

'Blue Panther'



# ANCHOR HOUSE MARINE SURVEYS

**Insurance Survey**

**Omega 828**

***'Blue Panther'***

Eastlands Boatyard, Swanwick, Hampshire, UK

Tuesday 2<sup>nd</sup> November 2021

Prepared on Behalf of the Owner

Mr. [REDACTED]



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## Summary

'Blue Panther' is an Omega 828 built in 1973 by Trident Marine of Portchester in Hampshire, UK to a design by Renato Levi. She was found to be in overall very good condition showing evidence of having had a regular program of maintenance and updating and requiring only basic maintenance and servicing to some areas. She appears not to have been altered from her original design. The main summary of points is as follows:

1. The topsides, deck and superstructure are in overall good condition structurally with no signs of any major damage or repair. The internal structure where seen is clean and mainly dry with no evidence of any movement, though is some oily water in the bilge.
2. The antifoul is in white and adhering well and moisture readings were all in the dry scale.
3. The stern gear is in a serviceable condition though the starboard side is not bonded to the anodes.
4. The steering gear is in a serviceable condition but the port rudder has dropped by 1cm.
5. The domestic systems are in a serviceable condition overall.
6. The bilge pumping system is in a serviceable condition overall.
7. The electrical system is in a serviceable condition though some of the wiring requires tidying up.
8. The fuel system is in a serviceable condition overall, though the fuel tank and fittings could not be inspected as it is located beneath the cockpit deck which is screwed down.
9. The engines are in a serviceable condition though they would benefit from a service in various areas.
10. The accommodation fire extinguishers are out of date and should be replaced.
11. There is no CO alarm fitted.

This is a very clean example of an Omega 828 and with all maintenance issues addressed, 'Blue Panther' should give good service for many years.

Within this report, any issues found are graded for your information according to severity as:

<b>"Urgent Recommendation"</b>	Must be done urgently before re-floating and certainly before any use is made of the vessel.
<b>"Recommendation"</b>	Should be done at the earlier of next docking or within twelve months or such other time scale as may be specified.
<b>"Suggestion"</b>	For information and consideration but not particularly significant to safety at this stage.
<b>"Note"</b>	For information only.

## Circumstances

The survey was carried out on the 2<sup>nd</sup> of November 2021. 'Blue Panther' was inspected ashore at Eastlands Boatyard of Swanwick, Hampshire, UK. The weather at time of inspection was fine and clear with light westerly winds and at 10°C. The survey was carried out on the instruction of Mr. [REDACTED] to ascertain the condition of the yacht and produce a report for insurance purposes.

No fastenings were drawn and no paint was removed above the water line externally. One area of paint was removed below the waterline to determine coatings makeup. Moisture meter readings were taken to determine the moisture content of the hull laminate. The hull was examined externally above and below the water line and internally where accessible, elsewhere internal mouldings prevented examination. The cabin soles, bunk boards, hatches and portable joinery were removed as necessary to gain access to the interior of the vessel. The engines were not stripped, the tanks were not opened unless stated, nor their capacities checked. The batteries and the electrical systems were tested including interior and exterior lights. Equipment and interior fittings were tested as far as practicable and as described below.

**Please note:** This condition report is correct as per the date of survey stated above and as such, it cannot be guaranteed for any time after the survey was undertaken.



'Blue Panther'

## Description of the Yacht

'Blue Panther' is an all glass fibre construction, deep 'V' planing hull with a raked entry and a transom stern, carrying her maximum beam aft of amidships.

She was built by Trident Marine of Portchester in Hampshire, UK in 1973.

The yacht's principle dimensions as supplied are set out below:

<b>Length Overall</b>	8.40m
<b>Length of Waterline</b>	8.20m
<b>Beam</b>	2.93m
<b>Draft</b>	0.88m (approx.)
<b>Displacement</b>	4.10 tonnes (approx.)
<b>Engines</b>	2 x Mermaid Majestic 6-cylinder turbocharged diesel
<b>Stern Gear</b>	Conventional shafts
<b>Fuel Capacity</b>	500 litres (approx.)
<b>Water Capacity</b>	160 litres (approx.)
<b>HIN</b>	n/r
<b>SSR No</b>	



## Hull and Internal Structure

### *Hull:*

All GRP construction with raked entry, flared bow, transom stern, moulded bilge chines and with a shallow bilge running aft. Her maximum beam is carried just aft of midships and the hull is in good condition overall.

### *Port Topside:*

This is in blue GRP with a lightly flared gunwale. This is generally clean with only signs of normal wear and tear and there are no signs of any damage or repair. The fender consists of a teak section of scarfed lengths at the deck edge and this is securely fitted and in a serviceable condition, though some of scarf sealant has gaps and some of the plugs covering the screw heads are missing. There are no fore and aft sling tags fitted.

### *Starboard Topside:*

This is in blue GRP with a lightly flared gunwale. This is generally clean with only signs of normal wear and tear and there are no signs of any damage or repair. The fender consists of a teak section of scarfed lengths at the deck edge and this is securely fitted and in a serviceable condition, though some of scarf sealant has gaps and some of the plugs covering the screw heads are missing. There are no fore and aft sling tags fitted.

### *Bow:*

This is clean overall with no signs of any major damage or repair.

### *Transom:*

This is in blue GRP with an external bathing platform. This is generally clean with only signs of normal wear and tear and there are no signs of any major damage or repair. The teak fender is the same as the topsides and is in a serviceable condition.

### *Attachments:*

There is a stainless steel tube bathing platform with teak planks securely fitted to the transom, all with clean connections. Fitted through the centre of this is a stainless steel tube, fixed bathing ladder with twin teak treads. The rails of this pass through the platform and are securely fitted to the rudder stock support brackets.



**Fig.1** – hull scraping showing the antifoul, primer and epoxy resin layers.

### **Suggestion**

Add sling tags to aid with lifting operations.

### **Recommendation**

Ensure there are no gaps in the sealant.



*Coatings:*

The antifoul is in white, mainly smooth appearance though there are some patches from previous block supports. This is painted over a grey primer and epoxy resin, like to be 'International' Gelshield going by the colours.

*Gel Condition:*

The hull gel was inspected and is smooth with no clear signs of any blistering, delamination or damage.

*Hull Below Waterline:*

Moisture readings were taken with a 'Protimeter' Aquant 2 meter at more than 80 positions over the outer bottom. The scale used is 0 – 160 (dry) / 161 – 200 (medium) / 201 – 999 (wet) and produced the following readings:

- Hull – this produced readings ranging from 70 to 168 which is in the dry scale. The highest readings were between the spray rails on the port side.
- Transom – this produced readings ranging from 80 – 135 which is in the dry scale.

*Deck Tray / Inner Mouldings:*

These is a timber framework supporting timber / marine ply / teak deck panels fitted throughout the yacht. This is securely bonded to the hull and to each other. The main accommodation modules consist of varnished and painted marine ply sections bonded to the hull and screwed to each other and these are in a serviceable condition.

*Floors / Stiffening:*

There are transverse GRP coated marine ply floor sections bonded between the hull and deck tray with limber holes. There is a central keel strengthener running aft from the helm space, there are stringer sections bonded to the hull running fore and aft and where seen, there are no clear signs of any movement. There is some oily bilge water running aft from the engine compartment.

*Bulkheads:*

The accommodation is mainly open plan and so there are no full height and width bulkheads present, but there are partial bulkheads of varnished / painted marine ply, all bonded to the hull and deckhead and where inspected, there are no clear signs of any movement.

**Cathodic Protection**

*Anodes:*

- There are 2 x bar anodes securely fitted to the transom on the centreline.
- There are 4 x circular anodes securely fitted to the trim tabs and rudder flaps.
- There are 4 x spherical anodes fitted to the bathing platform and ladder assembly.

*Bonding:*

- The starboard stern gear is not bonded to either of the bar anodes and might explain the heavy patina forming on the propeller. The port stern gear is electrically bonded to both bar anodes with good to average electrical conductivity. Internally, many bonding wires are showing corrosion to the connections.
- All other anodes are securely bonded to their respective systems with no issues and good electrical conductivity.

*Wastage:*

All bar anodes are wasted by up to 5% but all other anodes are new.

**Hull Openings and Fittings**

*Sea Water Coolant Inlets:*

These are located forward of each shaft and are secure medium bore bronze fittings in good condition, though the starboard fitting is showing the very slight reddish hue of dezincification.

*Toilet Inlet / Outlet:*

- The toilet inlet is located forward of midships on the port side and is a securely fitted bronze grill in good condition.
- The toilet outlet is located aft of the inlet and is a secure medium bore bronze fitting in good condition.

**Recommendation**

Remove all bilge water, allow to dry out and regularly monitor for any future ingress.

**Recommendation**

Resolve the broken bonding issue to the starboard stern gear and replace all corroding bonding wire fixings.

*Grey Water Outlet:*

- There is a secure stainless steel fitting for the galley sink forward of midships in the port topside.
- At midships on the starboard side, there is a medium bore stainless steel fitting but internally this has been capped off.

*Bilge Outlets:*

There are secure, stainless steel fittings located on both topsides extreme aft for the electric bilge pumps.

*Exhausts:*

The engines exhaust through the transom via a secure stainless steel fitting located to port on the transom.

*Deck Drains:*

The side decks drain directly overboard through gaps in the toe rail.

*Tank Vents:*

The fuel and water tanks vent to atmosphere through very small stainless steel fittings secured to the port topside and the transom.

*Transducers:*

- There is a plastic wheel speed log securely fitted forward of the port side engine coolant inlet. Internally, this is secure with no evidence of any leaks noted.
- There is an 'Airmar' thru-hull depth transducer securely fitted forward of starboard side engine coolant inlet. However, there appears to be a small amount of water dripping out of the inboard edge. Internally, this is secure.
- There is a large block transducer securely fitted outboard of the depth transducer.

**Stern Gear**

*Propellers:*

There are 2 x three blade, left hand turning bronze propellers fitted in good condition with clean edges and tips. There were no signs of dezincification though the starboard propeller has heavy, all over patina. Hammer testing produced a good ring for both, though a little dulled for the starboard propeller.

*Shafts:*

The propeller shafts are in 35mm 'temet' stainless steel (with iron content). These are lightly fouled but are in a serviceable condition and rotated satisfactorily when turned by hand.

*Securing Arrangements:*

Each propeller is secured to the shaft via a bronze castle nut with split pin fitted and both installations are secure.

*P Brackets:*

These are in stainless steel and in good condition with no clear signs of any movement. Internally, the hull bonding fixings could not be seen as the fitted cockpit aft floor and seats require removal for access.

*Cutlass Bearings:*

There is negligible play detected in the starboard cutlass bearing but there is some vertical play in the port cutlass bearing.

*Stern Tubes:*

The stern tubes are in GRP with inner bronze sleeves holding the bearings though these could be inspected as they are behind covers, though there is no evidence of any water underneath the glands.

*Stern Glands:*

There are 'Tides Marine' water cooled, lip seal stern glands fitted and these are both in a serviceable condition with no evidence of any clear issues or leaks.

*Couplings:*

The flexible couplings are in a serviceable condition though the forward mounting plate and all fixings are showing surface corrosion.

**Recommendation**

Clean off all patina from the starboard propeller and polish both after resolving the broken bonding issue.

**Recommendation**

Monitor the bearing play or replace prior to relaunch.

**Recommendation**

Clean off the plate corrosion and replace all fixings.



## Steering Gear

### *Mechanism:*

The rudders are turned via a securely fitted cable system and tiller link arm operated from the helm wheel. The cable link connection to the starboard tiller has all over surface corrosion but all other connections are serviceable and pinned. There is a stainless steel link bar securely fitted and pinned to stainless steel tiller arms and there is negligible play detected. The steering is smooth with no clear play noted in the operation.

### *Rudders:*

There are 2 x unsupported, stainless steel blade rudders securely fitted and in a good condition. The stocks are welded to the blades and where seen, all welds are serviceable, but the port rudder has dropped by about 1cm. Either that or the starboard rudder is not seated correctly.



**Fig.2** – port rudder has dropped 1cm or the starboard rudder is not seated correctly.

### *Stocks:*

These are in stainless steel, welded to the rudder blades and in a clean and serviceable condition.

### *Trunks / Glands:*

The rudder stocks run in stainless steel protective covers.

### *Bearings:*

There is negligible play in both bearings.

### *Trim Tabs:*

There are two stainless steel trim tabs securely fitted to the transom and operated by single acting, hydraulic rams which are securely fitted and sprung back when tested.

## Deck and Superstructure

### *Deck:*

The side decks are in GRP but fully covered with teak panelling which is in a clean and serviceable condition with clean caulking and edge sealant and there are teak toe rail sections securely fitted at the deck edge. The cockpit deck and engine hatch are covered with a mixture of real and synthetic teak panel sections and these are in a serviceable condition with no issues noted.

### **Recommendation**

Clean off any corrosion, preserve with Tectyl and monitor.

### **Recommendation**

Service the rudders to ensure there is no dropping / slippage.

*Superstructure:*

The superstructure is in white GRP and the coach roof is covered with blue non-slip paint. This is clean with only signs of normal wear and tear noted. The cockpit mouldings are also in white GRP, in a clean condition and there are no signs of any major damage or repair though is a slight crack appearing across the forward end of the aft seat base.

*Hull Deck Joint:*

The deck is laid over the hull in a 'biscuit tin' style, bonded internally and with the fender unit externally fitted through the joint. Where visible such as in the anchor chain locker, there are no clear signs of any movement.

**Hatches, Windows and Port Lights**

*Main Hatch:*

The main hatch consists of a varnished teak door securely fitted to a varnished teak frame fitted to the helm moulding. This locks to the frame but the handle is loose and the lock is average. There is a removable top cover which locks to the frame top.

*Fore Hatch:*

There is an unmarked square, grey painted aluminium frame and lid with grills, aft hinged hatch securely fitted over the saloon. The glazing is clean, the seal is serviceable, there are two non-lockable handles fitted and there are no clear leaks evident.

*Windows:*

- The windscreen consists of a wraparound installation with sloping side windows securely fitted to the cockpit moulding forward. The frame is in aluminium with clean safety glass panes securely fitted and all seals are serviceable. There are some minor holes and areas of corrosion on the inboard faces.
- There are 3 x coach roof side windows securely fitted, consisting of externally screwed aluminium frames. The side windows have safety glass panels fitted and the forward window has an acrylic panel fitted. All seals are clean and serviceable and there are no clear signs of any leaks.

**Hand Rails and Stanchions**

*Pulpit:*

There is a stainless steel tube pulpit / side railing installation which is in a serviceable condition and securely fitted through the deck edge.

*Hand Rails:*

- There are 2 x varnished teak handrails securely fitted to the coach roof.
- There are various stainless steel tube hand rails securely fitted.

**Ground Tackle and Mooring Arrangements**

*Anchor:*

There is a galvanised steel danforth 18 anchor secured to the fore deck at the bow in a serviceable condition. The anchor to chain connection is via a stainless steel swivel shackle in a serviceable condition.

*Chain:*

The main anchor cable is a length of 8mm galvanised steel chain in a serviceable condition – though this was not played out. There is a length of rope fitted to the chain bitter end though the connecting shackle is corroding and the rope end could not be seen fitted to a strong point.

*Windlass:*

There is a 'Simpson Lawrence' Seawolf electric windlass securely fitted to a teak mount with cable gypsy and warping drum. This initially worked via the local control but only for a few cm then stopped, though the relay could be heard clicking when the control was pressed.

*Stem Head:*

There is a stainless steel, single channel stem head with locking pin securely mounted at the bow.

**Recommendation**

Tighten the handle and consider a stronger securing system.

**Recommendation**

Ensure the rope is connected to a strong point and replace the shackle.

**Recommendation**

Investigate the cause of the windlass issue.



**Fig.3** – chain bitter end to rope connecting shackle is corroding.

*Cleats:*

- There are 9 x chromed / stainless steel mooring / tying off cleats of various types securely fitted to the decks.
- There are 4 x stainless steel fairleads securely fitted forward and aft.

**Domestic Installation**

*Gas Locker and Bottle:*

None fitted.

*Cooker:*

None fitted.

*Heater:*

None fitted.

**Sewage and Bilge Installation**

*Grey Water Seacocks and Pipework:*

The galley sink drains directly overboard via clear reinforced hose which is securely clipped to the sink drain and the skin fitting.

*Toilet Seacocks and Pipework:*

- The toilet inlet seacock is located under the heads floor and is a securely fitted brass bodied, ball valve seacock which operated satisfactorily and is in good condition overall but with minor spots of patina to the body and some surface corrosion to the handle. No 'CR' (corrosion resistant) marks were noted. The pipework is in sanitary grade hose and is double clipped to the pump inlet and seacock.
- The toilet outlet seacock is located adjacent to the inlet and is a securely fitted brass bodied, ball valve seacock which operated satisfactorily though the handle has been cut back to allow it to be closed and is in good condition but no 'CR' marks were noted. The pipework is in white reinforced hose and securely single clipped to the toilet outlet and the seacock. This should be sanitary grade.

**Recommendation**

Clean off any patina from both seacocks and fittings and ensure all seacock pipework is double clipped.

**Note**

All seacocks must be 'CR' or 'CW602N' marked types, full bronze types or 'Marelon' plastic types. Do **not** use 'CW617N' marked brass types if / when replacing any seacocks.

*Electric Bilge Pumps:*

There are 2 x electric bilge pumps, potentially 'Johnson' pumps fitted in the bilges, one per side extreme aft. The port side appears to have a float level sensor but not the starboard side unit. Both operate satisfactorily via the helm switches. The starboard discharge pipework is in single clipped black, reinforced hose and on the port side is in single clipped clear, reinforced hose.

*Manual Bilge Pump:*

There is no manual bilge pump fitted or seen fitted at the time of survey.

**Electrical Installation**

*Batteries:*

There are 2 x 'Exide' Heavy 12V 110Ah engine starter and domestic batteries located under the helm position deck. These are not secured, though unlikely to move around and have clean terminals, tight cables and are parallel connected but are dirty in nature.

*Isolators:*

- There are 2 x removable key isolators for the engine starters located on the forward face of the engine hatch and these operated satisfactorily.
- There is a removable key isolator for the domestic systems located above the engine isolators and this operated satisfactorily, though the port engine isolator needs to be on as well.
- There is a solenoid linking the two batteries via a helm based button and this operated satisfactorily.

*Charger:*

There is a 'Sterling Power' Pro Charge Ultra 12V 20A battery charger securely fitted under the dinette aft seat. This could not be tested as there was no shore power available but it looks to be in a serviceable condition.

*Shore Supply:*

The 240V AC shore supply plug is securely fitted to starboard in the cockpit / helm space. This is wired to a 'BG' consumer unit with RCD tester and three breakers securely fitted adjacent to the battery charger. This could not be tested as there was no shore power available but it looks to be in a serviceable condition.

*Switch Panel:*

There is a 12V DC systems switch panel fitted at the helm and this operated satisfactorily.

*Wiring:*

The main cabling and wiring is in a serviceable condition where seen though there are various loose and hanging wires under the cockpit aft seat and under the cockpit / helm bulwark sides. There are a handful of 240V AC sockets securely fitted but these could not be tested as there was no shore power available.

*Lights:*

There are various lights fitted in the saloon and heads and all operated satisfactorily.

*Navigation Lights:*

There is a stern light, superstructure mounted port and starboard navigation lights and a mast mounted steaming light and these all operated satisfactorily.

*Galvanic Isolator:*

Not seen fitted at the time of survey and this is advised if plugging into marina shore supplies.

**Fuel Installation**

*Deck Fillers:*

There are 2 x chromed bodied and screw fillers fitted to the aft deck, one per side, but these are very tight and could not be opened at the time of survey.

**Recommendation**

Update both bilge pumps to have automatic float switches.

**Recommendation**

Reconnect any loose wires and tidy up all loose wiring and ensure it is clipped to local bulkheads.

**Recommendation**

Free up both fillers if seized shut.

**Tanks:**

The twin, separate tanks are in GRP and securely fitted where seen and located under the fixed decking panels aft. The inlets are in single clipped 'Vetus' exhaust trunking but are not ISO 7840 compliant. All outlet fittings could not be inspected as the cockpit decking and seats will need to be unscrewed and removed for access. This should be done at the next service ashore and inspected.

**Fuel Shut Off Valves:**

There are none fitted or seen fitted at the time of survey.

**Distribution:**

This is well laid out and according to good engineering practice but the outlet and return lines to the fuel tank should be checked when the cockpit decking is removed to inspect the fuel tanks etc.

**Pipework:**

The fuel outlet and return lines where seen are run in flexible fuel grade hose, ISO 7840 compliant and securely single clipped to the pre-filters with no clear leaks noted.

**Pre-filters:**

There are 2 x unbranded fuel / water separators securely fitted aft in the engine compartment with clear bowls and drain taps. The fuel hoses are securely single clipped and there were no signs of any clear leaks.

**Machinery**

**Engine:**

The engines are located under the cockpit deck hatches and these are in overall good cosmetic condition with no clear signs of any obvious corrosion or leak issues. The engine details are:

<b>Make</b>	2 x Mermaid Majestic 6-cylinder turbocharged diesel
<b>Cont. Rating</b>	212hp @ 2,500 rpm
<b>Serial No</b>	8455 (S) / Unknown (P)
<b>Engine Hours</b>	Unknown



**Fig.4 – Mermaid Marine Majestic 6-cylinder turbocharged diesel engines.**

**Recommendation**

Remove the cockpit deck to inspect the tank and fuel line fittings.

**Recommendation**

Add cut of valves in easily accessible positions if not fitted.

**Recommendation**

Fully service both engines to ensure optimum operation.



*Bearers and Mounts:*

The engines are firmly secured to lengthwise moulded GRP beams via eight engine mounts. These are in a serviceable condition but some surface corrosion is visible but there is no excessive movement of the engine when rocked by hand. However, the starboard engine, starboard aft mount has more surface corrosion potentially caused by a leaking drain plug above which is showing salt deposits. The port side plug is also showing surface corrosion.

*Gearboxes:*

The gearboxes are in average cosmetic condition overall with no signs of any obvious corrosion or leak issues but the identification plates are corroded and the starboard gearbox cooler pipe swaged fixings are showing surface corrosion.

*Seacocks and Strainers:*

There are 2 x bronze bodied, rotary handle seacocks topped with heavy duty brass strainer units fitted outboard of the keelson, one per side aft in the engine compartment. These operated satisfactorily and are generally in a clean condition. These are securely double clipped to black reinforced hoses but no markings were noted to say they are fire resistant.

*Cooling:*

The engines are cooled indirectly by seawater supplied by engine driven impeller type pumps which are in a serviceable condition but visibility and access is limited. The heat exchangers are in a serviceable condition other than the drain plugs mentioned above. The port engine coolant is low, cloudy and protects up to -5°C and the starboard engine coolant is low clear and protects up to -30°C. The port header tank is showing heavy signs of coolant discharge and running over the fuel metering / outlet unit. Both header tank expansion outlets are open and not connected to hoses directing coolant to the bilge.

*Hoses:*

These are in a serviceable condition and single clipped where seen with no clear signs of any cracking or leaks evident. Some of the copper pipework is showing areas of patina.

*Lubricants:*

- The engine oil is heavily carboned, lightly viscous and reading around 1/3 to 1/2 full on the dipsticks.
- The gearbox oil is clear, lightly viscous and reading full on the dipsticks.

*Fluid Tight:*

There are no clear signs of any leaks from the engines but there is oily water in both bilges.

*Exhausts:*

The exhaust gases from the engines travel through the manifolds and turbochargers via lagged down pipes which are in a serviceable condition to single clipped 'Vetus' exhaust grade rubber trunking. These run aft where they disappear out of sight before they are looped up and securely clipped to the exhaust fitting.

*Controls:*

These are in a serviceable condition and dry operated satisfactorily.

*Ancillaries:*

A 12V alternator is fitted to each engine which supplies charge to the yacht's batteries when the engine is running. These are securely fitted but the belts are slack with strong deflection noted.

**Fire Fighting Equipment**

*Accommodation:*

There are 2 x 1kg, ABC, dry powder extinguishers securely fitted at the helm and galley and showing charged but manufactured in 2009 and should be replaced.

*Engine Compartment:*

There are 2 x 1kg clean agent, automatic extinguishers fitted in the engine compartment and showing charged, but these are dated 2014 and 2015 so should be inspected or replaced.

*Smoke / CO / Gas Alarms:*

There were no detection alarms seen fitted at the time of survey.

**Recommendation**

Clean off any surface corrosion and preserve. Remove the drain plugs, clean up and reseal to stop the potential leaks.

**Recommendation**

Ensure all main coolant delivery hoses are fire resistant.

**Recommendation**

Replace the coolant in both engines and add expansion outlet hoses and direct to the bilge.

**Recommendation**

Replace the engine oil in both engines.

**Recommendation**

Remove the slack in all belts.

**Urgent**

**Recommendation**

Replace all accommodation extinguishers and service / replace the engine compartment units.

**Recommendation**

Add a CO alarm in the saloon.

'Blue Panther'

## Statement

This report is a true and accurate description of 'Blue Panther' as far as could be ascertained at the time of the survey, but no guarantee is given or implied. We have not inspected equipment, woodwork or other parts of the structure which are not included within this report or were covered, unexposed or inaccessible and we are therefore unable to report that any such part is free from defect.

The owner should satisfy themselves that all systems which could not be tested or inspected at the time of survey are operable.

The yacht has not been examined for compliance with any code, rule, or craft directives and no opinion as to such compliance is expressed or implied.

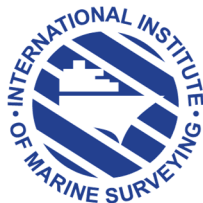
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This report is submitted without prejudice.



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