



ANCHOR HOUSE MARINE SURVEYS

Full Condition Survey Report

Hanse 315

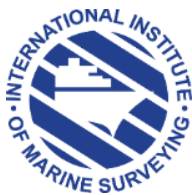
'Spindrift'

Hamble Point Marina, Hamble, Hampshire, UK

Friday 3rd November 2023

Prepared on Behalf of the Purchaser

Mr. [REDACTED]



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'Spindrift'

Summary

'Spindrift' is Hanse 315 built in 2017 by Hanse Yachts, Greifswald, Germany to a design by Rolf Vrolijk. She was found to be in overall very good condition for her age, showing evidence of having had limited use but requiring some servicing and maintenance in 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 very good condition. Internally, the structure is clean and dry with no signs of any major damage or repair.
2. The outer bottom laminates were tested for moisture content and the resulting readings were all in the dry scale.
3. The keel is in a serviceable condition with clean bolts and fixings.
4. The stern gear is in a serviceable condition.
5. The steering gear is in a serviceable condition.
6. The mast and rigging is in a serviceable condition, though various rigging shackles do not have their securing pins wired.
7. Below deck, the accommodation and furnishings are in a clean condition.
8. The domestic systems are in a serviceable condition, though the flexible gas hoses are both out of date and there is a leak from the calorifier fixings.
9. The electrical system is in a serviceable condition.
10. The engine is in a serviceable condition overall, but there is a long standing leak from the heat exchanger end cap, which has caused surface corrosion issues to the local area and ancillaries.
11. All fire extinguishers are out of date and there are no CO or gas alarms fitted.

This is a good overall example of a Hanse 315 but requiring some servicing and maintenance works. With all servicing and maintenance issues addressed, 'Spindrift' should continue to give good service for many years.

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

"Urgent Recommendation"

Must be done urgently before re-floating and certainly before any use is made of the vessel.

"Recommendation"

Should be done at the earlier of next docking or within twelve months or such other time scale as may be specified.

"Suggestion"

For information and consideration but not particularly significant to safety at this stage.

"Note"

For information only.

'Spindrift'

Circumstances

The survey was carried out on the 3rd of November 2023. 'Spindrift' was inspected ashore at Hamble Point Marina, Hamble, UK. The mast and rigging were standing. The weather at time of inspection was partially cloudy with rain later, with light to medium westerly winds at 13°C. The survey was carried out on the instruction of Mr. [REDACTED] to ascertain the condition of the yacht and produce a report prior to purchase.

No fastenings were drawn and no paint was removed above the water line externally. Due to the application of a Coppercoat antifoul, no paint was removed below the waterline. 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 engine was 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.



'Spindrift'

Description of the Vessel

'Spindrift' is an all glass fibre construction, round bilge, iron fin and partial bulb keeled sailing yacht. She has a plumb entry and a transom stern, carrying her maximum beam aft of amidships.

She was built by Hanse Yachts of Griefswald, Germany in 2017.

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

Length Overall	9.62m
Length of Waterline	8.70m
Beam	3.35m
Draft	1.85m (approx.)
Displacement	4.70 tonnes (approx.)
Engine	Volvo Penta D1-20 3-cylinder diesel
Stern Gear	Saildrive
Fuel Capacity	98 litres (approx.)
Water Capacity	231 litres (approx.)
HIN	



Hull and Internal Structure

Hull:

All GRP construction with a plumb entry and round bilge with a shallow bilge running aft to a transom stern. She has an iron fin and partial bulb keel bolted through the hull and her maximum beam is carried just aft of midships. The hull is in very good condition overall.

Port Topside:

This is in white GRP with a grey gel-pigmented waist and waterline stripes. The topside is generally sound with only light signs of normal wear and tear, but there are no signs of any major damage or repair. There are no sling tags fitted.

Starboard Topside:

This is in white GRP with a grey gel-pigmented waist and waterline stripes. The topside is generally sound with only light signs of normal wear and tear, but there are no signs of any major damage or repair. There are fore and aft sling tags at the deck edge.

Bow:

This is generally sound, though there are a couple of very small gelcoat chips, but there are no signs of any major damage or repair.

Transom:

This is in white GRP and in a sound condition overall. This has a hinged bathing platform securely fitted with twin dyneema cord stays. The platform is laid with teak deck panels in a serviceable condition, but there is a small area of gel damage to the hinge and surrounding gelcoat on the starboard side and both securing locks are loose.

Recommendation

Repair the hinge and gel damage.



Fig.1 – damage to platform starboard hinge plate and surrounding gelcoat.

Attachments:

A stainless steel bathing ladder was noted under the saloon port seating.

Coatings:

The antifoul is in Coppercoat from new, according to the broker's documents, and this is in a serviceable condition. There are areas of touch-up at the bow and around the keel to hull join, but no areas of cracking or detachment.

Gelcoat Condition:

The hull surface was inspected and appeared smooth with no obvious signs of any blistering, delamination or damage.

Keel and Bolts:

The keel is an iron fin and partial bulb type in a sound condition and is securely bolted through the hull. The keel to hull join is serviceable, with no signs of any cracking or rust weeping etc, though the join itself has been painted over. Internally, the stainless steel keel bolts and fixings are all in a clean and serviceable condition and the surrounding bilge is dry, with all bolts returning a good hammer sound.



Fig.2 – section of keel bolts showing their condition which is the same for all.

Hull Below Waterline:

Moisture readings were taken with a 'Protimeter' Aquant 2 meter at more than 100 positions over the outer bottom two days after being lifted ashore. 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 145 which is in the dry scale.
- Keel to hull join – this produced readings ranging from 90 to 168 which is in the dry scale.
- Rudder – the GRP rudder produced readings ranging from 120 to 202 which is in the dry to low wet scale, but this is consistent for rudders.

Inner Tray:

The main structure comprises of a deck tray matrix bonded to the hull which also provides for the accommodation bases and support for the bonded bulkheads. Where seen, there was no sign of any movement.

Floors and Stiffening:

There are floors, frames and stringers moulded as part of the deck tray and where seen, there were no clear signs of any movement.

Bulkheads:

The main bulkheads are in veneered marine ply, bonded to the deck tray, hull sides and deckhead and where seen, there were no clear signs of any movement.

<p>Hull Openings and Fittings</p> <p><i>Sea Water Coolant Inlets:</i> The engine coolant inlet is located on the saildrive and is clear of any debris.</p> <p><i>Toilet Inlet and Outlet:</i></p> <ul style="list-style-type: none">• The toilet inlet is located at midships on the port side and is a secure small bore, overpainted plastic skin in a good condition.• The toilet waste tank outlet is located aft of midships on the port side and is a secure medium bore, overpainted plastic skin in a good condition. <p><i>Grey Water Outlets:</i></p> <ul style="list-style-type: none">• The galley sink outlet is located just aft of midships on the starboard side and is a secure medium bore, overpainted plastic skin in a good condition.• The heads sink and shower outlets are located forward of the toilet outlet and are secure small bore, overpainted plastic skin fittings in good condition. <p><i>Bilge Outlets:</i> Located on the bottom of the transom are secure plastic skin fittings for the bilge pump outlets.</p> <p><i>Exhausts:</i></p> <ul style="list-style-type: none">• Located aft on the port side and above the waterline is a stainless steel exhaust skin fitting and this is securely attached, though the outer lip is partly bent.• Fitted extreme aft on the port topside is a securely fitted chromed heater exhaust. <p><i>Cockpit Drains:</i> The cockpit drains through the transom.</p> <p><i>Scuppers:</i> The deck drains directly overboard.</p> <p><i>Tank Vents:</i> There are flush, stainless steel tank vents securely fitted in the chain locker, by the engine controls and in the port topside for the water, fuel and waste tanks respectively.</p> <p><i>Transducers:</i> Located at the forefoot on the port side is an 'Airmar' speed log and depth transducer and the wheel spins freely. Internally, there are no clear signs of any leaks.</p> <p>Cathodic Protection</p> <p><i>Anodes:</i></p> <ul style="list-style-type: none">• There is a collar anode securely fitted to the saildrive.• There is a bar type anode securely fitted to port of the rudder. <p><i>Bonding:</i> The electrical bonding from the collar anode to the saildrive leg and propeller has good continuity with resistances below 1Ω. However, the bar anode – it is assumed to be for the aluminium rudder stock – has average continuity but with very high resistance, indicating the bonding is poor. Internally, the bonded wire connection to the anode bolt has all over corrosion / patina.</p> <p><i>Wastage:</i> The anodes are wasted to approximately 5 to 15%.</p> <p><i>Galvanic Isolator:</i> Securely fitted next to the shore power mains breaker unit in the cockpit port locker aft is a 'Whisper Power' galvanic isolator.</p> <p>Stern Gear</p> <p><i>Saildrive:</i> There is a 'Volvo Penta' saildrive of aluminium construction and this is protective coated and is in a serviceable cosmetic condition. The leg boot / cover is in a serviceable condition, though beginning to peel away at the corners. Internally, the ring seal is still pliable, though there is some corrosion starting around some of the bolts.</p>	<p>Recommendation Clean up the bonding wire connections and ensure good conductivity.</p>
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<p><i>Propeller:</i> The propeller is an 'Eliche Radice' VM10 2 bladed, folding type of all bronze construction in good condition. This is securely fitted and the blades open and close freely, are in a good condition with no damage to the tips or edges.</p> <p><i>Shaft:</i> The saildrive shaft rotated smoothly when turned by hand and there is a rope cutter attached which operated satisfactorily.</p> <p>Steering Gear <i>Mechanism:</i> The rudder is turned via a 'Jefa' steering system consisting of a quadrant operated by cables running to and from the twin helm positions. This was only accessible via the emergency steering deck plate, aft in the cockpit and where visible – as access was severely limited - appeared to be secure and in a serviceable condition. To access the system, the rear deck panel will need to be unbolted / unscrewed. Both helm wheels are securely fitted with locks and the steering was smooth with negligible play noted between the wheels and rudder.</p> <p><i>Rudder:</i> The GRP rudder is an unsupported aerofoil blade type and is in a serviceable condition, is Coppercoated and with no clear signs of any damage or repair.</p> <p><i>Stock:</i> This is an aluminium alloy and where seen, is in a serviceable condition though with some light areas of surface corrosion.</p> <p><i>Bearing:</i> No play was detected in the bearing.</p> <p><i>Trunk and Glands:</i> The stock runs in an aluminium and GRP coated tube bonded to the hull and is securely fitted, with the stock appearing from the top.</p> <p><i>Emergency Steering:</i> There is a machined slot on top of the stock to which to fit an emergency tiller, not seen at the time of survey.</p> <p>Deck and Superstructure: <i>Deck:</i> The side decks are in white GRP with non-slip panels moulded into the horizontal surfaces with a raised toe rail running the full length. These are sound with only light signs of normal wear and tear, but there are no signs of any major damage or repair. The cockpit deck and seat tops are laid with teak panels which are all in a serviceable condition.</p> <p><i>Superstructure:</i> The superstructure is moulded with the deck in white GRP, with non-slip panels moulded into the outboard horizontal surfaces. These are sound with only light signs of normal wear and tear, but there are no signs of any major damage or repair.</p> <p><i>Hull Deck Joint:</i> The deck edge toe rail is laid over the hull toe rail inward flange, is bonded together and finally secured via the cleat bolts. Where visible, there were no signs of any movement.</p> <p>Hatches, Windows and Portlights <i>Main Hatch:</i> The main hatch consists of a main, tinted acrylic washboard and sliding sill washboard with spring locks. These are located in plastic guides securely fitted to the hatch moulding. The main washboard locks to an acrylic top cover with teak pusher, which slides on plastic runners securely fitted to the hatch moulding and topped with securely fitted teak guides. The cover slides smoothly, but the lock does not engage with the cover when using the key, but it does using the lock internally.</p>	<p>Recommendation Remove the cover and check the quadrant and connections.</p> <p>Recommendation Ensure the key operates the lock fully.</p>
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<p><i>Fore Hatch:</i> There is a 'Lewmar' square, aft hinged, tinted acrylic pane which seals over a raised white painted, aluminium coaming topped with a serviceable seal. This has 2 x internally lockable handles with 2 x rotary locking stays and there is a vent in the centre of the glazing. Both handles are very tight to turn and there is a small leak through the inner frame, coming from the port forward corner piece.</p> <p><i>Additional Hatches:</i></p> <ul style="list-style-type: none">• There is a second 'Lewmar' hatch identical to the fore hatch aft of the mast with the exception of it being forward hinged.• Securely fitted outboard of the main hatch are 2 x 'Lewmar' rectangular hatches, with outboard friction hinges, serviceable seals and glazing, non-locking handles and these are in a serviceable condition. <p><i>Windows:</i></p> <ul style="list-style-type: none">• There are 4 x 'Lewmar' side windows consisting of tempered glass panes securely bonded over openings in the coach roof sides, two per side. The external seals are serviceable and internally, they have plastic trim and there were no signs of any leaks.• There is a glazing pane securely bonded over the saloon forward end, aft of the forehatch. Internally, there were no signs of any leaks.• Located in each of the hatch side mouldings are tinted glazing panels bonded to the moulding. Internally, there were no signs of any leaks. <p><i>Portlights:</i> There is a 'Lewmar' portlight located in the aft cabin looking out into the cockpit consisting of an anodised aluminium frame with internal plastic trim. This has clean acrylic glazing, a clean seal and rotary securing handles, though the base of the trim is very dirty which may indicate a possible light leak.</p> <p><i>Hatch Covers:</i> All hatches have internal sun blinds fitted and these are in a serviceable condition.</p> <p>Hand Rails and Stanchions</p> <p><i>Pulpit and Pushpit:</i> There are stainless steel tube pulpit and pushpit installations securely fitted with no signs of any major stress cracking at the deck joins.</p> <p><i>Stanchions:</i> There are 6 x stainless steel tube, tapered stanchions securely fitted into sockets at the deck edge.</p> <p><i>Guardwires:</i> There are 1 x 19 stainless steel upper and lower guardwires tensioned by bottlescrew tensioners fore and aft. These are all securely fitted and pinned, though the starboard aft upper connection is not pinned and all are slightly slack, more so on the port side.</p> <p><i>Handrails:</i></p> <ul style="list-style-type: none">• There are 2 x teak handles securely fitted either side of the main hatch heading down the steps.• There are 2 x stainless steel tube handrails securely fitted outboard on the coach roof. <p>Ground Tackle and Mooring Arrangements</p> <p><i>Anchor:</i> There is a 'Lewmar' 10kg, galvanised steel delta anchor fitted in the stem head in a serviceable condition. There is a galvanised steel link connecting to the chain, but the end connections are showing corrosion, particularly the forward one.</p>	<p>Recommendation Source the leak and resolve.</p> <p>Recommendation Ensure all connections are pinned and all guardwires are taught.</p> <p>Recommendation Replace the link with a stainless steel swivel shackle.</p>
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Fig.3 – anchor to chain connection fitting is showing corrosion.

Chain:

The main anchor cable is a length of 8mm galvanised steel chain and is in a serviceable condition where seen. The chain bitter end could not be seen connected to a length of cuttable rope secured to a strong point in the chain locker. In the forward cabin at the extreme port forward corner, there are some drops of salt water which may be finding their way in from the chain locker area or a deck fitting, but this will need further investigation to source, as fixed linings prevented further investigation.

Windlass:

The electric anchor windlass is a 'Quick' Genius horizontal windless with cable gypsy only. This is securely mounted within the anchor locker and comes with a 'Quick' handheld control unit. This operated satisfactorily, though the connection with the deck plug is loose and the plug needs to be held in place for the unit to work.

Stem Head:

The fabricated, chromed stem head is securely mounted at the bow with clean welds where seen. This has a single nylon roller and a securing pin forward. There is a mini 'bowsprit' fitted with teak step and securely connected and pinned bottlescrew tensioner.

Cleats:

There are 6 x anodised aluminium cleats securely fitted to the toe rails.

Mast, Spars and Rigging

Mast:

The 'Selden' anodised aluminium mast is in a serviceable condition as seen from the deck. The fittings and plates are in a serviceable condition. Internally, there is a stainless steel tubular compression post which is securely fitted to the deck tray, but the deckhead connections could not be seen due to fixed linings.

Spreaders:

There are twin pairs of aluminium, swept back spreaders securely pinned into sockets fitted to the mast where viewed from the deck with no signs of any movement when shook.

Recommendation

Ensure the bitter end is connected to a strong point via a piece of cuttable cord. Source the possible leak and resolve.

Recommendation

Resolve the erratic connection.

<p><i>Foot and Step:</i> The mast is deck stepped and securely riveted to the cast aluminium foot which in turn is securely bolted to the reinforced deck moulding. This is serviceable with no evidence of any cracks across the corners or any movement and all through wiring is sheathed and travels through a stainless steel gooseneck. There are various blocks and shackles fitted to the foot, most are pinned but some are undone with the pins lying loose.</p> <p><i>Boom:</i> The 'Selden' anodised aluminium boom is in a serviceable condition with securely riveted / bolted fore and end caps. The forward cap is laterally connected and pinned to the hinge piece, which itself is vertically connected and pinned to the cast aluminium mount, which is securely riveted to the mast. The topping lift is securely fitted.</p> <p><i>Rodkicker:</i> The 'Selden' gas strut with block and rope tensioner system is in a serviceable condition and is securely laterally connected and pinned to the boom underside and to the cast aluminium mast mount, via the hinge piece, which is vertically connected and pinned to the riveted cast aluminium mast mount. The tensioner blocks and ropework are serviceable but the various shackles do not have their pins wired to prevent accidental unscrewing.</p> <p><i>Stays:</i></p> <ul style="list-style-type: none"> • There is a 'Selden' Furlex 204S furling system forestay in a serviceable condition and is securely connected and pinned to the chainplate. The drum freely rotates and the chainplate connections are secure where seen. • The aft stay is a split tensioned installation consisting of an 5mm 1 x 19 stainless steel wire, connected via a wheel block to a 5mm 1 x 19 looped wire. The port side is fitted to a 'Selden' tensioner which is in a serviceable condition, though the block shackles do not have their pins wired. Both ends of the wire are then securely fitted to the chromed chainplates, though neither of the shackles have their pins wired. <p><i>Stays and Reinforcements:</i></p> <ul style="list-style-type: none"> • The aft stay consists of a 6mm 1 x 19 stainless steel wire securely fitted to a 'Dermac' rotary tensioner and then securely pinned to the stainless steel chainplate which is securely bolted through the transom on the centreline. <p><i>Shrouds and Chainplates:</i></p> <ul style="list-style-type: none"> • The cap and lower shrouds consist of 7mm 1 x 19 stainless steel wire. • The intermediate shrouds likely consist of 5mm 1 x 19 stainless steel wire but could be accessed. • For all shrouds, there are no signs of any wire breaks at the swaged joins and all are securely fitted at the side decks via open chromed, bronze bottlescrews which are all pinned but not taped. These are then securely connected and pinned to the stainless steel chainplates which are securely bolted through the upper topsides with no clear signs of any cracking or movement of the surrounding GRP. Internally, the connections / reinforcements could not be seen due to fixed linings. The split pin connecting the port side cap shroud to the chainplate needs to be opened out more to prevent it falling out. <p>Sails and Deck Gear</p> <p><i>Main:</i> The in-mast main sail could not be inspected due to wind strength and the yacht being ashore in a cradle.</p> <p><i>Jib / Genoa:</i> The jib / genoa sail was not fitted at the time of survey.</p> <p><i>Winches:</i></p> <ul style="list-style-type: none"> • There are 4 x 'Lewmar' 40 power, twin speed, self-tailing winches located outboard on the cockpit coaming and either side of the main hatch. The winch starboard of the hatch is motorised also. These are all securely fitted and operated satisfactorily. • There is a furling winch securely fitted to the after end of the mast. 	<p>Recommendation Ensure all relevant rigging shackles have their pins wired to prevent accidental unscrewing.</p> <p>Recommendation Open out all split pins.</p>
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<p><i>Jammers:</i></p> <ul style="list-style-type: none">• There are two sets of 'Spinlock' jammers (4 and 5 finger) securely located outboard of the main hatch on both sides and all operated satisfactorily.• There is a single 'Spinlock' jammer securely fitted to the toe rail port side aft for the jib sheet and this operated satisfactorily. <p><i>Mainsheet:</i> Securely fitted between the cockpit deck and the aft underside of the boom is a 'Selden' mainsheet. Neither connecting shackles have their pins wired, but the blocks and ropework are all in a serviceable condition.</p> <p><i>Jib Sheet Traveller:</i> Securely bolted through the coach roof, fixed athwartships and forward of the mast is an aluminium 'Selden' jib sheet traveller track and car. The car slides freely and the main block is securely connected and pinned where seen.</p> <p><i>Running Rigging:</i> The running rigging is a mixture of ropes and all appeared to be in a serviceable, some lightly weathered, condition. The various rope diverter rollers are all securely fitted to the coach roof.</p> <p>Ventilation</p> <p><i>Accommodation:</i> The main hatch, deckhead hatches and portlight serve the accommodation.</p> <p><i>Machinery:</i> The engine compartment has a 12V extraction fan with trunking fitted.</p> <p><i>Tanks:</i> These are vented to atmosphere through flush fittings in the topsides and elsewhere.</p> <p><i>Stowages:</i> These are vented by atmosphere and it is recommended to never overfill any storage locker to avoid a potential build-up of moisture and also to allow natural ventilation.</p> <p>Interior Joinery and Furnishings</p> <p><i>Inner Modules:</i> There are GRP modules moulded as part of the deck tray matrix forming the basis of much of the interior and where visible, there were no clear signs of any movement.</p> <p><i>Joinery:</i> The American Cherry veneered marine ply woodwork is in good condition overall and securely fitted, though with some signs of light wear and tear noted. The aft cabin door will not latch in the lock plate.</p> <p><i>Linings:</i> The interior linings are in textured GRP and light wood covering panels, but there is an area of white vinyl covered panels over the compression post deckhead connection. There is a corian work surface fitted at the galley.</p> <p><i>Deck:</i> The floor is in classic striped marine ply sections incorporating removeable sole boards and is in a serviceable condition.</p> <p><i>Soft Furnishings:</i></p> <ul style="list-style-type: none">• There are red fabric cushions and seat backs in the saloon and these are in a serviceable condition with no clear signs of any wear.• There are production white mattresses in the cabins and these are in a serviceable condition with no clear signs of any wear.	<p>Recommendation Ensure the door can shut in place.</p>
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<p>Gas and Domestic Installation</p> <p><i>Locker and Bottle:</i> This is located in a moulded locker behind the port helm position and contains a 'Campingaz' 2.75kg butane cylinder which is in a serviceable condition but with a slack strap. The drain hole is clear of debris, though is surrounded by fresh water.</p> <p><i>Regulator and Hose:</i></p> <ul style="list-style-type: none"> • The 'Gok' regulator is in an original but serviceable condition. • The orange gas flexible hose is BS 3212 compliant, is securely clipped at both ends but is dated 2017, is therefore out of date and must be replaced. <p><i>Gas Pipe and Cut Off Valve:</i> The pipe is in drawn copper and sheathed. This is in a serviceable condition where seen, there is a cut off valve securely fitted under the oven and this operated satisfactorily. The flexible gas hose to the cooker is dated 2017 and must be replaced as it is out of date.</p> <p><i>Cooker:</i> There is an unbranded stainless steel oven with two burner hob securely fitted at the galley on the starboard side. This is in a serviceable condition and is gimbaled with a good lock, but this was not tested. The inlet fitting from the hose has all over surface patina.</p> <p><i>Refrigerator:</i> Located outboard at the galley is a 'Waeco' top loading fridge and this operated satisfactorily, but the power / cooling LED does not work when the thermostat kicks in.</p> <p><i>Heater:</i> Located behind the aft cabin bulkhead port panel is an 'Eberspacher' Airtronic heater which is securely fitted and in a serviceable condition, with clean trunking and splitters where seen. The control panel is at the chart table and the installation operated satisfactorily.</p> <p><i>Calorifier:</i> Securely fitted under the aft cabin bunk base is a 'Sigmar Marine' engine and 240V element immersion heated calorifier. The unit and fittings are in a serviceable condition and operated satisfactorily, but there is a leak from the pressure relief valve, which is wet, or the nearby elbow connection, as there is fresh water underneath and in the surrounding bilge area.</p> <p>Fresh Water Installation</p> <p><i>Deck Filler:</i> There is a chromed body and screw filler securely fitted through the starboard side of the chain locker. The seal is beginning to perish but the securing chain is fitted.</p> <p><i>Tank:</i> The plastic water tank is fitted under the forward cabin bunk, but the securing bar is loose. The inlet and vent are in double dipped clear, wire reinforced hose and the outlet is in double clipped, blue reinforced hose via a brass elbow and there were no signs of any leaks.</p> <p><i>Pump:</i> There is a water pump securely fitted to port of the water tank. Access was limited due to the fitted panel, but the pump operated satisfactorily and there were no signs of any leaks. No accumulator was seen fitted, which is advised to prevent hunting.</p> <p><i>Pipework:</i> The pipework from the pump is in white PVC screw-fit pipe and blue or red taped according to cold or hot. Where visible, there were no leaks evident. Both sink taps are fitted to the pipework via flexible, stainless steel braided hoses with serviceable fittings.</p> <p><i>Taps:</i></p> <ul style="list-style-type: none"> • There are hot and cold, stainless steel mixer taps securely fitted at the galley and in the heads and these operated satisfactorily on both settings. The heads tap is tarnished and the handle has a little play evident. • There is a hot and cold mixer tap / shower attachment in the heads and this operated satisfactorily on both settings. 	<p>Urgent Recommendation Replace the gas locker and cooker flexible gas hoses. Clean up the cooker hose fitting.</p> <p>Note Gas systems and appliances must be maintained and or checked by a suitably qualified gas engineer conversant with the requirements of BS 5482 Part III.</p> <p>Suggestion Resolve the non-working light in the refrigerator.</p> <p>Recommendation Resolve the leak and remove all standing water in the bilges.</p> <p>Recommendation Replace the seal.</p> <p>Recommendation As the water out of the shower was initially light brown, the water tank should be cleaned now as well as annually. We recommend super chlorination and flushing prior to use each season.</p>
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Fig.4 – leak from the pressure relief valve or elbow connection to the T piece.

Sewage and Bilge Installation

Sinks, Seacocks and Pipework:

- The stainless steel galley sink drains via clear, wire reinforced hose which is double clipped to the drain and to a securely fitted, brass bodied ball valve seacock located under the sink. No 'CR' (corrosion resistant) marks were noted. This operated satisfactorily and is in a serviceable condition.
- The GRP heads sink drains via clear, wire reinforced hose which is double clipped to the drain and to a securely fitted, brass bodied ball valve seacock located under the sink. No 'CR' marks were noted. This operated satisfactorily and is in a serviceable condition.

Shower Drain:

The shower tray is discharged via a 'Jabsco' shower pump with double clipped clear, wire reinforced hoses to a securely fitted, brass bodied ball valve seacock located under the sink. No 'CR' marks were noted. This operated satisfactorily and is in a serviceable condition. The pump is activated via a switch on the sink moulding side, but the 12V switch does not stay depressed on the panel.

Toilet:

There is a 'Jabsco' china bowl, sea water manual flush toilet securely fitted in the heads. This dry pumped satisfactorily and pumps to the holding tank only.

Toilet Seacocks and Pipework:

- The toilet inlet is a brass bodied ball valve seacock located under the saloon seating aft. No 'CR' marks were noted. This operated satisfactorily and is in a serviceable condition, but with evidence of a possible leak from the hose to elbow join. This is double clipped to clear, wire reinforced hose, which is double clipped to the pump, and then to the toilet bowl.

Recommendation

Resolve the switch panel issue.

Recommendation

Service the seacock to remove any possible leak.

- The toilet outlet (via the holding tank) is in white sanitary grade hose which is lightly looped up and double clipped at both ends to a brass bodied ball valve seacock located aft of the shower drain seacock. No 'CR' marks were noted. This is locked shut via a cap fitting shut but is in a serviceable condition.



Fig.5 – corrosion / leak from the toilet inlet seacock to hose join.

Holding Tank:

Located behind the panel above the toilet is a securely fitted plastic holding tank that is gravity discharged. All pipework is in securely double clipped sanitary grade hose where seen, as the inlet and sea discharge outlet connections could not be accessed. There is a chromed body and screw discharge fitting to suck out the waste, securely fitted through the port side deck aft of midships. The seal is average and no securing chain is fitted.

Electric Bilge Pump:

There is a 'Whale' Supersub Smart 650 automatic bilge pump securely fitted under the sole board just forward of the steps and this operated satisfactorily via the chart table switch. The outlet is in double clipped clear, wire reinforced hose but the elbow has all over, light surface corrosion / patina noted.

Manual Bilge Pump:

There is hand operated manual bilge pump securely fitted through the cockpit port seat base forward and this dry operated satisfactorily. The 'Jabsco' strum box is securely fitted in the saloon bilge aft and all pipework is in double clipped clear, wire reinforced hose.

Electrical Installation

Batteries:

- There is a 'Q Batteries' 12V 150Ah service battery securely located under the saloon port seat. The terminals are clean and the cables are tight.
- The engine start battery is located aft in the engine compartment and is securely fitted to a ledge. This is a 'Varta' 12V marine battery, though the amperage rating could not be seen. Access to the terminal and cable connections was very limited, however the port side cable is loose.

Note

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

Recommendation

Tighten the loose cable.

<p><i>Isolators:</i></p> <ul style="list-style-type: none">• There is a removable key isolator for the services battery located adjacent to the services battery and this operated satisfactorily.• There is a removable key isolator for the engine located in the aft cabin on the forward bulkhead and this operated satisfactorily. <p><i>Charger:</i></p> <p>There is a 'Mastervolt' 12V 35A battery charger securely fitted under the saloon port seating aft and operated satisfactorily. The charger relay forward of the services battery is a little loose.</p> <p><i>Shore Power:</i></p> <p>The shore power socket is located beneath the port helm wheel and is wired to a 'Spelsberg' AK mains breaker / RCD unit securely fitted in the cockpit port locker aft. This is in a serviceable condition and operated satisfactorily, with the test switch cutting off and reinstating power.</p> <p><i>Switch Panels:</i></p> <ul style="list-style-type: none">• The 12V DC switch panel is located at the chart table on the port side in the saloon. This is well laid out and was operable at the time of survey, bar the shower pump switch as previously described. There are numerous, unlabelled function buttons and when pressed, all lit up.• The 240V AC switch panel for the mains status and calorifier is located under the chart table and operated satisfactorily. <p><i>Wiring:</i></p> <p>Where visible, the main cabling and wiring has been installed in accordance with production standards and is suitably clipped where seen. There is a 240V double socket forward in the aft cabin and though it is connected up, no readings were obtained via a socket tester.</p> <p><i>Lights:</i></p> <p>There are various switched deckhead and bunk lights throughout the accommodation. There is also a specialist 'mood lighting' system installed and the control panel is located on the galley unit side and these all operated satisfactorily.</p> <p><i>Galvanic Isolator:</i></p> <p>Securely fitted adjacent to the mains breaker is a 'Whisper Power' galvanic isolator.</p> <p>Fuel Installation</p> <p><i>Deck Filler:</i></p> <p>There is a chromed body and screw filler securely fitted through the starboard side deck aft. The seal is average but the securing chain is fitted.</p> <p><i>Tank:</i></p> <p>There is a securely installed plastic tank located under the aft cabin bunk base. The inlet and vent hoses are securely clamped / double clipped and ISO 7840 compliant where seen.</p> <p><i>Fuel Cut Off Valves:</i></p> <p>There are shut off valves located on the tank top for the outlet, return and diesel heater and these operated satisfactorily.</p> <p><i>Distribution:</i></p> <p>This appeared suitable and is in accordance with production standards.</p> <p><i>Pipework:</i></p> <p>The flexible, black reinforced pipework is partly covered with sheath protectors but is securely single clipped and ISO 7840 compliant where seen.</p> <p><i>Pre-filter:</i></p> <p>There is a 'Delphi' 296 fuel / water separator with solid bowl and drain tap securely fitted forward of the fuel tank. This in a serviceable condition with no clear signs of any leaks.</p>	<p>Recommendation</p> <p>Resolve the shower pump switch issue.</p>
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Machinery

Engine:

The engine is in a serviceable cosmetic condition and the compartment is lined in insulation panels. But there is a coolant leak issue and the front case, areas of the block and various ancillaries have surface corrosion noted. It is therefore recommended to have the engine and gearbox fully inspected and serviced by a competent 'Volvo Penta' specialist. The main specifications are:

Make	Volvo Penta D1-20 3-cylinder diesel
Rating	19hp @ 2,800 to 3,200 rpm
Serial No	5102376012B
Engine Hours	360 (approx.)

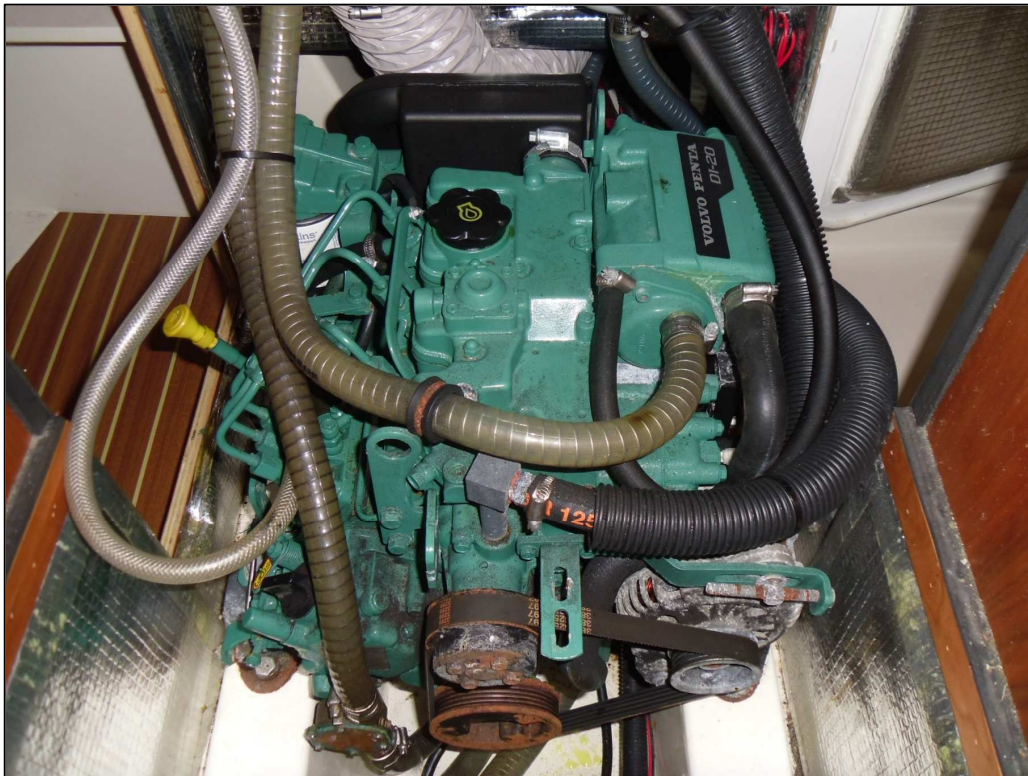


Fig.6 – Volvo Penta D1-20 3-cylinder diesel engine.

Gearbox:

The gearbox is in a serviceable cosmetic condition where accessible. The main specifications are:

Make	Volvo Penta 130S-C
Ratio	n/r
Serial No	51220279742

Bearers and Mounts:

The engine is firmly secured to lengthwise strong GRP beams via 2 engine mounts. These are in a serviceable condition and there was no excessive movement of the engine when shook, but the base plates are showing corrosion. The saildrive mount is in a serviceable condition, though again there is some corrosion to the base of the mount body.

Seacock and Strainer:

The seacock is located on the port side of the gearbox body and is a brass bodied ball valve type securely fitted. No 'CR' marks were noted. This operated satisfactorily and is in a serviceable condition. This is double dipped to clear, wire reinforced hose which runs to the strainer which is securely fitted and with the inlet and outlet hoses also double dipped.

Recommendation

Clean off all corrosion and preserve with 'Tectyl' or similar.

Cooling and Heat Exchanger:

The engine is cooled directly by seawater supplied by an engine driven impeller type pump. The pump is in a serviceable condition overall, but the circulation and crankshaft pulleys have all over surface corrosion. There is clearly a leak from the forward cap of the heat exchanger and is the likely source of the various corrosion issues. The antifreeze coolant protects to -20°C and is mainly clear.

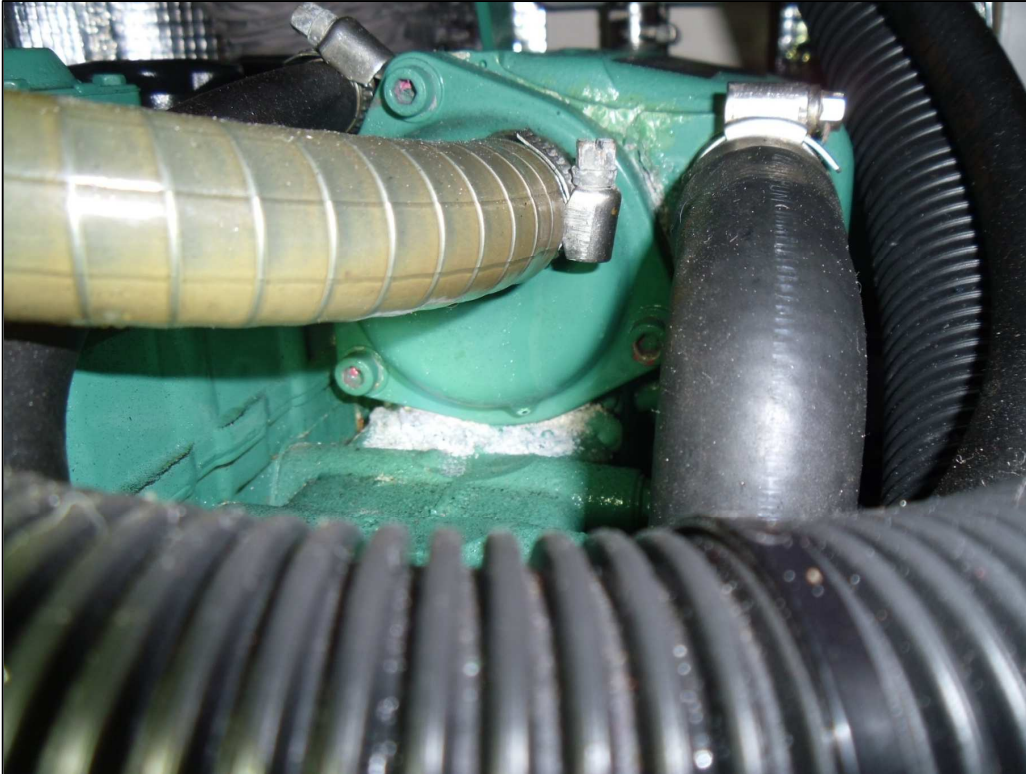


Fig.7 – evidence of a long standing leak from the heat exchanger forward end cap.

Hoses:

These are in a serviceable condition where seen with no clear signs of cracking or leaking evident and are all suitably clipped where seen.

Exhaust:

The exhaust gases from the engine travel through the manifold and downpipe to a 'Vetus' waterlock / marine exhaust via exhaust grade trucking, which is securely clamped. This then runs aft where it is looped up and connects securely to the exhaust fitting.

Lubricants:

- The engine oil is clear, lightly viscous and reading full on the dipstick.
- The gearbox oil is clear, lightly viscous and reading full on the dipstick.

Fluid Tight:

There were no clear oil or water leaks noted under the engine in the bilge, bar a few coolant drops.

Ancillaries:

The engine is fitted with a 12V alternator which supplies charge to the yacht's batteries when the engine is running, but the body is showing all over light surface corrosion.

Fire Fighting Equipment

Accommodation:

There are 2 x 1kg, ABC dry powder fire extinguishers located in the accommodation. These show fully charged but were manufactured in 2017 and are just out of date.

Urgent Recommendation

Replace the heat exchanger end cap seals. The unit itself may require desalting.

Recommendation

Clean up the alternator body and watch for any sparking issues when running.

<p><i>Engine Compartment:</i> There is a 1kg 'clean agent' automatic fire extinguisher located in the engine compartment. This is showing charged with a manufacture date of 2016 and so should be inspected / serviced.</p> <p><i>Galley:</i> No fire blanket was seen fitted in the galley.</p> <p><i>Smoke / CO / Gas Alarms:</i> None seen at the time of survey.</p> <p>Lifesaving Appliances</p> <p><i>Life Jackets:</i> None seen aboard at the time of survey.</p> <p><i>Flares:</i> None seen aboard at the time of survey.</p> <p><i>Life Raft:</i> Not seen fitted at the time of survey.</p> <p><i>Life Buoy:</i> Securely located to port on the pushpit is a horseshoe life buoy.</p> <p><i>Additional Equipment:</i> There is a man overboard line located in the cockpit port locker.</p> <p>Navigational and Ancillary Equipment</p> <p><i>Navigation Lights:</i> There are pulpit mounted port and starboard navigation lights, a steaming light, mast head lights and a stern light. These all operated satisfactorily, though the mast head lights could not be seen operating as it was too bright.</p> <p><i>Compass:</i> There is a 'Garmin' floating card compass fitted above the main hatch.</p> <p><i>GPS / Chartplotter:</i> There is a 'B&G' V7 installation unit located at the starboard helm and this operated satisfactorily.</p> <p><i>Log / Depth / Wind Direction:</i> There are 'B&G' multidata display units located at the helms and above the main hatch.</p> <p><i>VHF:</i> A 'B&G' V50 VHF radio with wireless H50 handset is fitted at the chart table and Solent Coastguard responded with 'loud and clear' on channel 67.</p> <p><i>Autopilot:</i> There is a 'B&G' autopilot system fitted and though this powered up, was not tested.</p> <p><i>Cover:</i> There is a beige spray hood installed and this is in good condition with the stainless steel tube frame securely fitted via the mounts. The centre windscreen is very cloudy at the base.</p> <p><i>AV Systems:</i> There is a 'Sony' audio unit located at the chart table with 4 x 'Fusion' speakers which operated satisfactorily.</p>	<p>Urgent Recommendation Replace all extinguishers in the accommodation and engine compartment.</p> <p>Recommendation Add a fire blanket at the galley.</p> <p>Urgent Recommendation Install CO and gas alarms.</p> <p>Urgent Recommendation Ensure there are sufficient life jackets on board for all. A selection of flares suitable for the expected cruising range should be carried. A useful guide is RYA publication C8.</p> <p>Recommendation Consider the addition of a life raft for all expected persons on board.</p> <p>Urgent Recommendation Ensure all navigation lights work.</p>
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'Spindrift'

Statement

This report is a true and accurate description of 'Spindrift' 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 purchaser 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.

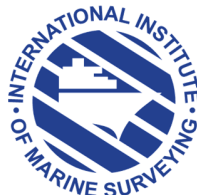
This report is provided for the sole use of the instructing client named within this survey report and no liability of any nature will be accepted by the surveyor to any third party.

This report is submitted without prejudice.



Rupert Keyzar
AssocIIMS

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8th of November 2023



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