



ANCHOR HOUSE MARINE SURVEYS

Full Condition Survey

Prestige 450 Flybridge

'Mister Smee'

Port Hamble Marina, Hamble, Hampshire, UK

Friday 14th and Wednesday 19th July 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 Port Lights -----	9
Hand Rails and Stanchions -----	10
Ground Tackle and Mooring Arrangements -----	10
Ventilation -----	10
Interior Joinery and Furnishings -----	10
Domestic Installation -----	11
Fresh Water Installation -----	11
Sewage and Bilge Installation -----	12
Electrical Installation -----	13
Fuel Installation -----	14
Machinery -----	14
Fire Fighting Equipment -----	15
Lifesaving Equipment -----	15
Navigational and Ancillary Equipment -----	15
Statement -----	17

Summary

'Mister Smee' is a Prestige 450 Flybridge built in 2013 by Prestige Yachts of Les Herbiers, France to a design by Garroni, JP Concepts & Prestige Engineering. She was found to be in good condition for her age, showing evidence of having had light use and requiring only some limited maintenance and servicing 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 good condition structurally with no signs of any major damage or repair. The internal structure where seen is clean with no evidence of any movement, but there is some salt water starboard forward and outboard in the engine room.
2. The antifoul has been renewed but lightly rough due to overpainting. The gel condition is good, though there is a stress crack at the chine on the starboard side. The outer bottom laminates were tested for moisture content and the resulting readings were in the dry to medium scale.
3. The stern and steering gear was inspected by 'Momentum Marine'.
4. The accommodation is in a clean condition.
5. The domestic systems are in a serviceable condition though the macerator seacock is seized open and the handle is loose.
6. The bilge pumping installation is in a serviceable condition.
7. The electrical system is in a serviceable condition, though various internal lights have some issues and the stern navigational light does not work.
8. The fuel system is in a serviceable condition but the cut off pull valves are very tight.
9. The engines were inspected and tested during the sea trial by 'Momentum Marine'.
10. There are no fire extinguishers in the accommodation.
11. There are no CO detection alarms seen fitted.
12. The VHF handsets did not work at the time of survey.

This is a very good example of a Prestige 450 Flybridge and with all maintenance issues addressed and with ongoing servicing, 'Mister Smee' should 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 14th and 19th of July 2023. 'Mister Smee' was inspected in the slings and then afloat at Port Hamble Marina in Hamble, Hampshire, UK. The weather at time of inspections was first wet with medium southerly winds at 19°C and then partly sunny with light south westerly winds at 22°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. A few areas of paint were removed below the waterline to check 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.



Description of the Yacht

'Mister Smee ' 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 Prestige Yachts of Les Herbiers, France in 2013 to a 2014 design.

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

Length Overall	13.96m
Length of Waterline	12.56m
Beam	4.30mm
Draft	1.12m (approx.)
Displacement	11.30 tonnes (approx.)
Engine	2 x Volvo Penta IPS 600 6-cylinder turbo diesels
Stern Gear	Pods
Fuel Capacity	1,200 litres (approx.)
Water Capacity	520 litres (approx.)
HIN	Not seen
SSR No.	n/a



Hull and Internal Structure

Hull:

All GRP construction with a deep 'V' planing hull with a raked entry and a transom stern, carrying her maximum beam aft of amidships. This is in good condition. Internally, there is evidence of a leak through the transom starboard anode fixings, but no water was seen leaking at the time of survey.



Fig.1 – evidence of leaks through some of the transom fixings.

Port Topside:

This is in white GRP with a moulded knuckle above the waterline and a gold decal waterline stripe. The topside is generally sound with only signs of normal wear and tear, but there are no signs of any major damage or repair. The fender consists of a stainless steel strip running in a secure aluminium body and this is in good condition overall. There are fore and aft sling tags fitted above the fender.

Starboard Topside:

This is in white GRP with a moulded knuckle above the waterline and a gold decal waterline stripe. The topside is generally sound but in addition to signs of normal wear and tear there is some light scuffing at midships and there is also a stress crack in the antifoul coatings at midships at the waterline. Where scraped back to the GRP, the cracks could still be seen but are cosmetic in nature and the moisture readings were all dry indicating water had not penetrated the laminate. Internally, there is evidence of previous leaks from the aft end of the engine room fan inlet, but there were no signs of any current water. The fender consists of a stainless steel strip running in a secure aluminium body and this is in good condition overall. There are fore and aft sling tags fitted above the fender.

Bow:

This is sound with no clear signs of any damage or repair.

Transom:

This is in white GRP with a fitted tender-lift hydraulic bathing platform with the same fender type fitted and is generally sound. The bathing platform deck is laid with teak panels in a serviceable condition. The platform supports and rams are in a serviceable condition, though with some corrosion staining runs and heavily fouled so inspection was limited. Where accessible and internally, all hoses are securely fitted with no clear signs of any leaks. It is advised at the next service ashore to remove all fouling and undertake a full inspection of all hoses and support connections. The bathing platform operated satisfactorily from the controls by the transom starboard gate and the remote unit located at the main helm.

Recommendation

Ensure the connections are no longer leaking and clean up.

Recommendation

Repair the stress crack in the chine.

Recommendation

At the next service ashore, remove all fouling to allow a close inspection of all fittings and hoses.



Fig.2 – stress cracks in the coatings and gelcoat.

Attachments:

- There is a folding, stainless steel tube bathing platform ladder located in a locker on the starboard side. This has 4 x securely fitted teak treads, serviceable top hinges and slides in and out. Some of the fixings have all over corrosion staining.
- 2 x tender supports on the bathing platform, the port side one is a tad loose.
- 2 x step up units securely fitted outboard on the transom at the waterline.

Coatings:

The antifoul has recently been applied, is in thick black and is lightly rough in areas but is adhering generally well to substrate. The coatings consist of various layers of antifoul over a possible grey primer, but there is no epoxy resin applied.

Gel Condition:

The gel was inspected and is generally clean with no 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 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 165 which is in the dry scale with the highest readings noted along the keel.
- Transom – this produced readings ranging from 120 to 160 which is in the dry scale.

The hull was damp at the time of survey, so readings are expected to improve when dry.

Deck Tray and Inner Mouldings:

The deck tray is a moulded GRP tray laid with marine ply sections in areas. This is bonded together and to the hull and where inspected, there were no clear signs of any movement.

Bulkheads:

The bulkheads are in lined marine ply, bonded to the hull and where inspected, there are no clear signs of any movement.

Floors and Stiffening:

There are GRP coated marine ply floor bonded to the hull and deck tray undersides throughout the accommodation, all with limber holes to allow the drainage of any bilge water aft and where seen, there are no clear signs of any movement. There are also fore and aft stringer and transverse frame sections moulded as part of the deck tray.

Recommendation

At the next service ashore, remove all hull coatings back to bare GRP and consider the application of an epoxy resin prior to new antifoul.

Cathodic Protection

Anodes:

- 2 x bar anodes securely fitted to the transom.
- 2 x circular anodes securely fitted to the trim tabs.
- 2 x circular anodes securely fitted to each platform support leg.
- 2 x hemi-spherical anodes securely fitted to the bow thruster propellers.
- 1 x circular anode securely fitted to the transom.

Bonding:

The bar anodes are electrically bonded to the IPS pods with good continuity and resistance below 1Ω. At the time of survey, only the starboard trim tab anode was electrically bonded with good continuity and resistance below 1Ω. The anodes to the platform support legs, though wasted, were not electrically bonded at the time of survey. The bow thruster anodes are not really needed as the blades are in plastic, but these are also serviceable and the circular 'cup' anode on the transom was also not electrically bonded to anything at the time of survey and thus may be used as a spare or for some other function.

Wastage:

All anodes are relatively new bar the platform support anodes which should be replaced. All other anodes are lightly scaled over and could do with cleaning up for maximum efficiency.

Hull Fittings and Openings

Sea Water Coolant Inlets:

- The engine coolant inlets are located on the forward base of the pod drives and are clear of debris.
- The generator coolant inlet is located forward of aft on the port side, outboard of the keel and is a secure aft facing bronze strainer in good condition.

Toilet Outlet:

The holding tank macerator outlet is located outboard of the keel at midships on the port side and is a secure, small bore bronze fitting.

Grey Water Outlets:

- The grey water holding tank is located outboard of the keel at midships on the starboard side and is a secure, small bore bronze fitting.
- There are various chromed skin fittings in both topsides for the grey water outlets.

Bilge and Scupper Outlets:

Located in the topsides are various secure chromed skin fittings for the cockpit drains, scuppers and bilge pump outlets.

Exhausts:

- The engines exhaust through the IPS pod bodies.
- The generator exhaust is a chromed fitting securely fitted above the waterline aft on the port side.
- The generator cooling water outlet is located below the exhaust outlet at the waterline and is a secure chromed fitting.
- There is a chromed diesel heater exhaust securely fitted starboard topside aft.

Tank Vents:

The various tanks vent to atmosphere via flush, chromed topside fittings.

Transducer:

Securely fitted aft of midships on the starboard side and outboard of the keel is an 'Airmar' thru-hull canoe transducer for the Fishfinder with a fitted rotary wheel speed log, which spins freely. This is in a serviceable condition though some of the surrounding seal is beginning to pull away. Internally, this is serviceable with no clear signs of any leaks.

Stern Gear

The IPS drive pod installation was independently inspected and tested during the sea trial by 'Momentum Marine'.

Steering Gear

The IPS drive and steering pod installation was independently inspected and tested during the sea trial by 'Momentum Marine'.

Recommendation

Replace the bathing platform leg anodes. Ensure good conductivity on those which are not reading.

Trim Tabs:

There are 2 x stainless steel trim tabs securely attached to the transom and are operated by double acting electric rams which are securely fitted to the tab and transom. The trim tab systems were tested during the sea trial and operated satisfactorily.

Bow Thruster:

There is 'Quick' electric bow thruster fitted with twin, four plastic bladed propellers securely fitted. These are in a serviceable condition and rotated freely without any binding on the tunnel wall, but there is around 3mm - 4mm of gear backlash. Internally, this is accessed by pulling the beds to each side, after lifting the cabinetry catches, as they pivot from the front, revealing the sole board underneath. The tunnel is securely fitted with no cracks noted, the motor assembly is securely fitted with tight cables, with no sign of any leaks and the bilge is dry. This operated satisfactorily from both helm positions.

Emergency Steering:

There is no emergency steering system.

Deck and Superstructure

Deck:

The side decks are in white GRP with non-slip panels moulded into the surface and unbroken moulded toe rail. The cockpit and flybridge decks are lined with teaks panels in a clean and serviceable condition. The side deck surfaces are sound and there are no signs of any major damage or repair.

Superstructure:

The superstructure and flybridge are in white GRP. This is generally clean with only signs of normal wear and tear, but there are no signs of any major damage or repair. There is an acrylic wind deflector securely fitted to the flybridge and the steps to the flybridge consists of a polished steel frame with securely fitted teak treads. Fitted aft on the flybridge is a moulded arch with polished stainless steel mast for the radar and navigation lights and this is securely fitted.

Hull Deck Joint:

This was accessible in only a few places and is a 'biscuit tin' type joint with the deck laid over the top, sealed and screwed though the fenders from the outside. Where visible such as in the chain locker, there were no clear signs of any movement.

Hatches, Windows and Port Lights

Main Hatch:

The main hatch is a 'Trend Marine' black painted aluminium framed, triple section patio style door securely fitted to the superstructure moulding. This is fitted with safety glass panels in a clean condition and all seals are serviceable. The doors slide smoothly and the lock operated satisfactorily.

Fore Hatch:

There is a 'Lewmar' square, white painted aluminium frame and lid, aft friction hinged hatch securely fitted over the forward cabin. This has clean acrylic, a serviceable seal and 2 x internal locking handles with no signs of any leaks.

Additional Hatches:

The hatch to the flybridge is in smoked acrylic with a good seal, supporting gas struts and lockable handle fitted all in a serviceable condition.

Engine Hatch:

The engine room is accessed via the cockpit deck hatch, which is in GRP lined with teak and supported by twin gas struts and there is insulation glued to the underside.

Windows:

The 'Trend Marine' windscreen and all of the accommodation side windows consist of tempered glass panes securely bonded to the hull and superstructure mouldings. The seals are in a serviceable condition with no sign of any leaks noted throughout the yacht. The cabin and heads windows have inset 'Lewmar' portlights which are all in a serviceable condition with clean seals, though the master cabin portlights have water that drips down when opened. The saloon area has opening side windows and these are in a serviceable condition, though the starboard side unit requires a firm hand to shut properly.

Hand Rails and Stanchions

Pulpit:

There are stainless steel tube railing installations securely fitted at the bow and running along each side and fitted into the toe rail and all around the flybridge, all in a serviceable condition.

Guardwires:

There are mid height 1 x 19 stainless steel guardwires securely tensioned by bottlescrews and pinned to the pulpit and railing ends.

Hand Rails:

There are various stainless steel tube hand rails securely fitted throughout.

Ground Tackle and Mooring Arrangements

Anchor:

There is a 'Lewmar' 20kg galvanised steel delta anchor securely fitted at the bow in a serviceable condition. There is a steel shackle connected to the anchor stem but this has all over surface corrosion and should be replaced.

Chain:

The main anchor cable consists of a length of 10mm galvanised steel chain and is in a clean condition where seen. Th is connected to a length of rope and to a strong point in the chain locker, but connection to the chain bitter end could be seen as the entire chain needs to be played out.

Windlass:

There is a 'Lewmar' horizontal, electric windlass with cable gypsy securely fitted and this operated satisfactorily via both helm controls and locally based 'Quick' hand held remote. The motor casing is clean and the cables are securely connected, but the remote control mounting is loose.

Stem Head:

There is a polished stainless steel stem head securely mounted at the bow with a single nylon roller. However, when drawn in, the anchor sits poorly and requires a guide to firmly locate it in place.

Cleats:

- There are 6 x polished stainless steel cleats securely fitted to the toe rail and shoulders.
- There are 2 x pop-up cleats securely fitted the bathing platform and these operated satisfactorily.
- There are 2 x polished stainless steel roller fairleads securely fitted at the bow.

Ventilation

Accommodation:

The main hatch, deck hatches, opening side windows, portlights and heads based electric fans, which operated satisfactorily, serve the accommodation and heads.

Machinery:

The engine compartment is vented by twin 12V DC fans operated from the main helm and these operated satisfactorily.

Tanks:

These are vented to atmosphere via the topside fittings.

Stowages:

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. The cool box under the galley deck is full of long standing water.

Interior Joinery and Furnishings

Accommodation Modules:

The accommodation bunk and seating modules are in a mixture of GRP sections and veneered marine ply, bonded to the hull and to each other. Where seen, there are no clear signs of any movement, though in the master cabin, aft at the port base corner of the deckhead moulding, there is some light GRP damage / cracking.

Recommendation

Replace the shackle with a stainless steel swivel type.

Recommendation

Ensure the chain bitter end is connected to the rope.

Recommendation

Remove all water and clean the box.

<p><i>Joinery:</i> The joinery is in Alpi Moabi veneered marine ply. This is in overall good condition but with some minor areas of normal wear and tear noted and where seen, there is no clear evidence of any movement and all doors are securely fitted and shut easily. In the port locker in the forward companionway, the rear panel has a broken securing clip and so the panel cannot be fully located in place.</p> <p><i>Deck:</i> The accommodation deck is covered in fitted white carpet sections, popped or glued to the GRP and marine ply topped deck which incorporates all sole boards. The galley deck is in dark veneered marine ply and in a serviceable condition.</p> <p><i>Linings:</i></p> <ul style="list-style-type: none"> • The side and deckhead linings throughout the accommodation are in a mixture of cream / white vinyl and cream / white fabric panels in a clean condition overall with no signs of any sagging or detachment. • There are corian tops fitted at the galley and in the heads in a clean condition. <p><i>Soft Furnishings:</i></p> <ul style="list-style-type: none"> • There are white leather seat cushions fitted in the accommodation with shaped white fabric mattresses fitted in both cabins and these are in a clean condition. • The blinds are in white and are in a serviceable condition. • The cockpit and flybridge seats, cushions and protective covers are in a tan waterproof fabric and are in a clean condition. <p>Domestic Installation</p> <p><i>Cookers:</i></p> <ul style="list-style-type: none"> • There is a 'Kenyon' double ring ceramic hob unit securely fitted at the galley, is in a serviceable condition and operated satisfactorily. • There is a 'Whirlpool' combination microwave oven and grill securely fitted at the galley, is in a serviceable condition and operated satisfactorily. • There is a 'Kenyon' griddle securely fitted at the flybridge wet bar area and this operated satisfactorily, with the micro switch cutting out power when pressed. <p><i>Refrigerator:</i></p> <ul style="list-style-type: none"> • Located at the galley is a fridge with separate freezer which is in a serviceable condition and operated satisfactorily. • Located at the flybridge wet bar is a 'Waeco' 12V fridge and this operated satisfactorily. <p><i>Dishwasher:</i> Securely fitted under the galley hob is an 'Electrolux' mini dishwasher which operated satisfactorily.</p> <p><i>Calorifier:</i> Securely fitted under the forward companionway is a 'Quick' Nautic 40 engine and 240V element heated calorifier. This is in a serviceable condition and operated satisfactorily via both heating methods and all fittings and connections are in a serviceable condition where seen.</p> <p><i>Heaters:</i></p> <ul style="list-style-type: none"> • There is an 'Eberspacher' diesel heater located starboard aft in the engine room with the control unit located aft at the galley. This is in a serviceable condition with clean trunking and splitters where seen. This operated satisfactorily, but the air flow was quite weak out of some of the fitted vents at the time of survey. • There is a screen demister securely fitted under the forward companionway port locker base and is heated by one of the main engines. The reinforced hoses are securely double clipped to the unit and to the engine via serviceable shut off valves. The trunking is in a serviceable condition and this operated satisfactorily after the sea trial. 	<p>Suggestion Replace the broken clip.</p>
<p>Fresh Water Installation</p> <p><i>Deck Filler:</i> There is a stainless steel bodied and screw deck filler securely fitted through the starboard side deck forward of aft. This could not be checked as no key could be located.</p>	<p>Recommendation Ensure the seal and chain is good.</p>

Tanks:

There are 2 x water tanks fitted, though these were not accessible at the time of survey. Located under the main steps is a crossover valve and this operated satisfactorily.

Pumps and Accumulator:

There are 2 x Jabsco' Par-Max 4 12V water pumps with 'Flojet' inlet strainers and a pressure accumulator securely fitted aft under the forward companionway in a serviceable condition. These operated satisfactorily and no leaks were noted.

Pipework:

The fresh water pipework is in blue and red snap-fit hose and this is fitted to the various taps via stainless steel braided flexible hoses which are in a serviceable condition where seen. No clear leaks were evident after operation from the accessible piping.

Taps:

- There is a stainless steel hot and cold mixer tap securely fitted at the galley sink and this operated satisfactorily on both hot and cold.
- There are stainless steel hot and cold mixer taps fitted at both heads' sinks and these operated satisfactorily on both hot and cold.
- There are stainless steel hot and cold mixer taps with wands for the showers securely fitted and these operated satisfactorily, though the wand heads could do with some decalcifying and the master cabin wand fixing is loose.
- There is a hot and cold transom deck shower mixer with wand fitted in the starboard side shoulder and this operated satisfactorily.
- There is a tarnished stainless steel, hot and cold mixer fitted at the flybridge wet bar sink and this operated satisfactorily on both hot and cold.

Sewage and Bilge Installation

Sinks and Drains:

- There is a stainless steel sink located at the galley and this drains directly overboard via double clipped, grey reinforced hose to the topside fitting.
- There is a corian sink located in both heads and these drain to the grey water holding tank via double clipped, grey reinforced hose though access and visibility was very limited.
- There is a GRP sink located at the flybridge wet bar and this drains overboard though access to the pipework was not possible.

Shower Drains:

Both shower cubicles drain to the grey water holding tank via double clipped, grey reinforced hose.

Grey Water Holding Tank:

Securely fitted under the forward companionway is a plastic holding tank for the sink and shower discharge. All pipework is securely double clipped and this discharges via a 'Whale' Gulper 320 and grey reinforced hose double clipped to a brass bodied ball valve seacock located under the master cabin forward sole board on the centreline. This operated satisfactorily and is in a serviceable condition, though no 'CR' marks were noted.

Toilets:

There are 2 x 'Jabsco' Quiet Flush china bowl, electric, fresh water flush toilets fitted in both heads. These are securely fitted and operated satisfactorily on all settings.

Toilet Holding Tank:

There is a plastic holding tank securely fitted under the forward cabin deck and the various inlet, discharge and vent hoses are in a double clipped, white sanitary grade hose. This can be discharged to sea via a macerator or sucked out through the deck fitting which is a stainless steel bodied and screw unit securely fitted through the port side deck forward of midships but this could not be opened as no key was located. There is a 'Jabsco' macerator securely fitted in the bilge with the inlet hose double clipped and the outlet hose single clipped. This runs aft and is double clipped to a brass bodied ball valve seacock which is seized open and the handle is loose but is in a serviceable condition. No 'CR' marks were noted The macerator is switched from the master cabin heads readout unit and this operated satisfactorily.

Recommendation

Water tanks should be cleaned annually. We also recommend super chlorination and flushing prior to use each season.

Recommendation

Fix the loose fitting and remove any calcium build up in the shower heads.

Recommendation

Free up the macerator seacock and tighten the handle.

<p><i>Toilet Pipework:</i></p> <ul style="list-style-type: none"> • The inlets are in blue reinforced hose, taken off the fresh water lines and double clipped to the toilet bowls. • The outlets are in double clipped, white sanitary grade hose, single clipped to a non-return valve and then fitted to the holding tank. <p><i>Electric Bilge Pumps:</i> There are 2 x 'Rule' 2000 gph bilge pumps with 'Whale' electric field switches secured to the bilge in the master cabin and engine room bilges with outlets in single clipped, grey reinforced hose. Both units operated satisfactorily via the helm switches, the engine room unit sounding the alarm, but these cannot be tested via the float sensors.</p> <p><i>Manual Bilge Pump:</i> Located in the cockpit starboard coaming aft is a 'Whale' pump which dry pumped satisfactorily, though the unit is hidden and the pipework is in grey reinforced hose, double clipped to a strum box and not secured to the bilge aft floor.</p> <p>Electrical Installation</p> <p><i>Batteries:</i></p> <ul style="list-style-type: none"> • There are 2 x 'Exide' 12V 120Ah batteries securely fitted in a purpose built, vented box with lid on the port side of the engine room for the engine starters. These are in a serviceable condition with clean terminals, tight cables, are reading charged and are parallel connected. • There are 4 x 'Exide' 12V 142Ah batteries securely fitted in a purpose built, vented box with lid on the port side of the engine room for the domestic systems. These are in a serviceable condition with clean terminals, tight cables, are reading charged and are parallel connected. • There is a 'Numax' 12V 68Ah battery located forward in the battery box. This has clean terminals, though with a little light scale showing, and tight cables. • There are 2 x 'Optima' 12V 50Ah battery in secure tubs with lids located forward of the bow thruster. These have greased, clean terminals, tight cables and are parallel connected. The lid straps are awful and should be replaced with simple snap-lock types. <p><i>Isolators:</i></p> <ul style="list-style-type: none"> • Located by the steps down into the master cabin are 4 x switches for the electro-mechanical isolators along with a master key switch. These operated satisfactorily with the main unit located to port in the engine room. • Fitted aft of the bow thruster is an electro-mechanical isolator for the bow thruster. This operated satisfactorily, though the rubber section and spring have come loose. • Located forward on the battery box in the engine room is the generator battery isolator and this operated satisfactorily. • Located under the panel at the base of the master cabin steps is the isolator for the windlass and this operated satisfactorily. <p><i>Chargers:</i> There are 2 x 'Cristec' 12V 40A chargers securely fitted in the starboard space accessed from the aft hanging locker in the master cabin. These are in a serviceable condition and operated satisfactorily.</p> <p><i>Shore Power and RCD Unit:</i> The shore power inlet plug is fitted starboard aft in the cockpit and is wired directly to the 240V AC mains breaker unit switch panel with RCCB cut out. This is securely fitted to starboard in the engine room and the RCCB test switch cut out all power and operated satisfactorily. The generator mains breaker is located to starboard of the generator.</p> <p><i>Switch Panels:</i> The 12V DC systems are operated via the main helm and the 240 AC switch panel is located at the base of the master cabin steps, is well laid out and operated satisfactorily.</p> <p><i>Wiring:</i> Where visible, the main cabling and wiring has been installed in accordance with standard production methods and is in a serviceable condition. There are various 240V sockets wired throughout the accommodation but could not be tested as these are all European 2 pin sockets. Aft of the inverter, a section a wiring conduit trim has come away.</p>	<p>Note All seacocks must be 'CR' or 'CW602N' marked types, full bronze types or 'Marelon' plastic types. Do not use 'CW617N' marked brass types.</p> <p>Recommendation Replace the strum box with a plastic one that can be screwed to the bilge floor for maximum efficiency.</p> <p>Recommendation Service the bow thruster isolator.</p> <p>Recommendation Replace the loose conduit trim.</p>
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Generator:

Securely located forward in the engine room is a 'Whisper Power' 4kVA generator. This is as good as new, having been installed in 2022. The inlet seacock is a brass bodied ball valve type in a clean condition which operated satisfactorily and is in a clean condition. No 'CR' markings were noted. This is single clipped to clear, wire reinforced hose to a brass strainer and then into the generator. The exhaust splits into exhaust gasses and cooling water, discharged overboard on the port side with the cooling water outlet having an operational and serviceable seacock added, though no 'CR' marks were noted. The fuel lines are in ISO 7840 compliant hose and securely clipped where accessible and the unit operated satisfactorily via the galley mounted control unit.

Galvanic Isolator:

Not seen on board at the time of survey and if not fitted, then this is advised if connecting to marina shore supplies.

Lights:

There are various switched lights throughout the accommodation and all operated satisfactorily. Only one of the engine room strip lights work, though the light behind the steps is very erratic and fizzes. The switch for the light by the master cabin headboard has broken, though the light does come on. The cockpit and flybridge lights all operated satisfactorily but the cockpit lower level lights do not switch off via the switch.

Additional:

- Securely fitted aft of the battery box in the engine room is a 'Mastervolt' 12V 300W inverter. This was operational at the time of survey, but for what is unknown.
- There is a 'Scheiber' status readout display unit located by the main isolators and this operated satisfactorily.

Fuel Installation

Deck Fillers:

There are 2 x stainless steel bodied and screw deck fillers securely fitted through the starboard side deck aft. These could not be checked as no key could be located.

Tanks:

There are 2 x welded aluminium fuel tanks securely fitted forward in the engine room but access and visibility was very limited. There is a fuel tank link line with operational and serviceable cut off valves.

Fuel Cut Off Valves:

Remote cable based cut off valves are fitted to the outlet lines on top of each tank with the handles located next to windlass isolator at the foot of the master cabin stairs. The starboard pull handle is very tight, the port one less so, but these should be freed up.

Distribution:

This is in a serviceable condition and in accordance to production standards where seen.

Pipework:

The main pipework is in flexible reinforced hose, which is ISO 7840 compliant and where seen, no clear leaks were noted.

Pre-filters:

These are 'Volvo Penta' fuel and water separator filters with solid bowls and drain taps securely fitted forward in the engine compartment. All hoses are double clipped in and out.

Machinery

The engines were inspected and tested during the sea trial by 'Momentum Marine'.

Note – in the engine room, starboard forward and outboard, there is a small pool of salt water. There were no clear signs of any leaks or water from any of the drain fittings above, but there are some light runs down the hull from the forward fitting which may be small leak. It is advised to remove the water and monitor for any return. Also, the base securing pin of the ladder is missing the split pin.

Recommendation

Repair all non-working and erratic lights and resolve the permanently on cockpit lower lights.

Recommendation

Unless it is powering something specific, turn off the inverter until required.

Recommendation

Ensure the seals and chains are good.

Recommendation

Free up both cut off valve pull wires and ensure they operate the valves on the tank lines.

<p>Fire Fighting Equipment <i>Accommodation:</i> No extinguishers were seen on board at the time of survey.</p> <p><i>Engine Compartment:</i> There is a 25kg 'Seafire' FM200 'clean agent' automatic extinguisher securely located starboard forward in the engine room, reading charged and with a manual override at the main helm. This was manufactured in 02/2013, so will require a service.</p> <p><i>Galley:</i> No fire blanket was seen fitted at the time of survey.</p> <p><i>Smoke / CO Alarms:</i> No detection alarms were seen fitted at the time of survey.</p> <p>Lifesaving Appliances <i>Life Jackets:</i> Any units supplied with the yacht for sale must be inspected and serviced before use or replaced.</p> <p><i>Flares:</i> None seen on board at the time of survey.</p> <p><i>Life Raft:</i> None seen on board at the time of survey.</p> <p><i>Life Buoy:</i> There is an 'Ocean Safety' horseshoe life buoy located on the port side of the flybridge.</p> <p>Navigational and Ancillary Equipment <i>Navigation Lights:</i> There are superstructure port and starboard navigation lights, a steaming light and an all-round anchor light fitted to the radar mast and a stern light fitted to the flybridge deck aft end. These all operated satisfactorily except for the stern light at the time of survey.</p> <p><i>Compasses:</i> There is a 'Plastimo' Offshore 95 floating card compass fitted at both helm positions.</p> <p><i>GPS / Chartplotter / Radar:</i> There is a 'Raymarine Hybrid Touch multi-function display fitted at both helm positions with a 'Raymarine' radome scanner fitted to the mast and this operated satisfactorily during the sea trial.</p> <p><i>Speed Log and Depth:</i> There are 'Volvo Penta' speed and depth display units located at both helms and these operated satisfactorily during the sea trial.</p> <p><i>VHF:</i> There are 2 x 'Raymarine' Raymic 260E handsets for the helm positions, but neither of these worked at the time of survey.</p> <p><i>Autopilot:</i> There are 'Raymarine' autopilot units located at both helm positions and these operated satisfactorily during the sea trial.</p> <p><i>Windscreen Wipers:</i> There are 2 x washer wipers with washer jets securely fitted and these operated satisfactorily. It is believed that the washer bottle is located in the forward companionway port locker but this was empty at the time of survey.</p> <p><i>Horn:</i> The horn is located on the radar mast and operated satisfactorily, though a little weak at the time of survey.</p> <p><i>Cover:</i> There are tan coloured full cockpit covers and these are in a serviceable condition.</p>	<p>Urgent Recommendation Install fire extinguishers.</p> <p>Recommendation Service the engine room extinguisher.</p> <p>Recommendation Install a fire blanket at the galley and install CO alarms in the accommodation.</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 Install an easily launchable life raft for the expected number of persons aboard.</p> <p>Urgent Recommendation Ensure all navigation lights work.</p> <p>Urgent Recommendation Ensure the VHF works at both helms.</p>
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AV Installation:

- There are 2 x 'Toshiba' LCD TVs fitted and both operated and received / played stations satisfactorily.
- There is a 'Pioneer' full sound system fitted throughout the yacht, with 6 x 'Bose' speakers and this all operated satisfactorily.
- There is a 'Pioneer' Mix Track multi-use AV system fitted in the master cabin and this also operated satisfactorily.

'Mister Smee'

Statement

This report is a true and accurate description of 'Mister Smee' 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.

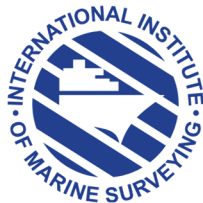
This report is provided for the sole use of the instructing client named within this survey report and no liability of any nature will be accepted by the surveyor to any third party.

This report is submitted without prejudice.



Rupert Keyzar
AssocIIMS

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24th of July 2023



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