



ANCHOR HOUSE MARINE SURVEYS

Full Condition Survey

Fairline Squadron 58

'Dreams to Reality'

Universal Marina, Sarisbury Green, Hampshire, UK

Monday 3rd and Tuesday 4th July 2023

Prepared on Behalf of the Purchaser

Mr. [REDACTED]



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Summary

'Dreams to Reality' is a Fairline Squadron built in 2006 by Fairline Boats, Oundle, UK to a design by Bernard Olesinski. She was found to be in overall very good condition for her age, showing evidence of having had regular use and requiring only limited servicing and maintenance in some areas. She appears not to have been altered from her original design. The main summary of points is as follows:

1. The topsides, deck and superstructure are in overall good condition structurally with no signs of any major damage or repair. The internal structure where seen is clean with no evidence of any movement, though there is fresh water in the bilges forward and aft.
2. The antifoul is generally smooth and adhering well. The gel condition is good and the outer bottom laminates were tested for moisture content and the resulting readings were all in the dry scale.
3. The steering gear is in a serviceable condition.
4. The stern gear is in a serviceable condition, but there are salt deposits noted around the port gland.
5. The accommodation is in a clean condition overall.
6. The domestic systems are in good condition overall but the air conditioning and watermaker do not work and the calorifier does not heat up very well via the 240V element.
7. The electrical installation was fully inspected and tested by 'PSI Marine' marine electricians.
8. The fuel system is in a serviceable condition, but the main fuel lines are sheathed and so could not be confirmed to be ISO 7840 compliant.
9. The engines were independently inspected and tested during the sea trial by 'Tompa Marine Services'.
10. The accommodation fire extinguishers are out of date, the engine compartment 'Seafire' system requires a full service or upgrading and there are no CO alarms fitted in the accommodation.

This is a sound example of a Fairline Squadron 58 and with all maintenance and servicing issues addressed along with regular upkeep, 'Dreams to Reality' 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 3rd and 4th of July 2023. 'Dreams to Reality' was inspected ashore at Universal Marina in Sarisbury Green, Hampshire, UK. The machinery, electrical installation and sea trial are to be undertaken independently. The weather at time of inspection was partly overcast with some light rain with varying westerly winds at 21°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 good condition of the hull, only one area of paint was 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

'Dreams to Reality' is an all glass fibre construction, semi-displacement hull with a raked entry and a transom stern, carrying her maximum beam aft of amidships.

She was built by Fairline Boats of Oundle, Norfolk, UK in 2006.

The yacht's principal dimensions as supplied by the broker are set out below:

Length Overall	17.68m
Length of Waterline	14.35m
Beam	4.60m
Draft	1.40m (approx.)
Displacement	23.90 tonnes (approx.)
Engines	2 x Volvo Penta D12 6-cylinder turbo diesel
Stern Gear	Conventional shaft
Fuel Capacity	2,600 litres (approx.)
Water Capacity	1,008 litres (approx.)
Yard No	11127
HIN	██████████



Hull

Hull:

All GRP construction with a semi-displacement hull, a raked entry bow and a transom stern, carrying her maximum beam aft of amidships. This is in very good overall condition.

Port Topside:

This is in white GRP with a moulded knuckle above the waterline and grey and blue waterline stripes. 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 black rubber strip in a securely fitted stainless steel runner and this is in overall good condition, though there is a small gap in the rubber strip at the aft end and the under-sealant is dry, cracking and beginning to detach in areas. There are fore and aft sling tags present below the fender.

Starboard Topside:

This is in white GRP with a moulded knuckle above the waterline and grey and blue waterline stripes. The topside is generally sound with only signs of normal wear and tear and some rub marks, but there are no signs of any major damage or repair. The fender consists of a black rubber strip in a securely fitted stainless steel runner and this is in overall good condition, though there is a small gap in the rubber strip at the aft end and the under-sealant is dry, cracking and beginning to detach in areas. There are fore and aft sling tags present below the fender.

Bow:

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

Transom:

This is in white GRP with an integrated bathing platform laid with teak decking panels and a 'Williams' tender is stored here. This is generally sound but in addition to signs of normal wear and tear, there is some scuffing in the gelcoat by the transom port gate, a small stress crack in the port edge of the bathing platform, a stress crack with some gel damage in the starboard forward edge of the bathing platform and some gaps in the vertical sealant on the starboard side of the bathing platform aft edge. The teak decking, where accessible, is in a serviceable but lightly weathered condition. The bathing platform fender consists of a black rubber strip in a securely fitted stainless steel runner and this is in overall good condition, though with some light dents noted in way of the stress cracks.



Fig.1 – gelcoat cracking starboard forward on the bathing platform.

Suggestion

Maintain condition of topsides by polishing as part of the annual maintenance routine.

Recommendation

Replace the fender undersealant.

Recommendation

Repair the gelcoat stress cracks and damage.

Attachments:

- There is a serviceable stainless steel tube, folding bathing ladder with teak treaded rungs stored in the cockpit starboard locker. This fits into slots in the bathing platform on the starboard side and presently holding a grab frame.
- There are various stainless steel tube hand rails securely fitted to the transom shoulders.
- There is a 'Besenzoni' Passerelle securely fitted to the transom on the centreline and this operated satisfactorily via the cockpit control unit.

Coatings:

The antifoul is in recently applied grey and adhering well, though rough in some areas such as around the waterline due to overpainting. There is no epoxy resin applied and coatings consist of a various antifoul coatings with a grey base primer.



Fig.2 – coatings consisting of antifoul and primer layers.

Gel Condition:

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

Hull Below Waterline:

Moisture readings were taken with a 'Protimeter' Aquant 2 meter at more than 100 positions over the outer bottom. The scale used is 0 – 160 (dry) / 161 – 200 (medium) / 201 – 999 (wet) and produced the following readings:

- Hull – this produced readings ranging from 70 to 140 which is in the dry scale and with the highest readings towards the keel area due to fresh water in the bilges.
- Keel – this produced readings ranging from 130 to 169 which is in the dry scale with the highest readings noted along the engine compartment line.
- Transom – this produced readings ranging from 120 to 158 which is in the dry scale.

Inner Tray:

There is a GRP deck tray incorporating module and accommodation bases bonded to the hull. There are no clear signs of any movement or stress cracks where accessible.

Floors and Stiffening:

There are moulded stringers bonded to the hull along the vessel's length and GRP coated marine ply floors bonded between the hull and deck tray to give extra stiffness to the structure. Where seen, there are no clear signs of any movement.

Recommendation

Remove the antifoul back to GRP and replace at the next service ashore. Consider the application of an epoxy resin like 'International' Gelshield to prolong hull life.

Recommendation

Remove all standing bilge water and allow all bilges to dry out and monitor for future ingress on a regular basis. Maintaining a dry bilge and regular wintering ashore will assist in maintaining the low moisture content of the hull mouldings.

Bulkheads:

There are full and partial bulkheads of marine ply bonded to the hull and deck tray but all are overlaid with various lining materials. Where seen, there are no clear signs of any movement.

Cathodic Protection

Anodes:

- 2 x bar anodes securely fitted outboard of the shafts.
- 2 x spherical anodes securely fitted to the shafts.
- 2 x circular anodes securely fitted to the trim tabs.
- 2 x dome anodes securely fitted to the bow thruster propellers.

Bonding:

The anodes are all electrically bonded to their respective systems, directly in the case of the shafts, trim tabs and bow thruster and indirectly via internal wire connections in the case of the bar anodes to the p brackets, rudders and main seacocks. The continuity is excellent and all resistances are below 1Ω.

Wastage:

All anodes are new.

Hull Openings and Fittings

Sea Water and Coolant Inlets:

- The engine coolant inlets are located forward of aft, outboard of the keel and are 2 x secure, forward facing bronze grills in a good condition.
- The generator coolant inlet is located forward of aft and outboard of the keel on the starboard side and is a secure, medium bore bronze fitting in good condition.
- The air conditioning coolant inlet is located forward of aft on the port side and is a secure, forward facing bronze grill in good condition, though with painted grills.
- The water maker inlet is located at midships, outboard of the keel on the port side and is a secure, forward facing bronze grill in good condition.

Toilet Inlets and Outlets:

- The direct to sea toilet outlet is located forward on the starboard side and is a secure, medium bore bronze fitting in good condition.
- The holding tank outlet via the macerator is located aft of the direct to sea outlet and is a secure, medium bore bronze fitting in good condition.
- The crew cabin toilet inlet is located aft outboard of the keel on the port side and is a secure, small bore bronze fitting in good condition.
- The crew cabin toilet outlet is located extreme aft outboard of the keel on the starboard side and is a secure, medium bore bronze fitting in good condition.

Grey Water Outlets:

The galley and heads outlets are a mixture of plastic and chromed skin fittings located port and starboard in the topsides and these are all securely fitted.

Bilge Outlets:

Located aft and midships on both topsides are secure plastic skin fittings for the various bilge pump and air conditioning discharge outlets.

Exhausts:

- The engines exhaust through moulded GRP tunnels aft at / below the waterline on both sides.
- The generator and cooling water exhausts into the port side main engine exhaust tunnel.

Cockpit and Flybridge Drains:

The cockpit and flybridge drain through various openings in the lazarette hatch gully corners and flybridge deck corners respectively, discharging via plastic and bronze skin fittings aft on each topside above the waterline and above the trim tabs. Where seen, such as in the steering system space, the drains are double clipped to yellow and white reinforced hoses and double clipped to 'CR' marked (corrosion resistant) brass bodied ball valve seacocks which operated satisfactorily and are in a serviceable condition where accessible. Some of the seacocks could not be tested as access was not possible to those.

Recommendation

Ensure all grills are free of fouling and debris.

Scuppers:

The main deck / foredeck drains directly overboard through gaps in the toe rail.

Tank Vents:

There are various tank vents located on the topsides for the water, waste and fuel tanks.

Transducers:

- Located outboard of the shaft opening on the starboard side is an 'Airmar' thru-hull speed log transducer and the plastic wheel spins freely. Internally, there are no clear signs of any leaks.
- Fitted immediately aft of midships on the centreline is an 'Airmar' thru-hull depth transducer. Internally, there is water in the bilge which is likely from another source.

Additional:

- Located above the generator coolant inlet is a secure, small bore bronze inlet and internally, this has been capped as it has no current use.
- Located extreme port aft is a secure, aft facing bronze grill in good condition for the hydraulic steering reservoir cooler.

Stern Gear

Propellers:

There are 2 x four blade, outward turning bronze propellers fitted in good condition having been recently polished, with clean edges and tips. There were no signs of any dezincification and hammer testing produced a good ring.

Shafts:

The propeller shafts are 52mm 'temet' (with iron content) stainless steel. They are in a serviceable condition and rotated satisfactorily when turned by hand. Both have serviceable rope cutters fitted.

Securing Arrangements:

Each propeller is secured to the shaft via a bronze nut and bent over steel tab washer and both installations are secure.

P Brackets:

These are in bronze, secure and in a good condition. The palms are securely located but the gaps around the join on both sides are not sealed. There is some light deposit weeping from the port palm aft end, but access to the palms internally was not possible.



Fig.3 – some light weeping / deposits from the aft end of the port palm.

Cutlass Bearings:

There is no detectable play in the various cutlass bearings.

Stern Tubes:

The stern tubes are in GRP with inner bronze sleeves holding the main bearings and these are secure. The external caps are in bronze and are in a serviceable, but fouled, condition.

Stern Glands:

The mechanical face seal, water cooled type stern glands are in a serviceable condition, though there are salt deposits around the port stern gland to stern tube connection indicating a possible leak. Though after the sea trial, no leaks were noted.

Recommendation

Clean off all salt deposits and monitor for any leaks during operation.



Fig.4 – salt deposits are evidence of a leak from the port stern gland.

Steering Gear

Mechanism:

The rudders are turned via a hydraulic ram and tiller link arm operated from the twin 'Seastar' helm power steering circuits. This is securely connected up with securely fitted bronze tiller arms turning the rudders. The pumps and flexible hydraulic pipes are serviceable with all connections tight where accessible and with no signs of any live fluid leaks, though there is evidence of a possible old leak from the pump body rear.

Rudders:

There are two unsupported, bronze blade rudders in good condition.

Stocks:

These are in 40mm bronze and secure.

Trunks and Glands:

The GRP stub trunks are capped with bronze glands showing no evidence of any leaks or salt deposits.

Bearings:

There is a very small amount of lateral play in the starboard rudder, but negligible really.

Trim Tabs:

There are two stainless steel trim tabs securely attached to the transom. These are operated by twin double acting, hydraulic rams which are securely fitted to the tab and transom. The inboard port ram base was loose at the time of survey, but the owner tightened this up and was seen to be secure afterwards.

Recommendation

Monitor for any worsening at each service ashore.

Bow Thruster:

This is a 'Sleipner' Side Power electric type with 2 x four bladed plastic propellers which are in a serviceable condition, rotate freely with no binding on the tunnel and with around 2 – 3mm of gear backlash present. Internally, the thruster tunnel is securely fitted with no cracks or leaks noted from the motor to tunnel join and the space underneath is dry. The lubricating oil reservoir is located under the forward bunk forward end and is reading full. The thruster operated satisfactorily from all helm stations.

Emergency Steering:

There is no emergency steering system.

Deck and Superstructure

Deck:

The side, cockpit, bathing platform and flybridge decks are in white GRP laid with teak throughout. This is in a sound but weathered condition overall and there are some areas of worn or missing caulking with small gaps showing, especially forward by the windlass area, though nothing of any major note. The flybridge deck has areas of staining and weathering, particularly in the aft seat lockers along with areas of mould starting due to the ongoing wetness inside. The margin board to superstructure sealant is serviceable with no clear gaps showing that would allow water to get underneath and start lifting the decking. The side decks have a moulded toe rail with gaps along its length to allow for drainage.



Fig.5 – teak decking showing areas of worn or missing caulking.

Superstructure:

The superstructure is in white GRP and is generally sound with only signs of normal wear and tear noted. The sealant between panel sections is dirty and stained in areas but there are no signs of any major damage or repair. The steps up to the flybridge are solid teak treads securely fitted to a stainless steel frame and the flybridge deck radar mast and wind deflector are securely fitted, though there is a split in the deflector acrylic on the port side by the helm position and there is some crazing in other areas.

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 with the fender connected around the join. Where visible, there were no clear signs of any movement. However, under the forward cabin bunk forward sole board, there is evidence of water leaks down the port side of the hull, which could be coming from a deck or toe rail fixing. It is unknown if this is a current or previous leak, but there is fresh water in the bilge under the forward companionway.

Recommendation

Have the teak decking cleaned and then inspected for any required repairs by a teak specialist.

Recommendation

Repair or replace the cracked acrylic pain.

Recommendation

Trace the source of the potential leak and resolve.

Hatches, Windows and Port Lights

Main Hatch:

The main hatch consists of a full height chrome trimmed, aluminium framed sliding door unit with tinted toughened glass panels. This is securely fitted to the superstructure with no signs of any movement. The seals are good and the doors open smoothly. There is an external and internal lock which operated satisfactorily and no leaks were noted.

Fore Hatch:

There is a white painted aluminium split hatch with forward and aft hinges respectively securely fitted over the forward cabin. The acrylic glazing is clean, the seals are serviceable and there are 2 x internal lockable handles on each hatch. Internally, the deckhead plastic frame is beginning to drop, particularly forwards, but there are no clear signs of any leaks.

Windows:

The windscreen and side windows are securely fitted to the superstructure and consist of chromed / black lined and painted aluminium frames with 'Trend Marine' toughened glass panes securely fitted. The seals are generally serviceable throughout with no clear signs of any internal leaks. There are two further side windows in the saloon and these are securely bonded to the superstructure and there is an electric side window on the port side and this operated satisfactorily. There is a helm door with window securely fitted on the starboard side and this opened and closed satisfactorily.

Portlights:

- There are 9 x 'Trend Marine' elliptical, openable, polished stainless steel portlights located throughout the accommodation. These are all securely fitted with secure clip handles and mainly clean seals though there are some minor patches of corrosion staining on the frame bases and there are signs of some light leaks, particularly from the aft portlights in both guest cabins and the forward handle in the port heads unit rotates all the way round.
- There are 2 x circular, opening portlights in the crew cabin with polished stainless steel frames, acrylic glazing and external mesh fitted. The handles and seals are serviceable.

Engine Hatch:

The engine access hatch is located in in the cockpit deck forward and is a teak lined GRP hatch supported by a serviceable ram.

Cockpit Deck Hatch:

There is a teak lined GRP hatch located in the cockpit deck to access the storage compartment and is supported by a serviceable ram.

Other Hatches:

- The hatch to the flybridge is in GRP, securely fitted with a good supporting ram and a serviceable lock when raised.
- There is an escape hatch from the saloon to the flybridge deck and this is in a serviceable condition, securely fitted with good supporting rams and 4 x internal locking handles. The 2nd inboard handle lock does not work.

Hand Rails and Stanchions

Pulpit:

There is a stainless steel tube pulpit installation at the bow, running aft to become railings on both sides. This is secure but there is some light corrosion staining to some of the stanchion to toe rail joins.

Handrails:

There are various stainless steel tube handrails securely fitted all over the yacht.

Ground Tackle and Mooring Arrangements

Anchor:

There is a good condition 'Lewmar' stainless steel delta anchor securely fitted at the bow stem. The chain is fitted to the anchor by a stainless steel shackle, though the securing pin is not wired to prevent accidental unscrewing. However, the anchor has been pulled in past its aligning pin rollers and has got jammed and cannot be played out. The seller states this is to be repaired prior to sale.

Recommendation

Reattach the deckhead panel.

Recommendation

Clean all faces and lubricate the seals to ensure a solid seal. Repair any loose handles.

Recommendation

Fix the broken lock.

<p><i>Chain:</i> The main anchor cable consists of 10mm stainless steel chain, though the bitter end could not be seen connected to a length of rope or cuttable cord, which itself must be connected to a strong point in the chain locker.</p> <p><i>Windlass:</i> There is a 'Lewmar' electric, horizontal winch securely fitted at the bow with cable gypsy and warping drum. This was tested locally via the foot controls and from both helm positions and this operated satisfactorily. The motor casing is in a serviceable condition and the battery cables are securely fitted.</p> <p><i>Stem Head:</i> There is a fabricated, stainless steel stem head securely mounted through the bow with twin nylon rollers and twin pin rollers. Internally, some cracks in the moulding to stem head join edges were noted, possibly due to anchor slamming.</p> <p><i>Cleats and Winches:</i></p> <ul style="list-style-type: none">• 10 x stainless steel cleats securely mounted port and starboard• 2 x rope fairleads securely fitted at the bow.• 2 x 'Lewmar' warping winches securely fitted through the cockpit coaming aft, one per side. These operated satisfactorily via the local foot controls. <p>Ventilation</p> <p><i>Accommodation:</i> The main hatch, forehatch, electric window, escape hatch and opening portlights serve the accommodation and heads.</p> <p><i>Machinery:</i> The engine compartment has multiple 24V extraction fans fitted forward and outboard in the engine compartment and these operated satisfactorily via the helm control switch.</p> <p><i>Tanks:</i> These are vented to atmosphere through fittings in the topsides on both sides.</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><i>Air Conditioning:</i> There is a 'Dometic' chiller based air conditioning system fitted. This consists of 2 x water chiller units with circulation pump based to port in the engine compartment feeding 5 x air handler units throughout the yacht. All pipework to and from the air handlers is lagged and is in a serviceable condition where seen. All units appear to be in a serviceable condition, though very dusty and with clogged vents on some. The sea water inlet is located port aft in the engine room and is a 'CR' marked, brass bodied ball valve seacock topped with a bronze strainer which operated satisfactorily and is in a serviceable condition. The strainer outlet is double clipped to yellow and white reinforced hose, though there are salt deposits around the join indicating a leak. This is fitted to the main circulating pump, but the pump does not work which is the likely cause of the system not presently working and so it is advised to have the entire installation professionally inspected and serviced. There is a control panel located in all main cabins, in the saloon and by the dining area and these powered up satisfactorily, along with the main chillers in the engine room.</p> <p>Interior Joinery and Furnishings</p> <p><i>Inner Modules:</i> These are in lined and / or veneered marine ply, all bonded into the deck tray matrix and hull sides etc and where inspected, there were no clear signs of any movement.</p> <p><i>Joinery:</i> The main cabinetry and all doors are in gloss American Cherry and is in a clean condition throughout, though there are some minor blemishes and wear such as at the galley and in some areas in the saloon cabinetry. Some areas such as forward of the dining table are showing areas of sun bleaching, but there are no signs of any major damage or repair. However, the doors of the port guest cabin and heads can hit each other, as there is no stopper fitted to prevent this.</p>	<p>Recommendation Ensure the chain bitter end is fitted to a strong point in the locker via a length of cuttable cord for quick release in the case of an emergency.</p> <p>Recommendation Repair any gelcoat cracks in the supporting moulding.</p> <p>Recommendation Have the air conditioning installation inspected and serviced by a competent specialist.</p>
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Fig.6 – air conditioning coolant seacock strainer outlet with salt deposits.

Deck:

The deck is laid with cream coloured carpet throughout and this is in a serviceable condition, though lightly worn and stained in some areas. There are classic striped marine ply floor sections at the helm position, galley and heads and these are in a serviceable condition.

Linings:

- There are cream vinyl deckhead and side panel linings and some beige alcantara linings to the heads and other bulkheads. All are in good, clean condition overall with no signs of any sagging or detachment, though some rippling is beginning around the dining table area.
- The black leather around the helm position is in a serviceable condition, though some of the window base panels are beginning to pull away a little.

Soft Furnishings:

- There are beige leather seat cushions and backs fitted in the saloon and the mattresses in white with 'Fairline' production patterned covers fitted, all in a serviceable condition. The forward cabin mattress white sheeting is coming away in areas.
- The helm seats are securely fitted and lined with beige leather in clean condition.
- The cockpit and foredeck cushions are all in a blue and white striped waterproof fabric and the flybridge cushions are in light tan vinyl and are in a serviceable condition overall.

Note – the steps into the crew cabin aft have play in the hinge and so could do with some attention.

Domestic Installation

Cookers:

- There is a 'Whirlpool' 240V four ring ceramic hob securely fitted at the galley. All rings heat up, though only the forward rings actually light up when heating. The extraction fan above with light operated satisfactorily.
- Fitted to starboard is a 'Sharp' combination grill and microwave and this operated satisfactorily.
- Located on the flybridge is a 'De Dietrich' 240V grill with micro-cut out switch, but this did not work at the time of survey.

Recommendation

Repair the flybridge grill.

<p>Refrigerators:</p> <ul style="list-style-type: none"> • Located at the galley is an 24V/240V fridge with separate freezer compartment and this operated satisfactorily. • There is a 'Waeco' Coolmatic 24V/240V fridge located on the flybridge in a serviceable condition though a little dirty. • In the utility room under the bunk, there is a small 24V fridge but the control unit has come loose and this did not work. • On the flybridge there is an icemaker adjacent to the fridge, but this has a leak and will be being repaired prior to sale. <p>Washing Machine: There is a 'Zanussi' washer-dryer located in the utility room and this operated satisfactorily as best as could be established.</p> <p>Dishwasher: Securely fitted under the hob is a 'Zanussi' mini dishwasher. The seller states this has never been used, but this was tested and it operated satisfactorily. There is a water supply cut off located under the galley deck.</p> <p>Calorifier: Located in the engine compartment starboard forward is a securely fitted 'C-Warm' calorifier unit heated by the starboard engine cooling circuit and a 240V element. The hoses and wiring are all in a serviceable condition where seen and no clear leaks were noted. Access is limited but where seen this is in a serviceable condition. The 240V element heats the water, but this is very slow to do as only warm water came out even after a few hours of heating which may indicate an issue with the element.</p> <p>Fresh Water Installation</p> <p>Deck Fillers: There is a chrome bodied and screw type deck filler securely fitted through each cockpit coaming aft end. The seals have perished but the securing chains are fitted. The port unit is showing a lot of corrosion deposits.</p> <p>Tanks: There are twin GRP tanks secured by steel strapping to the structure outboard on both sides aft in the engine compartment. However, access and visibility was very limited and the hoses could not be seen, but there were no clear signs of any obvious leaks. There is a yellow and white reinforced link hose with twin shut off valves, all double clipped, located forward in the steering compartment but the area here is all wet with areas of mould, due to the water pump leak.</p> <p>Pumps and Accumulator: There are 2 x 'Jabsco' Par Max 3 12V pumps with associated 'Cleghorn Waring' accumulator securely fitted in the steering locker accessed from the crew cabin. These operated satisfactorily, but there is a leak from the upper pump outlet and there is fresh water in the bilge aft, but the seller states this is to be repaired prior to sale. Note – the water pumps to work also requires the 'sump pumps' switch to be on.</p> <p>Pipework: The pipework from the pump to the various installations is run in blue and red PVC snap-fit pipe, securely fitted to all the tap installations via braided stainless steel flexible hoses and no leaks were evident where they were accessible.</p> <p>Taps:</p> <ul style="list-style-type: none"> • The main and guest heads sinks have hot and cold, stainless steel mixer taps securely fitted and these operated satisfactorily. • The main and guest heads have a hot and cold, stainless steel mixer tap in the shower cubicles and these operated satisfactorily via the shower wands. • The utility and crew cabin sink taps are a hot and cold, stainless steel mixer type and these operated satisfactorily, though there is limescale build up to the crew cabin spout. • There is a hot and cold, stainless steel mixer tap securely fitted at the galley and this operated satisfactorily. • There is a hot and cold plastic shower unit at the transom gate but this was not tested. 	<p>Recommendation Repair or replace the utility room fridge.</p> <p>Recommendation Ensure the calorifier heats fully on the 240V element setting.</p> <p>Recommendation Replace the seals and clean the port unit.</p> <p>Recommendation Water tanks should be cleaned annually and we recommend super chlorination and flushing prior to use each season.</p>
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Watermaker:

There is a 'Dessalator' fresh water maker fitted in the engine room with the main controls and tank readout in the cockpit starboard lower locker. The inlet is located port forward in the engine room bilge and is a brass bodied ball valve seacock which operated satisfactorily and is in a serviceable condition. The outlet is in clear, wire reinforced hose and double clipped at both ends to a brass strainer secured to the inline frame. The outlet has some corrosion / patina and this runs to the main pump, then to twin filters before heading to the main reverse osmosis section located on the starboard side in the engine room. Many of the brass fittings on and around the twin filters are showing corrosion / patina. The main pumps operated satisfactorily with water flowing around the system and the readout gauges showing it is making 200 litres an hour, but it is still advised to have this professionally checked if it hasn't been used in a while as lack of use can cause the membranes to degrade.

Sewage and Bilge Installation

Sinks, Pipework and Seacocks:

- The main and guest heads sinks are formed as part of the moulding draining directly overboard, but the pipework could not be accessed for inspection.
- The utility and crew quarters heads sinks drain to automatic sump drain boxes securely fitted locally.
- The twin galley sinks are in stainless steel and drain directly overboard via single clipped, black reinforced hose.

Shower Sumps, Pipework and Seacocks:

There are full height showers fitted in both heads and these are in a serviceable condition, though some of the sealant is beginning to pull away in areas, particularly in the port heads. The showers and some sinks drain to 'Attwood' automatic sumps securely fitted throughout the yacht accommodation areas. These are fitted with 750gph discharge pumps with the inlet and discharge pipework in yellow and white reinforced and black reinforced hoses, all securely single clipped where accessible. These operated satisfactorily and discharged overboard when filled via the shower or sink taps, though the crew cabin unit is a little erratic and could do with servicing.

Toilets, Pipework and Seacocks:

- There are 'Jabsco' china bowl, electric fresh water fill and flush toilets securely fitted in both main heads. These operated satisfactorily via the control units. Both toilets discharge to the holding tank, but the port toilet can also be pumped directly overboard via a 'CR' (corrosion resistant) marked, brass bodied ball valve seacock which is serviceable and operated satisfactorily. This is located under the forward companionway, all pipework is in sanitary grade hose and securely double clipped at both ends.
- The crew cabin toilet is a 'Jabsco' china bowl, manual seawater fill and flush type securely fitted to starboard. This could not be tested as the yacht is ashore. The inlet and discharge seacocks are 'CR' marked, brass bodied ball valve types which are seized open, slightly wet and the inlet seacock elbow to hose join has all over patina, along with salt sludge around the skin fitting. All pipework is in double clipped sanitary grade hose. No looping up of any hoses was seen at the time of survey.

Holding Tank:

The main and guest heads pump to the holding tank via a 3-way valve which operated satisfactorily. The tank is a GRP unit bonded to the hull under the forward companionway, with a level display fitted at the main helm. This can be discharged overboard via a macerator or sucked out through the starboard side deck forward which is a chrome bodied and screw type deck fitting of which the seal is perished and no securing chain is fitted. The macerator is operated via the switch behind a motorised cover to starboard of the main helm and this operated satisfactorily. The discharge seacock is the aft of the two seacocks located under the forward companionway. This is a securely fitted 'CR' marked, brass bodied ball valve type which operated satisfactorily and is in a serviceable condition. All pipework is in sanitary grade hose and securely double clipped at both ends, but the inspection hatch has some corrosion and deposits noted.

Recommendation

Have the installation inspected and serviced by a competent watermaker specialist.

Recommendation

Free up any loose seacocks and remove any corrosion / patina / salt sludge as required.

Electric Bilge Pumps:

There are 4 x 'Rule' 2000gph bilge pumps installed, each with a float switch, under the companionway, in the engine compartment forward and aft ends and one in the aft crew cabin. These all operated satisfactorily via the float switches and the 24V switch panel manual switches. All pipework is in single clipped black reinforced hose.

Manual Bilge Pump:

There is a 'Whale' manual bilge pump located in the cockpit starboard side locker with all the pipework in green and white reinforced hose and with the open-ended pickups located in the bilge forward and aft in the engine room. This can be manually switched via a 3-way valve and the installation dry operated satisfactorily.

Electrical Installation

The entire electrical system – 12V, 24V and 240V – is to be inspected and tested by 'PSI Marine' and their report will follow separately.

Generator:

The 'Onan' generator is securely fitted aft in the engine room. The inlet seacock is located aft on the starboard side in the engine room and is a 'CR' marked, bronze bodied ball valve type seacock. This operated satisfactorily and is in a serviceable condition and double clipped to marine grade reinforced hose to the bronze strainer which is securely fitted to the stanchion. This has a glass top and the outlet to the generator is in double clipped, yellow and white reinforced hose. There is some corrosion / patina to the outlet fittings. Access to the main connections was limited, but where seen the fuel inlet and outlet hoses are securely fitted with no clear signs of any leaks and the coolant and exhaust connections are also securely fitted. The generator ran without issue when tested, is quite quiet given its age and powered up the various 240V systems when the shore power was removed. It is still advised to have the generator inspected and serviced by an 'Onan' specialist, if even only for peace of mind given that it was fitted from new according to the seller.

Lights:

There are various switched lights throughout the accommodation and various cockpit, transom and underwater lights. All operated satisfactorily apart from the one by the door in the starboard heads, the one above the toilet in the port heads, various lights in the port guest cabin, 2 x companionway step lights and transom underwater lights. There is double switch unit at the helm, one does the red lights but the other switch did not appear to turn anything on.

Fuel Installation

Deck Fillers:

There is a chrome bodied and screw type deck filler securely fitted through each side deck forward of aft, one per side. The seals are perished but the securing chains are connected.

Tanks:

There are twin aluminium fuel tanks fitted, one per side forward in the engine compartment. Visibility and access was very limited but where seen, the securing straps were serviceable. The inlet and vent hoses are double dipped where seen, but access is very limited for further inspection of the inlets though the vents are ISO 7840 compliant.

Fuel Shut Off Valves:

There are 3 x pull shut off handles located in the cockpit starboard locker for the engines and the generator and these operated the tank mounted shut off valves satisfactorily.

Distribution:

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

Pipework:

The pipework is in blue reinforced hoses with swaged ends, but ISO 7840 compliant markings could not be seen as all hoses have plastic sheathing wrapped around them. Where visible, there were no clear signs of any leaks from the connections.

Recommendation

Add strum boxes to the ends of each pick-up and fix to the bilge floor on the centreline.

Recommendation

Repair all non-working lights.

Recommendation

Replace the seals.

Recommendation

Ensure all fuel hoses are ISO 7840 compliant.

Pre-filters:

- There are twin 'Separ' fuel / water separators securely fitted forward the engine room on the centreline. These have solid bowls, a drain tap fitted and are in a serviceable condition. The fuel lines are securely fitted and there are no clear signs of any leaks, though some of the fixings on the starboard unit are showing some corrosion.
- There is a 'Parker' R15P fuel / water separator securely fitted to the forward bulkhead in the engine room for the generator. The fuel hoses are securely screwed in with no clear leaks noted, but the hoses are plastic sheathed so cannot tell if they are ISO 7840 compliant.

Machinery

Engines:

The engines were inspected and tested independently by 'Tompa Marine Services'.

Note – the exhaust waterlock drain fixings in the engine room aft are showing signs of corrosion.



Fig.7 – corrosion to exhaust box drain connections.

Hydraulic Systems

Trim Tabs:

The trim tab motor control and reservoir installations are located in the steering compartment and are in a secure and serviceable condition. The fluid reservoirs levels are reading correct as best as could be established and all connections to the trim tabs are secure and there is no clear evidence of any leaks. The trim tabs were tested as part of the sea trial and operated satisfactorily.

Passerelle:

This is a 'Besenconi' type and securely fitted to the transom and operated satisfactorily via the cockpit based control unit on the port side. The main pump, with emergency manual control, located in the steering compartment on the port side and accessed from the crew cabin, is securely fitted and in a serviceable condition. There are no clear leaks of hydraulic fluid from any of the external and internal connections.

Suggestion

Clean off all corrosion and reinspect drain tap connections for any possible leaks.

Fire Fighting Equipment

Accommodation:

- There are various 1kg, ABC, dry powder extinguisher reading full but all are out of date and must be replaced and fitted to mounts secured to bulkheads within easy reach.
- There is a 'Seafire' 1kg 'clean agent' automatic extinguisher located in the bow thruster bilge reading charged, but this is dated 04/2006 and should either be serviced or replaced.

Galley:

There is a fire blanket located by the hob at the galley.

Engine Compartment:

There is a 'Seafire' automatic 40kg, FD 1100M clean agent extinguisher indicating fully charged, in a serviceable condition and securely located port aft in the engine compartment. The date of manufacture was May 2006 with the last service being in March 2014. There are 'Seafire' override / display switches at both helms reading charged and there is a manual pull line in the cockpit starboard locker.

Smoke / CO Alarms:

There are no smoke or CO alarms fitted in the accommodation.

Lifesaving Appliances

Life Jackets:

None seen on board at the time of survey.

Flares:

There are 'Ocean Safety' Coastal Flare and Offshore Flare packs located in the crew cabin but these expired in 12/2016 and 12/2021 and must be disposed of correctly and replaced.

Life Raft:

Securely fitted in a cage under the steps to flybridge is an 'Ocean Safety' Ocean Standard life raft for 8 people, though the last service was due in 04/2018. The painter line is not secured to any fixed point.

Life Buoys:

None seen fitted at the time of survey.

Navigational and Ancillary Equipment

Navigation Lights:

There are superstructure mounted port and starboard navigation lights, an all-round light, and a steaming light on the navigation mast. All are securely fitted and operated satisfactorily.

Compass:

There are 'Danforth' Global Balance floating card compasses located at the helm positions and no air bubbles were noted.

GPS / Chartplotter:

There is a 'Raymarine' E120 multi-data display unit fitted at both helms and these operated satisfactorily.

Radar:

There is a 'Raymarine' radome securely fitted to the mast and this operated satisfactorily via the E120 display at both helms.

Autopilot:

There are 'Raymarine' Autohelm ST6002 units located at both helms which operated satisfactorily but these would not turn the rudders at the time of survey, though this will be tested on the sea trial.

Log / Echo Sounder:

There is a 'Raymarine' ST60 tridata display at both helms which operated satisfactorily.

VHF:

There are 'Raymarine' RAY 240E VHF units located at the helms and these operated satisfactorily via channel 67, with the coastguard replying, 'readable but wind distorted'.

Urgent Recommendation

Replace all extinguishers.

Recommendation

Either replace or service the extinguisher system and ensure both helm control units operate.

Recommendation

Install CO alarms in all areas and at the galley.

Urgent Recommendation

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.

Recommendation

Service or replace the life raft, ensuring the painter line is also connected to a strong point.

<p><i>MOB Alarm:</i> There is an ST290 man overboard alarm at the flybridge helm, but this was not tested.</p> <p><i>Windscreen Wipers:</i> There are two wipers with jets and these operated satisfactorily.</p> <p><i>Horn:</i> The horns are fitted to the mast unit and operated satisfactorily.</p> <p><i>Searchlight:</i> The 'Guest' searchlight on the radar mast comes on but does not move via the joystick controls at both helm positions as best as could be established.</p> <p><i>Covers:</i> There are navy blue bimini covers installed on the flybridge deck and the stainless steel frames are all securely fitted, though the starboard forward mount of the aft bimini is a little loose.</p>	<p>Recommendation Ensure the light rotates in all directions via the joysticks.</p> <p>Recommendation Tighten any loose mounts.</p>
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Statement

This report is a true and accurate description of 'Dreams to Reality' 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.



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