

Note: this document is an example of a condition survey only



First SURNAME

Qualifications / Title

Address Line 1

Address Line 2

ADDRESS LINE 3 STATE COUNTRY POSTCODE

Telephone : (area) Phone

E-mail: emailaddress@email.com

Location of Survey, the DDth. of Month, YYY

REPORT OF MARINE SURVEY
pre-sale and estimated market value
(for insurances use)
of the vessel "Name"



Reference N°: 123456

Commissioning client: Client and Client LASTNAME

Purpose: Pre-sale survey of the sail catamaran "Name"

Survey conducted on: DDth Month YYY

Owner: Owner and Owner LASTNAME

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INTRODUCTION

The survey was conducted through two sessions :

- on the DD. of Month YYYY while the vessel was in water in Location;
- on the DD. of Month YYYY while the vessel was on dry.

The owners were present. The yacht's registration documents were shown.
The engines were started.

Oil samples from the engines were sent to TOTAL, the results of the oil analysis will be delivered to the commissioning client as soon as available.

The survey was ordered in order to:

- determine the general condition of the vessel, before she's purchased;
- estimate the vessel's market value, post-survey condition being not considered;

12V systems were on and the yacht's equipments were connected.
The surveyor's recommendations are founded only on visual examination of the visible elements of the vessel; no observation can be done upon the internal condition of the mechanical parts.

The surveyor shall not be responsible for damages or alterations being present on unreachable parts or that would need to disassemble to show off, nor for hidden defect or vermin's presence.

The present report is only to be used by the commissioning client; no demand nor claiming would be received by any other person nor entity.

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SPECIFICATIONS

| | |
|----------------------------|--------------------------------------|
| Name of vessel | Name |
| Country of registration | Country |
| Owners' names | Owner and Owner LASTNAME |
| Address | Address Line 1 |
| | Address Line 2 |
| Sailing category | A |
| Official number | XXXXXXX PLACE OF REGISTRATION |
| Type of survey | Pre-sale |
| Builder and shipyard | Fontaine Pajot – Aigrefeuille France |
| Building completed year | 2004, June, the 25 th . |
| Architect | Architect |
| Hull Identification Number | HIN XX XXXXXXXXX |
| Vessel's type | Sloop sail catamaran |
| Intended use | Private Pleasurecraft |
| Hull material | Polyester |
| L.O.A. | 13,04 m (42'9") |
| Draft | 1,3 m (4'3") |
| Displacement | 8600 kg (empty) |
| Gauge | 32,46 register tons |
| Engine | 2 x 40 HP VOLVO |
| Intended cruising area | French Polynesia |

This catamaran were built of a PVC foam, laminate fibreglass polyester sandwich by the Fontaine-Pajot shipyard, in Aigrefeuille, France.



Builder's plate



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Note:

«A» marked items are a safety deficiency and should be attended to before the yacht is back in water.

«B» marked items are other deficiencies that should be attended to with minimum delay.

«C» marked items are points to which the surveyor wishes to draw attention.

=> See **Findings and Recommendations** section for a summary of recommendations.

HULL

Last bottom paint: 2011, August

BOTTOM

The survey was conducted once the boat has been hauled out by the xxxxxxxxxxxx-, on DDth Month YYYY.

Below-waterline works to port

No structural defect.



The hull is in very good condition ; no mark of hit nor of delaminating, not any osmosis bleb.

3 layers of antifouling are on (black, red, blue).

A slight mark from the building moulds can be seen on the mediane line of the hull.

This is due to building and demoulding.



The sounder through-hull is in good condition.

The loch through-hull is in good condition, the paddlewheel has been cleaned and its rotation is free.



All the through-hulls ave been inspected and are in good condition.

The keel embryo which stands as an anti-drift flat surface is in good condition. Its bonding to the hull shows no defect and is tight.



SAIL DRIVE

Good condition.

Raw water aspiration holes are free from any obstruction.

The propeller is of aluminium; no mark of hit nor of deformation. Good balance. The antifouling onto the propeller does not exist any longer, but there's still a PRIMOCON primer. No free move observed in the axis.

The saildrive anode was settled in August 2011; it's 20% worn, it has fulfilled its shield function. It's not to be replaced in a near future.

The saildrive external bib (enhances water trickles flow, to avoid perturbations) is damaged; this doesn't impede the good work of the saildrive. **C15**



RUDDER

The rudder is in very good condition. A slight free move can be observed on the rudder rings: this is inconsequential usual wear.



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Below-waterline works to starboard

No structural defect.

The hull is in very good condition; no mark of hit nor of delaminating.



Osmosis:

3 six-millimeters blebs can be seen, aft of the keel embryo, onto the inner part of the hull.

This osmosis is very local and presents no hazard for the hull integrity. **C16**



A mould line mark along the mediane is slightly more noticeable, 1,4 m from the bow, on 20 cm, and aft of the keel embryo.

Small defects can be seen along this mediane, the gelcoat is still on.

They're not hazardous for the hull structure.

This is due to the building and the demoulding.



Today the Fountaine Pajot shipyard realizes the main structure of its catamarans in a PVC foam/laminate fiberglass polyester sandwich. On the first laminate skin, molded over a female polymerized mold, the foam is glued under vacuum with a light glue. The foams used in the process are closed cells PVC type, in flat plates or grids, 20 mm thick. The inner skin is then directly laminate on the foam with a perfect adherence. This process produces a perfect sticking. local defects may appear though, under certain conditions: first skin surface defect (important textile overlap, various surface aspects...). These defects never caused structural issues.

The through-hulls have all been inspected and are in good condition.

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The keel embryo which stands as an anti-drift flat surface is in good condition. Its bonding to the hull shows no defect and is tight.



SAIL DRIVE

Good condition.
Raw water aspiration holes are free from any obstruction.
No mark of hit.



The propeller is of aluminium -no mark of hit nor of deformation.
Good balance.
The antifouling onto the propeller does not exist any longer, but there's still a PRIMOCON primer.
No free move observed in the axis.

The saildrive anode was settled in August 2011; it's 20% worn, it has fulfilled its shield function.
It's not to be replaced in a near future.

The saildrive external bib is in good condition. A stainless steel screw (which's part of the bib's fixation) is unscrewed. **C17**

RUDDER

The rudder is in good condition.
A slight free move can be observed on the rudder rings: this is inconsequential usual wear.



ABOVE WATERLINE PARTS

Visual inspection of the hull's extern part is satisfying.
No hit nor deformation indication.
No structural defect observed.

Small repairs upon the gelcoat are noted upon both hulls, within tolerance. **C1**

Two external chainplates are fixed on both hulls on the waterline, for lifelines to be settled. **C2**

Freeboard: OK
Transom and bathing ladder: OK
Evacuation trapdoor: OK
Bow: OK
Deck-hull bond: OK

NACELLE

Under the nacelle:
– No hit nor deformation indication;
– the through-hulls, cockpit evacuations and ventilation flaps are OK.

DECK AND CECK FITTINGS

Visual inspection: satisfying aspect.

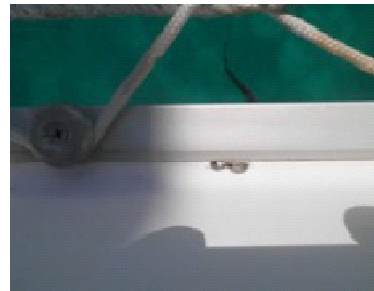
STANCHIONS

The stanchions' bases start to show electrolysis. **C3**

DECK

The non-skid covering, inlaid into the deck, is in very good condition.

A few hits and grazings can be seen on the transoms.



Part of the fore deck got supple on port, just at the beginning of the roof, without severity.

LIFE CABLES

Starboard upper life cable's nut is loose. **A1**

Port life cables are loose. **B1**



DECK HATCHES

All the portholes and deck hatches are in good condition.

LIFE LINES

Life lines settled on the deck are worn due to sun. **B2**

TRANSVERSE BEAM AND DOLPHIN STRIKER

No structural defect.

The transverse beam and its linkings are in good condition.

The dolphin striker is good condition: no defect observed.

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TRAMPOLINE

Net and fixings in good condition.

WINCHES

All the winches and cleats have been operated. OK
Port winch on the roof is hard to move. **C4**

ANCHORAGE AND ANCHORCHEST

No structural issue.
Th gipsy isn't notably worn.

Anchor roll: OK

No wear upon the 10mm chain.
The 1000W GOÏOT windlass is rightly
mounted and fixed.

The gas locker is in the anchorchest,
originally built in.
The ventilation is ok, upper and low.
Piping is to be replaced in 2020.

In the anchorchest are found:

- a second anchor;
- fenders, hawsers and lashings;
- a spare tiller. **C5**



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COCKPIT

No structural defect.
Secure cockpit.

GANTRY AND DAVITS

Original davits are in good condition.
The aluminium gantry holds the solar panels, good handling and securely mounted.

The aft life cable middle stanchion touches the aluminium frame. **C6**
The wind turbine mast and its stringers provide a good hold.

AFT CENTRAL LOCKER

Gasoil tank.
There are two valves shutting the two engines gasoil feeding; they've been operated and are OK.

DINGHY

CARIBE dinghy in medium condition.

OUTBOARD

Outboard engine is in medium condition.



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MASTS AND SPARS

Rigging has been inspected from the deck at first, then the surveyor climbed up the mast to go on with his observation.

General condition is very satisfying.
All the winches and jam cleats have been operated.

MAST - BOOM

Of anodised aluminium, built by France Espars.
2 stages of spreaders. Self-standing mast.
The boom is of aluminium.
No corrosion observed.



The goose-neck axis is twisted. **A2**

Port cleat's got some free move. **B3**



The spinnaker's pouley on mast head, is pressed against the mast; it has chafed the aluminium and has passivated it, not severe. **C7**
Both radars reflectors are sun worn. **B4**

STANDING RIGGING

The standing rigging is from 2010 and the receipt has been made available.
No anomaly observed.

CHAINPLATES

No fixation problem detected.
Chainplates inside holdings are in very good condition.

RUNNING RIGGING

The running rigging (halyards and sheets) is settled and provides the fittings diameters and lengths; satisfying condition.

Rubbing marks are seen on the genoa halyard on port of the mast. **B5**

SAILS

| | Sails' condition |
|---|------------------|
| Full-battened mainsail, 3 reefing lines, 67m2 | Good condition |
| Genoa 44m2 | Good condition |

The lazy bag is in good condition.

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INSIDE STRUCTURE AND FITTINGS

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