



ANCHOR HOUSE MARINE SURVEYS

Structural Survey Report

Sargo 36 Fly

'Sea Buzzard'

Hamble Point Marina, Hamble, Hampshire, UK

Tuesday 3rd October 2023

Prepared on Behalf of the Purchaser

Mr. [REDACTED]



CONTENTS

Summary	3
Circumstances	4
Description of the Yacht	5
Hull and Internal Structure	6
Cathodic Protection	8
Hull Openings and Fittings	8
Stern Gear	8
Steering Gear.....	8
Deck and Superstructure	9
Hatches, Windows and Portlights	9
Seacocks	10
Engine Compartment	10
Non Related Issues	10
Statement	11

Summary

'Sea Buzzard' is a Sargo 36 Fly built in 2021 by Sargo Boats of Kokkola, Finland. She was found to be in overall very good condition for her age, showing evidence of having had very limited use and only requiring the minimal of works given she is essentially as good as new. 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 very good condition with only light signs of normal wear and tear noted in the topsides.
2. The internal structure where seen is clean and dry with no evidence of any movement.
3. The antifoul is adhering well and the coatings are production standard.
4. The stern gear was inspected and tested during the sea trail by 'Tomba Marine Services'.
5. The steering gear was inspected and tested during the sea trial by 'Tomba Marine Services'.
6. Both toilet seacocks are in a serviceable condition, though with some salt droplets noted around the base.
7. The engines were inspected and tested during the sea trail by 'Tomba Marine Services' and the mounts are securely bolted to the engine bearers.

Structurally, this is a very clean example of a Sargo 36 Fly and requires only the minimal of servicing to some minor areas. With these resolved, 'Sea Buzzard' should continue to give good service for many years.

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

Circumstances

The survey was carried out on the 3rd of October 2023. She was inspected ashore at Hamble Point Marina in Hamble, Hampshire, UK. The weather at time of inspection was partially cloudy with light northerly winds and at 18°C. The survey was carried out on the instruction of Mr. [REDACTED] to ascertain the structural 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. 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.

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.



Description of the Yacht

'Sea Buzzard' is an all glass fibre construction, deep 'V' planing hull. She has a fine entry and a transom stern, carrying her maximum beam aft of amidships.

She was built by Sargo Boats of Kokkola, Finland in 2021.

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

Length Overall	11.80m
Length of Waterline	n/a
Beam	3.65m
Draft	1.10m (approx.)
Displacement	9.00 tonnes (approx.)
Engine	2 x Volvo Penta D6-340 6-cylinder turbodiesel
Stern Gear	Outdrives
Fuel Capacity	840 litres (approx.)
Water Capacity	300 litres (approx.)
HIN	
CE Category	B
SSR No.	



Hull and Internal Structure

Hull:

All original GRP construction, deep ‘V’ planning hull forward running into a shallow ‘V’ bilge with a shallower run aft to a transom stern. She has bilge chines and spray rails moulded at and below the water line.

Port Topside:

This is in blue pigmented GRP with a moulded knuckle with a white GRP waterline stripe. The topside is in a sound condition with only light signs of normal wear and tear for its age, though with a light scuff / scratch under the fender forwards, but there are no signs of any major damage or repair. The twin fenders consist of an upper black rubber moulding fitted over the hull to deck join and a lower one running from midships to aft and around the bathing platform. These are both securely fitted with no clear signs of any damage. There are twin sling tags fitted above the fender but which have limited visibility from the ground.

Starboard Topside:

This is in blue pigmented GRP with a moulded knuckle with a white GRP waterline stripe. The topside is in a sound condition with only light signs of normal wear and tear for its age, though with some light scuffing marks aft of forwards, but there are no signs of any major damage or repair. The twin fenders consist of an upper black rubber moulding fitted over the hull to deck join and a lower one running from midships to aft and around the bathing platform. These are both securely fitted with no clear signs of any damage. There are twin sling tags fitted, one aft above the fender which has limited visibility from the ground and one forward below the bulwark gate.

Bow:

The bow is generally very sound with a stainless steel strip securely fitted to the stem and running from the top to the base of the forefoot.

Transom:

This is in blue pigmented GRP with a bolted on white GRP bathing platform and both are in a sound condition. There are teak sections fitted into the bathing platform and these are all in a sound condition and there are 4 x supports fitted to the platform underside and the hull. There is corrosion staining to most of the platform securing bolts and also to the support ends and fixing plates, but there are no signs of any movement. Internally, there are no signs of any corrosion or weeps through the bolts.



Fig.1 – corrosion staining to the platform securing bolts and support brackets.

Recommendation

Polish out all the cosmetic issues to return an ‘as new’ appearance. Consider relocating the sling tags to below the fender.

Recommendation

Polish out the corrosion staining and monitor the fixings for any main corrosion.

Attachments:

- Securely fitted to the bathing platform underside on the centreline is a cage containing a telescopic, stainless steel tube bathing ladder with 4 x plastic topped rungs. This is in a serviceable condition but with areas of corrosion staining, but the ladder cannot fully slide out as some of the ladder frame gets caught on the tender.
- There are 2 x stainless steel snap-davits securely fitted to the bathing platform end.

Coatings:

The antifoul is in black and appears to be factory applied original and is adhering well to the GRP. There is applied over a grey primer and no epoxy resin is applied.



Fig.2 – hull coatings scraping showing black antifoul over a grey primer.

Gelcoat Condition:

The hull surface and spray rails were inspected and these are in a sound condition with no signs of any damage, delamination or blistering.

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 160 which is in the dry scale with the highest readings noted along the keel.
- Transom – this produced readings ranging from 80 to 130 which is in the dry scale.

Inner Tray:

There are various grey and white GRP inner tray matrixes bonded to the hull structure throughout and where seen, there are no signs of any movement.

Floors and Stiffening:

All stiffening such as floors, frames (full or partial) and stringers are all bonded to the hull where accessible, with no clear signs of any movement where seen.

Bulkheads:

There are veneered marine ply bulkheads securely fixed to the hull structure and deckhead and where seen, there are no signs of any movement.

Suggestion

Adjust the tender so that the ladder can be fully deployed.

Recommendation

At the next application of antifoul, consider the application of an epoxy resin coating to ensure prolonged hull life.

Cathodic Protection

Anodes:

- 4 x outdrive specialist anodes.
- 2 x bow thruster circular anodes.
- 2 x trim tab circular anodes.
- 2 x bathing platform outboard support arm anodes.

Bonding:

The electrical bonding to all anodes is satisfactory with good continuity and resistances mainly below 1Ω. Though the trim tab anode readings are erratic at times and there is no bonding to the starboard outboard support arm.

Wastage:

Most anodes are either scaled over and/or are beginning to crumble. It is recommended to replace all anodes and ensure they are all bonded correctly.

Hull Openings and Fittings

Sea Water Coolant Inlets:

The engine coolant inlets are located forward on the engine drive legs and are generally clear of debris.

Toilet Inlet and Outlet:

- The inlet is located forward of aft on the port side and is a secure, small bore bronze fitting in good condition.
- The outlet is located forward of the inlet and is a secure, medium bore bronze fitting in good condition.

Grey Water Outlets:

All grey water outlets are secure black finished fittings on both port and starboard topsides.

Bilge Outlets:

All bilge outlets are secure chromed fittings on the topsides.

Exhausts:

- The engines exhaust through the outboard drive cavitation plates.
- Located on the starboard side of the transom is a secure stainless steel heater exhaust.

Scuppers:

The flybridge, side decks and cockpit drain through the transom gate and various deck drains. Internally and where accessible, all drains and outlets are double dipped to green and white reinforced hoses with no clear signs of any leaks.

Tank Vents:

The various tanks vent through secure, stainless steel fittings.

Transducer:

There is an ‘Airmar’ thru-hull transducer unit located forward of aft on the starboard side and this is securely fitted. Internally, there are no clear signs of any leaks.

Stern Gear

The outdrives were inspected ashore and tested during the sea trial by ‘Tompa Marine Services’.

Steering Gear

The outdrive steering system was inspected ashore and tested during the sea trial by ‘Tompa Marine Services’.

Bow Thruster:

The bow thruster consists of twin, 5 x aluminium bladed propellers securely fitted with no signs of any blade damage. The propellers rotate freely with no binding on the tunnel wall and with only a few millimetres of backlash in the gear. Internally, the tunnel / motor joins with the hull are sound with no clear signs of any cracks or leaks where accessible.

Trim Tabs:

There are 2 x stainless steel trim tabs securely fitted with single acting hydraulic rams which sprang back to position when pressed down upon.

Recommendation

Replace all anodes and ensure all return correct electrical bonding readings.

Deck and Superstructure

Deck:

The cockpit and side decks are in white GRP with grey painted non-slip panels moulded into the horizontal surfaces. These are in a sound condition with no clear signs of any major damage or repair. All cockpit seat mouldings are securely bonded / bolted to the bulwarks and deck and the seat tops are securely fitted with solid teak sections.

Superstructure:

The superstructure, flybridge and side deck bulwarks are in white GRP and are in a clean condition with no clear signs of any major damage or repair and present in an as-new condition. The flybridge ladder is in stainless steel tube with solid teak treads. This is all securely fitted, though the upper hinges are a little bit flimsy, and the lower section can fold up. The flybridge has a securely fitted wind deflector in acrylic and a lowerable stainless steel tube radar arch which was locked in the upright position at the time of survey.

Hull Deck Joint:

The deck outward flange is laid over the hull outward flange and joined / sealed with the rubber fender fitted around the join and bolted through. Given the design, interior access and visibility was not really possible.

Pulpit and Hand Rails:

- Both the main deck and flybridge bulwarks have stainless steel tube railings all securely fitted.
- There are various stainless steel tube grab rails and these are all securely fitted.

Stem Head:

There is a polished, stainless steel stem head securely fitted off-centre at the bow.

Cleats:

There are 8 x polished, stainless steel cleats securely fitted through the bulwarks.

Hatches, Windows and Portlights

Main Entrance:

The main hatch consists of a white painted aluminium door securely fitted into a white painted aluminium frame with a tempered safety glass pane. The operation is smooth and the door lock operated satisfactorily.

Helm Doors:

There is a sliding door of the same type as the main entrance door fitted either side of the helm position. These slide in white painted aluminium upper and lower runners and the operation is smooth, with internal wooden latch / lock units securely fitted.

Fore Hatch:

There is a ‘Lewmar’ square acrylic pane which seals over a white painted aluminium coaming securely fitted over the forward cabin. This is in a serviceable condition with clean glazing and sound seal. This has 2 x internal lockable handles with 2 rotary lock stays with no clear signs of any leaks.

Engine Compartment Hatch:

This is a motorised hydraulic hatch in white GRP with clean insulation panels fitted to the underside. This operated satisfactorily via the control switch, but first required a helping hand to drop from the fully open position. Use should remedy this.

Additional Hatch:

There is an acrylic hatch with secure gas strut and handle that leads to the flybridge. This seals to the flybridge deck and the seal is serviceable, but there is no lock fitted.

Windows:

There are all round windscreen and side windows securely bonded externally, and internally fitted with anodised aluminium frames. All seals are serviceable and there are no clear signs of any leaks noted. The centre windscreen has 2 x deep score marks, likely caused by a bit of grit / stone caught between the wiper blade and the glass. The aft window is top hinged, opens upwards and acts as an escape route in the case of an emergency, though the flybridge ladder prevents this when in place.

Recommendation

Tighten any loose hinges.

Suggestion

Replace the pane if the scratches don't polish out.

Portlights:

There are various 'Lewmar' opening portlights, all bar one with chromed external frames securely fitted in the accommodation with no clear signs of any leaks and all with clean seals. The external frame of the port side forward circular portlight has some corrosion staining showing.

Seacocks

Toilet:

There are 2 x brass bodied ball valve seacocks located under the aft bunk in the aft lower cabin. These operated satisfactorily and are in a serviceable condition, though both handles are lightly loose and these are not 'CR' (corrosion resistant) marked. Both are fitted with brass elbows and double clipped to sanitary grade hoses. It was noted that there are some small droplets of salt water around both and the body threads are showing some surface corrosion.



Fig.3 – both toilet seacocks showing some small droplets of salt water.

Engine Compartment

Where seen, the GRP engine bearers are securely bonded to the hull and all 4 x engine mounts are securely fitted. All drain and system outlets are securely fitted where accessible with no clear signs of any leaks. All the bathing platform bolts are securely fitted with no signs of any corrosion or leaks noted.

Non Related Issues

Although not part of this survey, the following issues were noted:

- There is a very small tear in the vinyl under the port aft side window by the galley.
- There are some very minor surface scuffs in the wooden door down to the forward cabin.
- One of the flaps of the smaller air outlet below the microwave has come free.
- The engine hatch light only works on the starboard side.

Suggestion

Polish out the staining.

Recommendation

Remove the droplets and monitor this area once relaunched. Investigate the cause of possible sea water leak and resolve if they return.

Statement

This report is a true and accurate description of 'Sea Buzzard' 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 potential 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

Anchor House Marine Surveys
8th of October 2023



Anchor House Marine Surveys

15 Fallow Crescent, Hedge End, Hampshire, SO30 2QQ, United Kingdom
Tel – +44 (0)7595 954882 **Email** – rupert@anchorhouse-marinesurveys.com