD:
The item or area examined was considered to be in good condition for its age and intended service, with no significant defects identified during the inspection.

SERVICEABLE:
The item appeared capable of performing its intended function at the time of survey, although normal age-related wear, deterioration or maintenance requirements may have been present.

FAIR:
The item remained usable but showed deterioration, wear or defects requiring maintenance, repair or monitoring.

POOR:
Significant deterioration or defects were identified and repair, replacement or specialist attention was considered necessary.

NOT TESTED:
The item was visually inspected where accessible but its operation was not demonstrated or tested.

NOT ACCESSIBLE:
The item or area could not reasonably be accessed during the survey.

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1. HULL BELOW WATERLINE

The underwater hull was constructed in glass reinforced plastic (GRP) and was examined whilst the vessel was ashore during the scheduled lift at Preveza. The hull was visually inspected throughout the accessible underwater surface, with particular attention being given to the general condition of the laminate, antifouling coating,

exposed gelcoat and any evidence of previous damage, repair, distortion or osmotic activity.

The underwater hull was coated with black antifouling, which was found to be in generally good condition and remained well adhered to the substrate. No significant areas of coating failure, excessive flaking or other deterioration were noted during the inspection.

Scrape samples were taken through the antifouling coating at a number of representative locations around the underwater hull to permit examination of the underlying surface and to assist with moisture testing. The exposed gelcoat was found to be in good condition, with no significant blistering, pitting or other indications of osmotic activity apparent at the time of survey. No evidence of significant osmotic blistering was identified elsewhere during the visual examination of the underwater hull.

Percussion soundings were carried out over representative and accessible areas of the underwater hull using a light hammer. The responses were generally consistent and satisfactory, with no significant changes in tone detected that would suggest localised delamination, debonding or other laminate deterioration within the areas examined.

Moisture meter readings were taken using a Sovereign moisture meter at representative locations around the underwater hull, principally within the prepared scrape-sample areas. Readings were generally in the region of 3% to 5%. These readings were considered low and satisfactory for the GRP structure at the time of inspection and, when considered together with the visual examination and percussion sounding results, did not indicate evidence of significant moisture absorption or osmotic deterioration.

The underwater hull presented in good overall condition for the vessel's age. No significant structural defects, abnormal distortion, evidence of impact damage or signs of previous major underwater hull repairs were identified within the areas accessible for inspection.

No significant evidence of osmosis was apparent at the time of survey.

Condition: GOOD. The underwater hull was found in good overall condition, with satisfactory percussion soundings, low moisture meter readings and no significant evidence of osmotic activity.

2. KEEL

The vessel was fitted with a fixed fin steel keel, which was examined externally whilst the yacht was held ashore during the survey. The accessible surfaces of the keel were visually inspected together with the keel-to-hull joint and the leading and trailing edges.

The keel appeared correctly aligned with the hull when viewed from forward, aft and along its general profile. No significant distortion, displacement or other indication of movement between the keel and hull was apparent at the time of inspection.

Particular attention was given to the keel-to-hull joint. The joint remained generally fair and consistent, with no significant opening, separation or cracking identified that would indicate abnormal movement of the keel attachment. The surrounding hull structure also appeared satisfactory within the limitations of the external inspection.



The leading edge, trailing edge and lower extremity of the keel were examined for evidence of grounding or impact. No significant impact damage, deformation or other indication of a substantial grounding event was identified.

The external keel surface and protective coating were found in generally good condition for the vessel's age. No significant corrosion, coating breakdown or deterioration requiring immediate remedial attention was apparent during the inspection.

Percussion sounding and visual examination of the adjacent hull structure produced satisfactory results, with no significant abnormalities detected around the keel attachment area.

The keel presented in good overall condition at the time of survey, with no significant external evidence of structural movement, grounding damage or deterioration noted.

Condition: GOOD. The keel and externally accessible keel-to-hull joint were found in good overall condition with no significant defects identified.

3. RUDDER AND STEERING

The vessel was fitted with a GRP fin/spade rudder operated through a mechanical cable steering system serving the twin helm positions. The complete accessible steering arrangement was examined both externally whilst the vessel was ashore and internally where access permitted.

The rudder blade was visually inspected over its accessible surfaces and was found to be in good overall condition. No significant cracking, distortion, impact damage, abnormal swelling or other indication of structural deterioration was identified. The rudder was manually tested whilst the vessel was ashore and no significant abnormal movement or excessive play was detected at the rudder stock or bearing arrangement.

The rudder stock and upper steering components were accessible through the starboard aft locker above the transom. The accessible rudder tube and surrounding structure were examined and found securely glassed and bonded into the vessel's structure. No cracking, separation, movement or other evidence of deterioration was identified around the rudder tube or its structural attachment.

The accessible rudder gland arrangement was examined and appeared in satisfactory condition, with no significant defect apparent at the time of survey.



The steering quadrant, tiller lever and rudder stops were visually inspected and found securely mounted and in good order. No significant corrosion, distortion, looseness or abnormal wear was apparent within the accessible components.

The steering cables and associated pulleys were followed through the accessible areas of the steering system towards the twin helm positions. The cables appeared correctly routed and in good condition, and the accessible pulleys, attachments and associated steering components showed no significant defects at the time of inspection.

Operation of the steering from the helm positions was smooth and positive, with satisfactory movement of the rudder through its operating range. No significant stiffness, excessive free play or abnormality was noted during the inspection.

Overall, the rudder, rudder stock arrangement, structural rudder tube and mechanical steering system presented in good and serviceable condition, with no significant defects identified within the areas accessible for inspection.

Condition: GOOD. The rudder and accessible steering system were found in good overall condition with no significant defects identified.

4. TOPSIDES

The topsides were constructed in glass reinforced plastic (GRP) with an external gelcoat finish and were examined visually whilst the vessel was held ashore during the survey. The hull sides were inspected from bow to stern, including the stem, quarters and transom, with particular attention being given to the general fairness of the hull, condition of the gelcoat and any evidence of impact damage, cracking, distortion or previous significant repairs.

The topsides presented in good overall condition for the vessel's age. The hull remained generally fair when viewed along its length and no significant distortion, deformation or other external indication of structural deterioration was identified during the inspection.

The external gelcoat remained generally well presented and serviceable. Normal minor age-related marks and cosmetic imperfections were present, as would reasonably be expected on a vessel of this age and service, but these did not detract significantly from the overall condition of the hull.

The stem and bow areas were examined for evidence of docking or impact damage. A few small areas of localised gelcoat damage were noted around the lower end of the stem, immediately above the waterline. These appeared superficial and cosmetic in nature, with no associated structural damage apparent within the accessible areas.

The port and starboard topsides were examined for evidence of significant cracking, crazing, impact damage or previous major repair. No significant defects of this nature were apparent at the time of survey.

The quarters and transom were similarly examined and appeared structurally satisfactory, with no significant abnormalities noted.

Overall, the topsides were considered to have been maintained to a good standard for the vessel's age, with only minor cosmetic deterioration noted.

Recommendation: The small areas of gelcoat damage around the lower stem may be prepared and made good as part of routine cosmetic maintenance.

Condition: GOOD. The topsides were found in good overall condition for the vessel's age, with only minor cosmetic imperfections noted.

5. DECK AND COACHROOF

The deck and coachroof were constructed in glass reinforced plastic (GRP) and were examined throughout the accessible areas of the vessel. Particular attention was given to the general structural condition of the deck, areas surrounding deck fittings, mast support area, cockpit, side decks and coachroof.

The deck and coachroof were visually inspected and locally percussion sounded where considered appropriate. The structure generally produced a consistent and satisfactory response, with no significant evidence of delamination, debonding or other structural deterioration detected within the areas examined.

The deck surfaces remained generally firm underfoot and no significant areas of abnormal flexing or softness were identified during the inspection. Areas around the mast, deck hardware and other principal load-bearing fittings were examined and appeared structurally satisfactory, with no significant cracking or movement noted.



The cockpit and surrounding mouldings were similarly found in good overall condition. No significant structural cracking, impact damage or deterioration was identified within the accessible areas.

The vessel was fitted with teak decking to substantial areas of the deck and cockpit. This remained generally intact and serviceable; however, the teak showed normal age-related wear. Localised splitting was noted in a number of areas and some fastening heads were becoming visible as the thickness of the teak had reduced through normal wear and weathering.

The teak remained functional at the time of survey, although its condition should be monitored and localised repairs undertaken as required to prevent further deterioration and maintain the integrity of the deck covering.

Overall, the deck and coachroof structure presented in good condition for the vessel's age, with no significant structural defects identified during the inspection.

Recommendation: Monitor the condition of the teak decking and undertake local repairs and maintenance where splitting or exposed fastenings occur.

Condition: GOOD. The deck and coachroof structure were found in good overall condition, with age-related wear to the teak decking noted as a maintenance consideration.

6. STRUCTURAL INTERIOR

The accessible internal structural areas of the vessel were examined throughout the accommodation, bilges, lockers and other areas where access was available. Particular attention was given to the internal hull structure, structural mouldings, floors, bearers and the general condition of the structural connections between the hull, internal mouldings and bulkheads.

The accessible internal hull surfaces and structural members were visually inspected and were found in good overall condition. No significant cracking, distortion, separation or other evidence of structural movement was identified within the areas examined.

The accessible floors and structural bearers were examined and appeared securely incorporated into the hull structure. No significant cracking, movement or deterioration was noted around their accessible attachment points.

The bilge areas were inspected where access permitted and the surrounding structural surfaces appeared sound. No significant structural deterioration or evidence of abnormal movement was apparent.

The principal bulkheads were examined where accessible. The bulkheads were structurally tabbed to the surrounding hull and internal structure using epoxy/GRP laminate rather than relying solely upon adhesive bonding. The accessible tabbing was found intact and well adhered, with no significant cracking, separation or debonding identified during the inspection.

Particular attention was given to accessible high-load structural areas and connections. No significant evidence of stress cracking, movement or failure of the structural bonding was apparent.

The internal structure presented as generally clean, sound and well maintained for the vessel's age. Within the limitations of access available during a non-destructive survey, no significant structural defects were identified.

Condition: GOOD. The accessible internal structure, floors, bearers and structural bulkhead connections were found in good overall condition with no significant defects identified.

7. STERN GEAR

The vessel was fitted with a conventional shaft-driven propulsion arrangement comprising a three-bladed bronze propeller fitted to a stainless steel propeller shaft. The external stern gear was examined whilst the vessel was held ashore during the survey and the accessible internal components were subsequently examined under operating conditions during the sea trial.

The three-bladed bronze propeller was visually inspected and found in good overall condition. The blades appeared fair and no significant distortion, impact damage, cracking or excessive edge damage was identified.



The stainless steel propeller shaft was examined over its accessible external length and appeared straight and in good condition. No significant corrosion, scoring or other deterioration was apparent.

The shaft was supported externally through a stern strut incorporating a cutless bearing. The stern strut appeared securely attached and in good condition, with no significant cracking, distortion or movement noted around its attachment to the hull.

The cutless bearing was manually checked whilst the vessel was ashore. No significant excessive movement was detected between the propeller shaft and bearing, and the bearing was considered serviceable at the time of inspection.

Internally, the shaft passed through a water-lubricated dripless type stern gland. The gland was of the type requiring venting or "burping" following launching to ensure that water was correctly introduced into the gland and that air was expelled from the arrangement.

The accessible stern gland, associated hose connections and securing clips were visually examined and found in good overall condition. The installation appeared secure and no significant deterioration was apparent.

The stern gland was subsequently observed whilst the shaft was operating during the sea trial. No leakage was noted from the gland or its associated connections under the conditions experienced during the trial.

No significant abnormal vibration or other indication of a defect within the accessible stern gear was apparent during the inspection or sea trial.

Condition: GOOD. The propeller, shaft, stern strut, cutless bearing and dripless stern gland were found in good and serviceable condition, with no significant defects or leakage identified.



8. CATHODIC PROTECTION

The vessel's cathodic protection arrangements were examined whilst the yacht was held ashore during the survey.

The underwater hull was not fitted with separate sacrificial hull anodes, these not being required as part of the standard underwater protection arrangement on this model.

A sacrificial anode was fitted to the propeller/shaft assembly and was examined during the underwater inspection. The anode remained securely fitted; however, it was estimated to have deteriorated by approximately 50% through normal electrolytic wastage.

The degree and general appearance of the anode wastage were considered consistent with normal sacrificial operation, and no unusual pattern of deterioration was apparent during the inspection. Nevertheless, given the remaining material and the opportunity presented by the vessel being ashore, replacement was considered appropriate to ensure effective cathodic protection for the forthcoming period afloat.

No significant evidence of abnormal electrolytic or galvanic corrosion was apparent on the accessible propeller, stainless steel shaft or other underwater metallic components at the time of survey.

Recommendation: Replace the approximately 50% wasted propeller/shaft anode before continued service.

Condition: SERVICEABLE. The cathodic protection arrangement was satisfactory, with routine replacement of the partially wasted sacrificial anode recommended.

9. SKIN FITTINGS AND THROUGH-HULL APERTURES

The vessel was fitted with a combination of bronze skin fittings and bronze/gunmetal ball-type seacocks serving the principal below-waterline systems. These were examined internally where accessible and externally whilst the vessel was held ashore.



The through-hull arrangements included fittings serving the engine raw-water cooling system, shower and sink discharges, toilet flushing-water inlets and associated domestic systems.

The accessible bronze skin fittings were found securely installed and in good overall condition. No significant corrosion, dezincification, cracking, movement or other deterioration was apparent during the inspection.

The associated bronze and gunmetal ball valves were manually operated where accessible and were found to move correctly through their operating range. Handles and valve bodies appeared secure and no evidence of leakage was noted around the accessible installations.

The holding tank overboard discharge was fitted with a larger nylon TruDesign-type valve and through-hull arrangement. This was examined and found securely installed, operational and in good condition, with no significant defects apparent.

The accessible hoses connected to the underwater fittings were found generally in good condition and were secured with double hose clips where appropriate. The hose connections appeared secure, with no significant deterioration, leakage or movement noted at the time of inspection.

The underwater transducers were inspected externally during the lift and were found securely fitted and in good order. No significant damage or deterioration was apparent around the transducer bodies or their surrounding hull attachment areas.

Various PVC skin fittings and outlets were also fitted around the topsides above the waterline. These were visually examined and appeared secure and in good serviceable condition.

Overall, the accessible seacocks, skin fittings, through-hull apertures, hoses and associated installations were found well maintained and serviceable, with no significant defects identified during the survey.

Condition: GOOD. The accessible through-hull fittings, valves, hoses, transducers and topside outlets were found secure, operational and in good overall condition.



10. MAIN COMPANIONWAY

The main companionway and associated entrance arrangements were examined and were found to remain substantially in their original configuration and in good overall condition for the vessel's age.

The companionway structure and surrounding mouldings were visually inspected and showed no significant cracking, distortion, damage or deterioration. The surrounding structure appeared firm and secure, with no evidence of abnormal movement noted during the inspection.

The sliding companionway hatch was operated and moved correctly through its normal range. The hatch, runners, guides and accessible securing arrangements appeared serviceable and no significant wear or damage affecting normal operation was identified.

The companionway entrance doors/washboards and their associated hinges, catches and locking arrangements were examined and found operational and in good condition. The entrance could be suitably secured when required.

The surrounding seals, channels and drainage arrangements were visually examined and appeared generally serviceable. No significant evidence of persistent water ingress or deterioration associated with the companionway was apparent within the accessible interior.

Overall, the main companionway remained well presented, operational and in good original condition.

Condition: GOOD. The main companionway, sliding hatch, entrance arrangements and associated fittings were found secure, operational and in good overall condition.

11. HATCHES, PORTS AND WINDOWS

The vessel's fixed windows, opening portlights, escape hatches and smaller deck hatches were examined throughout the accommodation and deck areas.

The principal side windows serving the saloon were visually inspected and found in good overall condition. The glazing remained securely fitted within the surrounding structure and no significant cracking, deterioration or other defects were identified.

The Lewmar opening portlights fitted throughout the accommodation were examined and operated where accessible. The frames, glazing, hinges, catches and securing arrangements were found in good and serviceable condition. The surrounding sealant and seals appeared well maintained, with no significant deterioration or evidence of persistent water ingress noted at the time of survey.

The larger escape hatches were inspected and operated. These opened and closed correctly and the hinges, handles, securing dogs and surrounding frames appeared secure and serviceable. The seals were found in good condition and no significant defects were identified.

The smaller deck and ventilation hatches were similarly examined and found operational and in good order. Their associated hinges, catches and seals appeared serviceable and the surrounding deck areas showed no significant evidence of leakage or deterioration.

No significant staining or other indication of persistent water ingress was apparent around the accessible hatch, portlight or window installations during the inspection.

Overall, the vessel's hatches, portlights and windows were well presented, secure and operational.

Condition: GOOD. The windows, Lewmar portlights, escape hatches and smaller deck hatches were found operational and in good overall condition, with their seals and surrounding sealant remaining serviceable.

12. PULPIT, STANCHIONS AND LIFELINES

The vessel's stainless steel pulpit, pushpit, stanchions, guard wires and associated safety arrangements were examined throughout the accessible deck areas.

The stainless steel bow pulpit was found securely mounted and in good overall condition. The tubing, welds and accessible attachment points showed no significant distortion, cracking, corrosion or other deterioration.

The stern pushpit arrangements were similarly examined and found secure and in good condition. No significant movement or damage was identified at the accessible deck attachment points.

The stainless steel stanchions and their bases were checked around the side decks and were found generally firm and securely mounted. No significant bending, looseness or deterioration was noted.

The centre access gates were examined and found operational, with their associated fittings and securing arrangements in good order.

The guard wires/lifelines were inspected throughout their accessible length and appeared correctly supported and in good serviceable condition. Terminals, attachments and associated safety lines were similarly found secure and satisfactory.

Overall, the perimeter safety arrangements were well maintained and no significant defects were identified during the inspection.

Condition: GOOD. The pulpit, pushpit, stanchions, centre gates, guard wires, solar arch and davits and associated safety lines were found secure and in good overall condition.

13. GROUND TACKLE AND MOORING ARRANGEMENTS

The vessel's ground tackle and associated anchoring and mooring arrangements were examined from the forward deck and within the accessible anchor locker.

The principal ground tackle comprised a Delta-type anchor carried at the bow and connected to 10 mm anchor chain. The anchor, chain, bow roller and associated securing arrangements were visually examined and were found in generally good and serviceable condition.

An electric Lewmar anchor windlass was installed within the forward anchoring area. The windlass was securely mounted and presented in good overall condition, with no significant movement or deterioration noted at its mounting. The installation incorporated remote operation from the cockpit together with a chain-counting facility.

The anchor locker was examined where accessible and appeared in satisfactory condition. The chain was suitably contained within the locker and the surrounding structure showed no significant defects at the time of inspection.



The plastic chain stopper/guide fitted adjacent to the windlass was found damaged, with part of the plastic retaining section fractured. This was considered a relatively minor maintenance defect and did not affect the condition or security of the windlass itself.

A spare Danforth-type anchor was listed within the vessel's inventory, together with the normal complement of mooring lines and fenders.

The principal mooring cleats and fairleads were examined around the vessel and appeared securely mounted and in good condition. No significant movement, distortion or damage was apparent at the accessible fittings or surrounding deck structure.

Overall, the ground tackle and mooring arrangements were considered suitable and in good general condition, subject to replacement of the damaged plastic chain stopper/guide.

Recommendation: Replace the damaged plastic chain stopper/guide adjacent to the anchor windlass.

Condition: GOOD / SERVICEABLE. The ground tackle, windlass and mooring arrangements were in good overall condition, with only minor attention required to the damaged plastic chain stopper/guide.

14. OTHER DECK GEAR AND FITTINGS

The vessel's accessible deck gear and associated fittings were examined throughout the cockpit, side decks and working areas of the vessel. These included the sailing winches, rope clutches, tracks, blocks, turning arrangements, cockpit fittings, bathing arrangements and other general deck hardware.

The vessel was equipped with Harken sailing winches and associated deck hardware. The accessible winches were visually examined and operated where practicable and were generally found securely mounted and in good overall condition.

The Harken 46 two-speed electric winch positioned at the starboard helm was operational; however, an abnormal ratcheting/mechanical noise was noted during operation. The winch continued to function, although the noise suggested that internal servicing or adjustment may be required.

The associated Harken deck hardware, tracks, blocks and turning arrangements were visually examined and appeared securely fitted and in good serviceable condition. The Spinlock rope clutches/jammers were similarly examined and appeared operational and well maintained.

The principal deck fittings and their accessible attachment areas were inspected and no significant cracking, movement or deterioration was identified around their mountings.

The cockpit fittings and cockpit table arrangement were found secure and in good overall condition. The stern bathing platform and bathing ladder were examined and appeared operational and serviceable.

A freshwater shower was installed at the transom. The shower arrangement itself appeared serviceable; however, the small plastic hinged cover was slightly damaged/broken. This was considered a minor maintenance and cosmetic item.

Overall, the vessel's deck gear and fittings were found in good general condition and appeared to have been maintained to a satisfactory standard for the vessel's age.

Recommendations:

- Have the Harken 46 two-speed electric winch at the starboard helm checked and serviced due to the abnormal ratcheting noise noted during operation.

- Repair or replace the damaged plastic transom shower cover as convenient.

Condition: GOOD / SERVICEABLE. The deck gear and fittings were generally in good condition, with servicing of the starboard electric winch and minor attention to the transom shower cover recommended.

15. SPARS

The vessel was fitted with a deck-stepped anodised aluminium mast and aluminium boom forming part of the fractional sloop rig. The mast incorporated two sets of spreaders and an in-mast furling system for the mainsail.



The mast was examined visually from deck level and from the accessible positions available during the survey. The aluminium mast section appeared straight and fair, with no significant distortion, cracking, impact damage or abnormal corrosion identified within the areas examined.

The mast base and deck-stepped support arrangement were inspected and appeared secure and correctly seated. The surrounding deck structure showed no significant cracking, deformation or other indication of abnormal compression or movement associated with the mast loading. Mast post also noted secure and original.

The spreaders were examined visually and appeared correctly aligned and securely attached to the mast. No significant distortion, damage or deterioration was apparent at the accessible spreader roots or associated fittings.

The mast fittings, attachment points and accessible stainless steel hardware were visually inspected and appeared in good overall condition. No significant corrosion or deterioration was noted between the accessible stainless steel fittings and aluminium spar section.

The anodised aluminium boom was similarly examined and found straight and in good overall condition. The gooseneck and associated boom attachment arrangements appeared secure and serviceable, with no significant movement, cracking or distortion identified.

The in-mast furling arrangement and accessible associated components appeared well maintained and in good general condition. The mast and boom presented well for the vessel's age and no significant defects were identified during the visual inspection.

The inspection of the mast was limited to those areas visible from deck level and accessible positions and did not constitute a specialist aloft rigging inspection.

Condition: GOOD. The mast, boom, spreaders and accessible associated fittings were found in good overall condition with no significant defects identified.

16. STANDING AND RUNNING RIGGING



The vessel was fitted with stainless steel standing rigging supporting the fractional sloop rig. The accessible standing and running rigging, terminals, bottle screws, chainplates and associated attachment arrangements were examined during the survey.

The standing rigging was inspected closely from deck level to approximately 2 metres above the deck. The upper sections of the rig, spreaders, terminals and mast fittings were additionally viewed from deck level using binoculars whilst the vessel was securely chocked ashore.

Within the limitations of this inspection, the stainless steel wire rigging appeared generally straight, correctly supported and in serviceable condition. No obvious broken strands, significant distortion or other visible indication of failure was identified within the accessible sections examined.

The accessible lower terminals and bottle screws were inspected individually. Some surface corrosion and age-related deterioration were noted around the bottle screws and associated lower rigging components. No immediate structural failure was apparent; however, the condition should be considered together with the age and documented replacement history of the standing rigging.

Standing rigging has a finite service life and its condition cannot be fully established by visual inspection alone. The age and replacement history of the rigging should therefore be confirmed from available invoices and maintenance records. If the standing rigging remains original or its replacement history cannot be established, a specialist rigging inspection should be considered and replacement planned

according to age, condition and the recommendations of the vessel's insurer or rigger.

The internal chainplates and accessible structural attachment points were examined and found in good overall condition. No significant corrosion, cracking, distortion, movement or evidence of damage was identified at the accessible chainplates or their surrounding structural attachments.

The running rigging was visually examined where accessible and appeared generally serviceable for continued use. Halyards, sheets and associated lines showed no significant deterioration requiring immediate replacement at the time of inspection.

The rig inspection was visual and non-destructive and did not include going aloft, removal of terminals or destructive examination of the wire or fittings.

Recommendation: Confirm the age and replacement history of the standing rigging. Clean and inspect the areas of corrosion noted around the bottle screws and have the standing rigging professionally assessed if its age or service history cannot be established.

Condition: SERVICEABLE. The standing and running rigging appeared generally in good condition within the limitations of the inspection, with some corrosion noted to the bottle screws and the age/history of the standing rigging requiring consideration.

17. SAILS

The vessel was equipped with an in-mast furling mainsail and furling headsail arrangement. The supplied inventory additionally listed a staysail, gennaker with snuffer and storm jib as forming part of the vessel's sail wardrobe.

Prior to departure from the marina, the principal sails were partially unfurled by the surveyor to permit a visual examination of the accessible sailcloth, stitching, seams and general condition.

The in-mast furling mainsail was reported to have been renewed in 2025 and, within the limitations of the inspection, presented in good condition consistent with relatively recent replacement. The accessible sailcloth remained clean and firm and no significant deterioration, tearing or damage was apparent within the portions examined.

The principal furling headsail was similarly partially examined and appeared generally in good and serviceable condition. No significant defects were identified within the accessible areas.

Of the additional sails examined, the smaller secondary sail appeared noticeably older than the principal sails and showed greater age-related wear. It nevertheless appeared generally serviceable from the visual examination available.

The intention had been to assess the sails further under load during the sea trial. However, weather conditions increased considerably beyond those originally forecast. Conditions had been forecast at approximately Force 3 but increased to approximately Force 5 during the trial. It was therefore considered prudent not to hoist or fully deploy the sails.

Consequently, the survey did not include a full assessment of sail shape, set or performance under load. The comments within this section are based upon the visual examination and partial deployment undertaken before leaving the marina.

Within these limitations, the sail wardrobe appeared generally well maintained, with the relatively recent mainsail presenting particularly well and no significant defects identified during the inspection.

Condition: GOOD / SERVICEABLE. The sails examined appeared generally in good condition, particularly the relatively recent mainsail. Full assessment under sailing load was not undertaken due to the prevailing weather conditions.

18. NAVIGATION LIGHTS

The vessel's navigation lighting arrangements were examined and function tested during the survey.

The port and starboard navigation lights, stern light, steaming light and anchor/masthead light were operated from their respective electrical controls and were found functioning correctly at the time of inspection.

The accessible light fittings, lenses and housings appeared securely mounted and in good overall condition. No significant cracking, damage, excessive deterioration or other defects were apparent within the accessible fittings.

The associated switching arrangements at the electrical distribution panel were examined and operated satisfactorily. No obvious defects were identified in the accessible wiring or connections associated with the navigation lighting system.

The navigation lights provided the appropriate basic lighting arrangement for the vessel and no significant deficiencies were identified during the functional testing undertaken.

As with all safety-related lighting, operation should be routinely confirmed before undertaking night passages.

Condition: GOOD. The navigation lights were found securely installed, operational and in good overall condition at the time of survey.



19. BILGE PUMPS

The vessel's bilge pumping arrangements were examined and function tested during the survey.

The principal 1100 GPH Rule electric bilge pump was installed within the amidships bilge and incorporated an automatic float switch. The pump was securely mounted and the accessible pump body, electrical connections, suction arrangement and associated discharge hose appeared in good and serviceable condition.

The electric bilge pump was operated from the DC electrical distribution panel and functioned correctly in both available switch positions. The automatic float switch was also examined and the installation appeared operational and serviceable at the time of survey.

The associated bilge pump hoses were visually examined where accessible and were found in good condition, securely connected and correctly routed. No significant deterioration, splitting or leakage was apparent.

A manually operated Whale Gusher-type diaphragm bilge pump was additionally fitted, with its operating position located on the port side of the cockpit. The pump and accessible associated installation were examined and found securely mounted and in good original condition.

The bilge pumping arrangements remained substantially in their original configuration and appeared suitable for the vessel. No significant defects were identified during the inspection or functional testing undertaken.

As with all bilge pumping systems, the pumps, float switch and associated pipework should be routinely tested and kept clear of debris to ensure immediate availability when required.

Condition: GOOD. The electric and manual bilge pumping arrangements were securely installed, operational and in good overall condition.

20. FIRE FIGHTING EQUIPMENT

The vessel's fire fighting equipment was examined during the survey and comprised a number of portable dry powder fire extinguishers together with a fire blanket.



Various 1 kg dry powder fire extinguishers were positioned throughout the vessel, including forward, amidships and aft, providing fire fighting equipment within reasonable reach of the principal accommodation areas.

The extinguishers examined were appropriately located and secured within their respective mounting brackets to prevent movement whilst the vessel was underway. The extinguisher bodies and operating components appeared in generally good physical condition at the time of inspection.

A fire blanket was also provided for use within the accommodation/galley area and was suitably positioned for ready access in the event of a cooking-related fire.

Portable fire extinguishers are safety-critical equipment and should remain within their stated service dates and be inspected or serviced in accordance with the manufacturer's instructions. The owner should also routinely confirm that pressure indicators, where fitted, remain within the correct operating range and that extinguishers remain readily accessible.

The distribution of the portable extinguishers throughout the vessel was considered satisfactory for the accommodation arrangement observed.

Condition: GOOD / SERVICEABLE. The portable dry powder extinguishers and fire blanket were appropriately positioned and secured. Service dates should continue to be monitored as part of routine safety equipment maintenance.

21. LIFE SAVING EQUIPMENT



The vessel carried a limited selection of life saving and emergency equipment which was visually examined where accessible during the survey.

A liferaft was carried externally at the stern and was secured in its protective canister to the aft pushpit arrangement. The canister and external securing arrangement appeared in satisfactory physical condition at the time of inspection. The liferaft was not opened or deployed as part of the survey and its internal condition could therefore not be assessed.

An EPIRB (Emergency Position Indicating Radio Beacon) was sighted within the accommodation. The unit appeared physically intact from the visual inspection available. Its registration, battery expiry date and service status were not independently verified during the survey.

Additional safety equipment was carried around the vessel; however, a comprehensive inventory of life saving equipment was not established during the inspection.

It is recommended that the purchaser undertake a complete safety equipment inventory before commencing cruising and ensure that the liferaft, EPIRB and any other dated or serviceable safety equipment remain within their applicable service and expiry periods. The EPIRB should also be correctly registered to the vessel/new owner following completion of the purchase.

Recommendation: Check the liferaft service date and EPIRB battery/registration details, and complete a full inventory of required safety equipment before cruising.

Condition: SERVICEABLE. The principal life saving equipment sighted appeared in satisfactory physical condition, subject to confirmation of applicable service and expiry dates.

22. ENGINE INSTALLATION

The vessel was fitted with a Yanmar 4JH5E four-cylinder marine diesel engine installed beneath the main companionway.

Engine details recorded from the manufacturer's identification plate were as follows:



Manufacturer: Yanmar

Model: 4JH5E

Engine No.: E10414

Manufacture Date: December 2009

Continuous Output: 39 kW at 2,907 rpm

Maximum Output: 39.6 kW at 3,000 rpm

The supplied vessel inventory recorded approximately 1,602 engine hours.

The engine installation was visually examined throughout the accessible areas. The engine was clean and well presented and appeared to have been maintained to a good standard. The accessible engine block, cylinder head, ancillary components and surrounding engine space showed no significant defects at the time of inspection.

The engine was securely mounted on its flexible engine mounts and the accessible mounting arrangements appeared in good condition. No significant deterioration, excessive corrosion or abnormal movement was apparent.

The accessible cooling-water hoses, fuel lines, exhaust components, electrical connections, belts and associated ancillary equipment were visually examined and appeared securely installed and in good serviceable condition. No significant leakage of lubricating oil, coolant or fuel was noted within the engine compartment during the inspection.

The engine was started and operated during the sea trial. Starting was prompt and satisfactory and the engine settled to a normal running condition. Ahead and astern propulsion were engaged and load was progressively applied during the trial.

The engine responded correctly to throttle input and operated satisfactorily throughout the range tested. No significant abnormal vibration, excessive exhaust smoke, unusual mechanical noise or other indication of an operational defect was noted during the sea trial.

Engine instrumentation and controls operated satisfactorily during the trial and no abnormal engine alarms or indications were observed.

The engine was additionally observed following operation under load and no significant leakage or other developing defect was apparent within the accessible installation.

Overall, the Yanmar diesel engine and its associated installation presented in good condition and performed satisfactorily during the sea trial. No significant defects were identified during the visual inspection or operational testing undertaken.

Condition: GOOD. The engine installation was clean, securely mounted and well presented. The engine started readily and performed satisfactorily under load during the sea trial, with no significant defects noted.



23. FUEL SYSTEM

The vessel was fitted with a nylon diesel fuel tank installed beneath the starboard aft berth. The tank and accessible components of the fuel supply system were examined during the survey.

The fuel tank itself appeared in good physical condition, with no significant cracking, distortion or deterioration noted within the accessible areas. The surrounding compartment was also examined and no significant defects were identified.

The tank was retained by a securing bar and bolted arrangement. The retaining bolt was found loose at the time of inspection and consequently the tank was not considered as positively secured as intended. The retaining arrangement should be tightened to ensure that the tank cannot move when the vessel is underway.

The fuel filling hose and tank vent hose were examined throughout their accessible lengths and appeared in good condition. The hoses were securely connected and no significant cracking, hardening or deterioration was apparent.

A fuel shut-off cock was correctly fitted at the tank outlet and its position was clearly labelled. The valve appeared operational and accessible for emergency isolation of the fuel supply. Slight wetness was noted around this area during the inspection. It was not possible to confirm whether this represented an active fuel leak or residual contamination.

The flexible fuel supply and return lines between the tank and engine were examined where accessible and were found in good overall condition. The hoses appeared correctly routed and securely connected, with no significant deterioration noted.

Primary and secondary fuel filtration was provided within the engine fuel supply system. The filter assemblies appeared securely mounted and in good physical condition. Fuel visible within the accessible filter bowls appeared clean, with no significant contamination or water apparent at the time of inspection.

Overall, the fuel system was found in good and serviceable condition, with only minor attention required to the fuel tank securing arrangement and the area around the tank shut-off cock.

Recommendations:

- Tighten and secure the fuel tank retaining bar/bolt.

- Dry the area around the fuel shut-off cock thoroughly and monitor for further wetness. If leakage is confirmed, rectify before continued use.

Condition: GOOD / SERVICEABLE. The fuel tank, hoses, fuel lines, shut-off arrangement and filtration system were generally in good condition, subject to the minor items noted above.

24. ACCOMMODATION

The vessel was arranged as the three-cabin version and provided spacious cruising accommodation comprising the principal saloon and galley areas, forward cabin, two aft cabins, toilet compartments and associated storage and service areas.

The accommodation was examined throughout and presented in good overall condition for the vessel's age. The interior appeared generally clean, dry and well maintained, with no significant deterioration identified during the inspection.

The principal internal joinery, including bulkhead finishes, doors, locker fronts, cabinetry and trim, was visually examined and found generally secure and in good condition. Doors and locker catches were operated where accessible and appeared serviceable.

The cabin sole boards were examined throughout the accessible accommodation and were generally secure and in good condition. No significant distortion, deterioration or abnormal movement was noted.



The saloon seating, cabin upholstery, cushions and associated soft furnishings appeared generally clean and serviceable, with condition considered appropriate for the vessel's age and use.

The forward and aft sleeping cabins were examined and were found well presented, with the accessible berth structures, lockers and surrounding joinery remaining in good condition.

The toilet compartments and associated internal mouldings and joinery were similarly found generally well maintained. Heavy surface scratching was noted to one panel/door adjacent to the mirror within the aft toilet compartment. This was considered cosmetic only and did not affect the serviceability of the compartment.

The internal doors, hinges, handles and securing arrangements were generally operational and in good order. Ventilation throughout the accommodation was provided through the opening hatches, portlights and associated ventilation arrangements.

No significant evidence of persistent internal water ingress, structural movement or other deterioration affecting the general accommodation was identified during the survey.

Overall, the three-cabin accommodation presented well and was considered to have been maintained to a good standard for the vessel's age.

Recommendation: The scratched panel adjacent to the mirror in the aft toilet compartment may be refinished or repaired as a cosmetic improvement if desired.

Condition: GOOD. The three-cabin accommodation, joinery, sole boards, upholstery and internal fittings were found in good overall condition, with only minor cosmetic wear noted.



25. GAS INSTALLATION

The vessel was fitted with an LPG gas installation supplying the galley cooker. The system was visually examined throughout the accessible areas but was not pressure tested or function tested as part of the survey.

Two approximately 1.75 kg LPG cylinders were carried within a dedicated gas locker located at the port aft section of the vessel. The locker was separated from the accommodation and incorporated drainage to the atmosphere, providing an appropriate arrangement for the storage of LPG cylinders.

The cylinders were positioned within the locker and the accessible regulator, connections and flexible gas hoses were visually examined. The flexible hoses appeared in good physical condition, with no significant cracking, hardening or other deterioration apparent at the time of inspection.

From the gas locker, the installation continued through fixed copper gas pipework towards the galley. The accessible copper pipework appeared in good physical condition, with no significant corrosion, crushing or other damage identified. Some sections of the pipework would benefit from additional securing/support to prevent unnecessary movement or vibration.

The gas supply terminated at a gimballed two-burner cooker incorporating a grill. The cooker, gimbal arrangement and accessible associated fittings appeared clean, securely installed and in good overall physical condition.

The cooker and gas installation were not operated during the survey and no pressure or gas-tightness test was undertaken. The assessment was therefore limited to a visual examination of the accessible components.

As LPG installations are safety-critical, the system should be periodically inspected and leak/pressure tested by a suitably competent person, particularly following any alteration or extended period of non-use.

Recommendation: Secure the accessible sections of copper gas pipework where additional support is required. The LPG installation should be leak/pressure tested as part of routine servicing before continued use.

Condition: GOOD / SERVICEABLE. The LPG installation appeared in good overall physical condition from the visual inspection available, subject to minor additional securing of the copper pipework and routine gas-tightness testing.



26. FRESHWATER SYSTEM

The vessel was fitted with a pressurised freshwater system supplied from two blue nylon water tanks positioned forward and aft within the vessel. The accessible components of the freshwater installation were visually examined and the system was operated where practicable during the survey.

Both water tanks appeared in good physical condition, with no significant cracking, distortion or evidence of leakage identified within the accessible areas. The associated filling, vent and supply arrangements appeared generally serviceable.

The aft freshwater tank was retained by a securing bar and bolted arrangement. The retaining bolt was found loose at the time of inspection and should be tightened to ensure that the tank remains positively secured against movement when the vessel is underway.

A freshwater pressure pump and accumulator were installed to supply the domestic freshwater system. The pump operated satisfactorily and provided water pressure to the domestic outlets tested. The pump, accumulator and accessible associated hoses and connections appeared securely installed and in good serviceable condition.

Hot water was provided through a calorifier incorporating an electric immersion heater. The calorifier installation appeared securely mounted and in good physical condition, with the accessible hoses and connections showing no significant evidence of deterioration or leakage.

A separate manually operated seawater supply was provided at the galley through a foot-operated pump. This arrangement appeared in good and serviceable condition and provided a useful independent seawater supply at the galley.

The accessible freshwater hoses, connections, taps and associated plumbing were examined and appeared generally well maintained. No significant leakage or deterioration was noted during the inspection.

Overall, the freshwater installation was found in good working and serviceable condition, with only minor attention required to the securing arrangement of the aft water tank.

Recommendation: Tighten and secure the retaining bar/bolt for the aft freshwater tank.

Condition: GOOD / SERVICEABLE. The freshwater tanks, pressure pump, accumulator, calorifier, immersion heater and manual seawater galley supply were found in good overall condition, subject to securing the aft freshwater tank.

27. HEADS AND TOILETS

The vessel was fitted with electric Jabsco marine toilets operating with seawater flushing. The toilet installations and accessible associated sanitation systems were visually examined and function tested during the survey.

The electric toilets were securely installed within their respective heads compartments and appeared clean and well maintained. The bowls, bases, electrical controls and accessible associated fittings were found in good physical condition.

The toilets were operated during the survey and the electric flushing arrangements functioned satisfactorily. No significant defects or abnormal operations were noted during the testing undertaken.

The accessible seawater inlet and discharge hoses were examined and appeared securely connected and in good serviceable condition. No significant deterioration, leakage or other defects were apparent within the accessible pipework.

The vessel was fitted with a nylon black-water holding tank serving the sanitation system. The tank appeared securely installed and in good physical condition, with no significant distortion, leakage or deterioration noted within the accessible areas.

The holding tank discharge/dump valve and associated plumbing were examined and appeared in good serviceable condition. The corresponding through-hull discharge arrangement had also been examined as part of the underwater fittings inspection and was found satisfactory.

No significant evidence of leakage or deterioration was identified around the accessible toilet installations, holding tank or associated sanitation plumbing.

Overall, the heads and sanitation arrangements were found clean, operational and well maintained.

Condition: GOOD. The electric Jabsco seawater-flush toilets, black-water holding tank, dump valve and accessible associated plumbing were operational and in good overall condition.

28. ELECTRICAL INSTALLATIONS

The vessel was fitted with comprehensive 12V DC and 230V AC electrical installations providing power for the domestic, navigation, machinery and onboard service systems. The accessible electrical installations were visually examined and principal systems were operated where practicable during the survey.

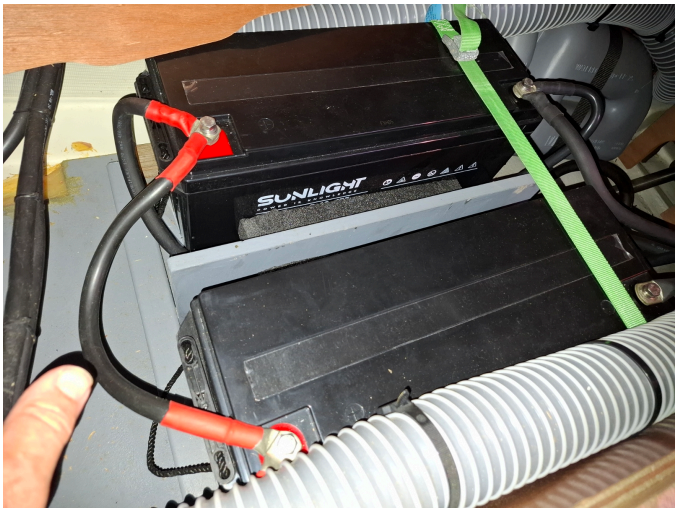
The 12V DC system incorporated separate battery capacity for engine starting and domestic/service requirements. The batteries were examined where accessible and appeared securely installed and in good physical condition. Battery terminals and accessible heavy-current connections were generally clean, secure and suitably protected.

Battery isolation switches were provided to permit isolation of the principal electrical circuits. These were clearly accessible and appeared securely installed and operational.

The DC distribution panel was examined and the associated circuit breakers, switches and instrumentation appeared in good order. Electrical equipment operated from the panel functioned satisfactorily during the testing undertaken and no significant abnormalities were identified.

The vessel had been fitted with a substantial Victron electrical charging and monitoring installation together with solar charging equipment. The accessible Victron components, associated controllers, cabling and connections appeared neatly and competently installed and were in good physical condition.

The solar panels and associated charging arrangements were examined where accessible. The installation appeared securely mounted and correctly integrated into the vessel's charging system. The solar charging system was operational at the time of inspection.



A 230V AC shore-power installation was fitted, with connection provided through the vessel's shore-power inlet. The accessible shore-power cable, inlet, distribution arrangements and associated protection appeared in good and serviceable condition.

The AC distribution panel and associated circuits were examined and the available AC services operated satisfactorily during the survey. The battery charging arrangements functioned correctly when shore power was available.

The accessible electrical cabling throughout the vessel was generally well supported, appropriately routed and competently terminated. No significant evidence of overheating, damaged insulation, unsuitable connections or poorly executed modifications was apparent within the areas examined.

The electrical installation appeared to have benefited from a number of upgrades and these had generally been carried out to a good standard. The combination of shore-power, engine-driven and solar charging provided a comprehensive charging arrangement for normal cruising use.

No significant defects were identified within the accessible AC or DC electrical installations during the survey and all principal systems tested were operational.

Condition: GOOD. The AC and DC electrical systems, batteries, isolators, distribution arrangements, shore-power installation and solar charging equipment were found operational, well maintained and competently installed.

29. ELECTRONICS AND NAVIGATION EQUIPMENT

The vessel was fitted with a comprehensive electronic navigation and instrumentation package, principally comprising Raymarine equipment. The navigation electronics and associated instruments were powered and function tested where practicable during the survey and sea trial.

The principal navigation displays, sailing instruments and associated electronic equipment were found securely installed and generally in good physical condition. The equipment tested provided appropriate navigation and vessel information and operated satisfactorily during the sea trial.



The Raymarine instrumentation provided information including vessel speed, heading, depth and associated sailing/navigation data. The principal instruments tested responded correctly and displayed appropriate information during operation of the vessel.

Two Raymarine ST70 instrument displays were fitted at the helm position. (P). One ST70 display was operational and displayed the appropriate navigation information; however, the second ST70 unit remained blank and was not operational at the time of survey.

The remaining accessible navigation electronics, instruments and associated controls tested during the survey were operational and no other significant defects were identified.

The accessible instrument housings, mounting arrangements and electrical installations appeared secure and in good overall condition. No significant deterioration or damage was apparent to the equipment examined.

The electronic navigation installation was considered comprehensive and generally well maintained. Electronic equipment was function tested only and no specialist diagnostic testing of individual components, transducers, internal circuitry or network connections was undertaken.

Recommendation: Investigate the non-operational Raymarine ST70 display and repair or replace as necessary.

Condition: GOOD / SERVICEABLE. The navigation and electronic equipment was generally operational and in good condition, with the exception of one Raymarine ST70 display which was not functioning at the time of survey.

30. HEATING AND OTHER EQUIPMENT

The vessel was fitted with a Webasto diesel-fired warm-air heating system providing heating to the accommodation through a series of ducted outlets.

The Webasto installation and its accessible associated components were examined in detail during the survey. The heater unit was securely mounted and the accessible fuel supply, electrical connections, warm-air ducting and associated installation appeared neatly arranged and competently installed.

The heating system was operated during the survey and functioned satisfactorily. Warm air was delivered through the accommodation outlets and no significant abnormal noise, fumes or other indication of malfunction was noted during the testing undertaken.



The accessible exhaust and combustion-air arrangements associated with the heater were visually examined and appeared appropriately installed and in good serviceable condition. Overall, the Webasto heating installation presented well and no significant defects were identified.

No air-conditioning system was fitted to the vessel.

A bow thruster was installed within a transverse tunnel in the forward section of the underwater hull. The bow thruster was function tested and operated satisfactorily in both directions. The controls and accessible components appeared in good condition and no operational defect was identified.

During the underwater inspection, a small localised area of fibreglass/laminate was noted to be coming loose around the port side of the bow-thruster tunnel opening. (see above image). The defect appeared localised and suitable for relatively straightforward repair whilst the vessel is ashore. No wider structural deterioration was apparent around the tunnel during the inspection.

Recommendation: Repair and properly laminate/seal the small loose area of fibreglass around the port side of the bow-thruster tunnel opening when the vessel is next ashore.

Condition: GOOD / SERVICEABLE. The Webasto warm-air heating system was competently installed and operational. The bow thruster was operational and in good condition, subject to minor localised fibreglass repair at the port side of the thruster tunnel.

31. SEA TRIAL



A sea trial was undertaken following the initial inspection at Preveza Marina. The purpose of the trial was to assess the vessel's machinery, propulsion, steering, controls, navigation equipment and general handling characteristics under normal operating conditions.

The Yanmar 4JH5E diesel engine started readily and settled to a satisfactory running condition. Engine controls operated correctly and ahead and astern gears engaged positively without significant delay or abnormal mechanical noise.

The vessel was progressively operated under power and load was applied to the engine during the trial. Engine response to throttle input was satisfactory throughout the range tested and the engine maintained a smooth and consistent operating condition.

No significant abnormal vibration, excessive exhaust smoke, unusual mechanical noise or other indication of machinery malfunction was noted during the trial. Engine instrumentation was monitored and no abnormal indications or alarms were observed.

The propeller shaft, stern gear and water-cooled dripless stern gland were examined where accessible whilst the machinery was operating. The stern gland remained dry and no significant leakage, abnormal movement or vibration was identified.

The steering system was assessed from the twin helm positions and responded correctly throughout the manoeuvres undertaken. Steering movement was smooth and positive, with no significant stiffness, excessive free play or abnormal noise noted. The vessel responded appropriately to helm input.

The engine throttle and gear controls were found positive and operational. Manoeuvring under power, including ahead and astern operation, was satisfactory.

The bow thruster was operated and functioned satisfactorily, providing appropriate thrust for close-quarters manoeuvring. No operational defect was identified with the thruster during the trial.

The principal navigation instruments and electronic equipment were operated during the sea trial and were generally functioning correctly. One Raymarine ST70 multifunction instrument display remained blank and non-operational, as detailed elsewhere within this report.

The intention had also been to assess the vessel under sail. Prior to departure from the marina, the principal sails were partially unfurled to permit visual examination. Weather conditions had initially been forecast at approximately Force 3; however, conditions subsequently increased to approximately Force 5 during the sea trial.

In view of the increased wind strength, it was considered neither necessary nor prudent for the purposes of the survey to fully deploy the sails. Consequently, the vessel's sailing performance, sail shape and operation of the sails under load were not assessed during the sea trial. This limitation should not be interpreted as indicating a defect with the sailing systems.

Within the conditions encountered, the vessel behaved satisfactorily under power and demonstrated positive steering and manoeuvring characteristics. The machinery and principal operational systems performed without significant fault during the period tested.

Following completion of the powered sea trial, the vessel was lifted ashore and held for approximately one hour to permit examination of the underwater hull, keel, rudder, stern gear, propeller, anodes, through-hull fittings and bow-thruster tunnel. Following completion of the underwater inspection, the vessel was relaunched.

Overall, the sea trial was considered satisfactory. The engine, propulsion system, steering, controls, bow thruster and principal operational equipment performed well, with no significant mechanical defects identified during the trial.

Condition: GOOD. The vessel performed satisfactorily under power during the sea trial. Engine performance, propulsion, steering and manoeuvring were satisfactory.

Sailing performance was not assessed due to the stronger-than-forecast weather conditions.

32. SUMMARY OF CONDITION

The Beneteau Oceanis 43 Onnieva II HIN: FR SPBBV436 was found to be a well-presented and generally well-maintained cruising yacht which, considering her age, remained in good overall condition at the time of survey.

The vessel was examined both afloat and ashore and was also subjected to a powered sea trial. The inspection included the principal structural areas, underwater hull, keel, rudder and steering arrangements, stern gear, deck structure, rig, machinery, electrical and domestic systems, safety equipment and general accommodation.

The underwater hull was found in particularly good condition. The black antifouling coating remained well adhered and scrape samples taken at representative locations revealed sound underlying gelcoat. No significant evidence of osmotic blistering was identified. Percussion soundings were satisfactory and Sovereign moisture meter readings of approximately 3% to 5% were considered low and satisfactory.

The keel and keel-to-hull attachment area showed no significant evidence of abnormal movement, distortion or grounding damage. The rudder and steering arrangements were similarly found in good condition, with the accessible rudder tube, quadrant, tiller lever, steering cables and pulleys presenting satisfactorily.

The internal structural areas examined were found sound, with the accessible floors, bearers, structural mouldings and bulkhead connections showing no significant cracking, separation or evidence of structural movement.

The deck and coachroof structure remained firm and satisfactory. The teak decking remained intact and serviceable, although it showed age-related wear with localised splitting and some exposed fastenings. This was considered an ongoing maintenance consideration rather than a significant defect.

The mast, boom and accessible rigging components appeared generally in good serviceable condition within the limitations of a deck-level inspection. Some corrosion was noted around the standing-rigging bottle screws and the age and replacement history of the standing rigging should be established.

The Yanmar 4JH5E diesel engine and associated installation presented well. The engine started readily and performed satisfactorily under load during the sea trial, with no significant abnormal noise, vibration, exhaust smoke or other indication of mechanical difficulty noted. The propulsion system, stern gear and dripless stern gland also performed satisfactorily.

The vessel handled well under power and the steering and bow thruster operated correctly. Weather conditions increased from the forecast Force 3 to approximately Force 5 and it was therefore considered prudent not to undertake a full sailing trial. The principal sails had, however, been partially unfurled and visually examined before departure and appeared generally in good condition, particularly the relatively recent mainsail.

The AC and DC electrical installations were comprehensive, well presented and appeared competently installed. The battery, charging, shore-power, solar and associated Victron equipment operated satisfactorily during the inspection. The navigation and electronic equipment was similarly generally operational, with the exception of one Raymarine ST70 multifunction display which remained blank.

The domestic systems, including freshwater, sanitation, heating and associated equipment, were generally operational and well maintained. The accommodation was clean, dry and presented in good condition for the vessel's age.

Relatively few defects were identified during what was a comprehensive inspection. The principal items requiring attention were predominantly minor maintenance matters and included the damaged plastic anchor-chain stopper/guide, localised wear to the teak decking, loose securing arrangements to the fuel and aft freshwater tanks, investigation of slight wetness around the fuel shut-off cock, servicing of the starboard Harken electric winch due to an abnormal ratcheting noise, replacement of the approximately 50% wasted propeller/shaft anode, localised repair to the fibreglass at the port side of the bow-thruster tunnel and investigation of the non-operational Raymarine ST70 display.

Minor cosmetic items were also noted, including localised gelcoat damage around the lower stem, gelcoat damage adjacent to the spinnaker-pole deck fitting, scratching to an internal panel in the aft heads and damage to the plastic transom shower cover.

Importantly, no significant structural defect was identified during the areas examined, and none of the findings recorded during the survey materially detracted from the generally good overall condition of the vessel.

In the surveyor's opinion, the vessel represented a good example of the Beneteau Oceanis 43 for her age. Subject to completion of the recommendations contained

within this report and continued routine maintenance, she was considered suitable for continued normal cruising use.

Overall Condition: GOOD.

33. RECOMMENDATIONS

The following recommendations arose from the survey. The vessel was found in good overall condition and no significant structural defects were identified. The items below were predominantly routine maintenance, servicing and relatively minor repairs.

1. ANCHOR CHAIN STOPPER / GUIDE

Replace the damaged plastic chain stopper/guide adjacent to the anchor windlass. The windlass itself was secure and in good condition.

2. FUEL TANK SECURING

Tighten and secure the retaining bar/bolt securing the nylon fuel tank beneath the starboard aft berth.

3. FUEL SHUT-OFF COCK

Slight wetness was noted around the fuel shut-off cock at the tank. Dry the area thoroughly and monitor for further wetness. Rectify if leakage is confirmed.

4. FRESHWATER TANK SECURING

Tighten the loose retaining bar/bolt securing the aft freshwater tank.

5. STARBOARD ELECTRIC WINCH

The Harken 46 two-speed electric winch at the starboard helm operated but produced an abnormal ratcheting/mechanical noise. Have the winch checked and serviced.

6. PROPELLER / SHAFT ANODE

The sacrificial anode was approximately 50% wasted. Replace as part of the vessel's routine underwater maintenance.

7. BOW-THRUSTER TUNNEL

A small localised area of fibreglass was loose around the port side of the bow-thruster tunnel opening. Remove the loose material and make good with a suitable GRP/epoxy repair.

8. RAYMARINE ST70 DISPLAY

One Raymarine ST70 multifunction instrument display (P) was non-operational and remained blank during testing. Investigate and repair or replace as necessary.

9. STANDING RIGGING

Confirm the age and replacement history of the standing rigging. Some corrosion was noted around the bottle screws. Clean and inspect these areas and obtain specialist rigging advice if the age or service history cannot be established.

10. LPG PIPEWORK

Provide additional support/securing to the accessible sections of copper LPG pipework where required. The LPG system should also be routinely leak/pressure tested before continued use.

MAINTENANCE / ADVISORY ITEMS

11. TEAK DECKING

The teak decking remained serviceable but showed age-related wear, including localised splitting and some exposed fastenings. Monitor and undertake local repairs as required.

12. STEM GELCOAT

Make good the small areas of cosmetic gelcoat damage around the lower stem above the waterline as part of routine maintenance.

13. SPINNAKER POLE FITTING AREA

Repair the localised gelcoat damage adjacent to the spinnaker pole deck fitting.

14. TRANSOM SHOWER COVER

Repair or replace the slightly damaged plastic transom shower cover/hinge as convenient.

15. AFT HEADS JOINERY

The heavily scratched panel adjacent to the mirror in the aft heads may be refinished as a cosmetic improvement if desired.

16. LIFE SAVING EQUIPMENT

Confirm the liferaft service date and EPIRB battery/service status. Ensure the EPIRB is correctly registered to the vessel/new owner following completion of the purchase. A complete inventory of safety equipment should be undertaken before extended cruising.

17. SAILS

The sails examined appeared generally serviceable and the relatively recent mainsail presented particularly well. As weather conditions prevented a sailing trial, the sails were not assessed for shape or performance under load.

33. VALUATION

The vessel was a 2010 Beneteau Oceanis 43 presented in good overall condition and equipped to a comprehensive cruising specification.

In assessing the vessel's value, consideration was given to her age, design and construction, general structural and cosmetic condition, machinery, inventory, navigation and electrical equipment, cruising specification and the findings arising from this survey.

Particular consideration was also given to the generally good condition of the underwater hull, low moisture meter readings, satisfactory structural condition, good presentation of the accommodation, operational machinery and the extensive electrical, navigation and domestic equipment installed aboard.

The Yanmar 4JH5E diesel engine performed satisfactorily during the sea trial and the vessel's principal mechanical and domestic systems were generally found operational and well maintained. The relatively recent mainsail and the comprehensive electrical and solar installation further contributed positively to the vessel's overall specification.

The defects identified during the survey were relatively limited for a yacht of this age and were principally routine maintenance, servicing and minor repair items. No

significant structural defect was identified which was considered likely to have a material adverse effect upon the vessel's value.

The vessel was being offered for sale at approximately €145,000 VAT paid at the time of survey. Having considered her overall condition, age, specification, equipment and the survey findings, this asking price was considered reasonable and broadly representative of her current market value.

Accordingly, for the purposes of this survey and assuming clear title, VAT-paid status and satisfactory supporting documentation, I consider the vessel's approximate current market value to be:

MARKET VALUE: €145,000

(One Hundred and Forty-Five Thousand Euros)

This valuation represents the surveyor's opinion of the approximate open-market value of the vessel in her condition and specification at the date of survey, assuming a willing buyer and willing seller and a reasonable period of marketing.

The valuation is not intended to represent a guaranteed achievable sale price, as the final transaction value may be influenced by market conditions, location, negotiation, documentation and the circumstances of the individual sale.

SURVEY PRACTICE STATEMENT

This survey report was prepared exclusively for the benefit of Mr. Predrag Uzelac and is not transferable except for the stated purpose. No responsibility is accepted towards any other party who may read or rely upon this report without the surveyor’s written consent. The surveyor confirmed that this report represented an unbiased and independent opinion of the vessel based upon a visual inspection conducted on the date of the survey. The findings, opinions and conclusions were based upon the surveyor’s best professional judgment.

If this report does not discuss a particular item, system or piece of equipment, it was not examined. No guarantee or warranty, express or implied, was made regarding the condition, suitability or future performance of the vessel or her equipment. Conditions may have changed since the date of inspection. Recommendations were limited to items considered reasonably necessary based on the circumstances and observations at the time of survey.

SURVEY PARAMETERS AND LIMITATIONS

This survey was a visual and non-destructive inspection. Areas that were obstructed by linings, fixed furniture, machinery, personal equipment or general stowage could not be examined. Parts of the structure hidden by coatings, insulation or mouldings may contain defects that were not detectable. Latent or hidden defects can only be discovered through invasive or destructive testing, which was not undertaken. Where further dismantling or opening up is required, additional defects may be revealed. The vessel was not inspected beneath slings, shores or chocks and no representation can be made regarding these areas.

A Sovereign Quantum Marine Moisture Meter was used. Readings were taken in relative mode as comparative indices only. These readings do not represent moisture percentage by dry weight, and comparisons with other meters or surveys are not valid. Both shallow and deep modes were used when appropriate.
The engine, tanks and mechanical installations were examined visually only unless otherwise stated. Items that were operated are identified within the main body of the report. Mechanical components may appear functional but can only be properly assessed under prolonged load. The gas installation, if fitted, was visually inspected only unless specific pressure testing had been agreed. Electrical systems were switch-tested only and not assessed in detail. Tanks were not filled to maximum capacity and no pressure testing was undertaken; external inspection alone cannot confirm whether leaks may occur when tanks are completely full.

Particulars such as registration numbers, dimensions, tonnage and year of manufacture were taken as advised or as displayed aboard. These were not authenticated. Measurements taken during the survey were approximate and should not be considered definitive.

DOCUMENTATION AND COMPLIANCE

This survey did not seek to verify ownership, title, mortgages or encumbrances relating to the vessel. The original VAT invoice was not sighted and VAT status could not be confirmed. The survey did not assess compliance with the Recreational Craft Directive (RCD), any CE requirements, MCA Codes of Practice or other national or international rules unless specifically stated. For vessels built in the EU after 16 June 1998, a Declaration of Conformity, CE plate and owner’s manual should normally be present. This survey did not confirm their existence.

SCOPE OF LIABILITY AND USE OF REPORT

This report was prepared for advisory purposes only. It reflects the opinions and experience of the surveyor at the time of inspection. The surveyor shall not be liable for any loss, damage, delay, loss of market, consequential or indirect loss, or expenses of any kind arising from the use of this report. Any claim must be submitted in writing within 90 days of the date of the report or of the discovery of the relevant defect, whichever occurred later. Failure to provide written notice within this period shall bar any claim.

The report is not a parts-and-labour guarantee and cannot identify every defect. Items may fail in service without prior visual indication. Terms and Conditions of engagement were provided separately with the invoice and remain in force.

VALUATION STATEMENT CONDITIONS

Any valuation provided is an estimate of fair market value based on comparable vessels of similar type, age and general condition at the time of survey. It should not be confused with replacement cost, which may be substantially higher, particularly for rare or specialised craft.

Respectfully submitted,

Signed: *Steven Truss*

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