



BMSUK (Oxon) Limited
Marine Surveyors & Consultants

Swan 47 Mk 1. 14.56
"sy Wallidada"



BMS Marine Survey

Pre Purchase Survey Of the Vessel SY Wallida

"sy Wallidada"

Swan 47 Mk 1. 14.56

CONDUCTED BY

MJ Wiater AMYDSA MIIMS

BMSUK (OXON) LIMITED

PREPARED FOR

R. Gilpin

14/06/2022

1.1 INTRODUCTION

PURPOSE & SCOPE

The attending Surveyor attended aboard the 1977 Nautor Swan 47 Mk 1. "sy Wallidada", at the request of R. Gilpin, beginning 14/06/2022. The Survey was requested to determine the physical condition of the vessel. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, nor the propulsion system's or the auxiliary power system's operating capacities. Electrical and electronic equipment was powered up and some electrical equipment may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. If a detailed report as to the condition and capacities of the wiring and electrical components is desired, it is recommended that a qualified and Certified Marine Electrical Engineer be engaged. Vessel tankage was visually inspected where accessible. No obvious leakage was observed, unless otherwise noted; however, the tanks were not confirmed to be full at the time of inspection. If a more thorough assessment is desired, the tanks should be filled and checked under full tank status or pressure tested to attest to their condition.

The vessel was Surveyed without the removal of any parts, including fixed partitions, fastened panels, fittings, headliners & wall-liners, heavy furniture, tacked carpeting or other fixed flooring material, appliances, electrical equipment or electronics, instruments, anchors line & chain, spare parts, personal gear, clothing, miscellaneous items in the bilges, cabinets, lockers or other storage spaces, or other fixed or semi-fixed items.

Only installed items were inspected, including but not limited to enclosures, covers and tops. Locked compartments or otherwise inaccessible areas would also preclude inspection. The client is advised to open up all such areas for further inspection. A visual inspection was conducted only on accessible structures and no destructive testing was performed. Naval architecture and engineering analysis were not a part of this Survey.

Furthermore, no determination of stability characteristics or inherent structural integrity has been made, and no opinion is expressed with respect thereto. Complete compliance with, identification of, and reporting on all standards, codes and regulations is not guaranteed. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the vessel on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied.

The Survey Report is for the exclusive use of the client and those lenders and underwriters that will finance and insure the vessel for this client only, and is not assignable to any other parties for any purpose.

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CONDUCT OF SURVEY

This survey was carried out under BMSUK (Oxon) Limited standard terms of business (TOB) 2022.

The survey was commissioned by the above for the purpose of establishing the condition of the vessel for purchase purposes on the date of survey. Unless otherwise stated, the vessel was not surveyed for compliance with any build standards or operational codes of practice or local licenses. The vessel has also not been surveyed for suitability for any particular purpose or location. This survey report is a factual statement of the surveyor's examination as carried out and his opinion given in good faith as to the relevance of disclosed facts and defects so far as seen. It implies no guarantee against faulty design or latent defects.

LIMITATIONS

Areas inspected were limited to openings and access available during normal operations and maintenance of the vessel. No fastenings or skin fittings were pulled, or joinery and head linings removed. Materials used in the construction were tested as far as was possible by industry standard Non-Destructive Test (NDT) equipment as stated within report.

The was inspected afloat, sea trialled and ashore in the travel Lift slings.

No opinion could be made or responsibility undertaken for condition or defect of those aspects of the vessel not accessible or evident due to the above limitations.

Methods

Visual examination and hammer sounding are utilised for initial inspection and to determine the construction of the vessel and the vulnerable areas which require more detailed and dense sampling. The thickness of steel is measured with a Tritex 5600 multigauge 2.25 MHz, 13 mm 10mm twin crystal probe. Pit depth is measured with a digital depth gauge. All instruments are zeroed prior to taking readings. Moisture with a Trammex Skipper moisture meter.

SURVEYOR NOTES

TRIAL RUN COMMENTS

A trial run was performed during the Survey inspection under power and sail with main and furling genoa raised only.

ELECTRICAL INSPECTION COMMENTS

DC power was used to power up the electrical systems specified in this report only, unless otherwise noted.

2.1 GENERAL VESSEL INFORMATION

TYPE OF SURVEY REQUESTED

Pre-Purchase for Buyer.

DATE AND TIME OF SURVEY

14-16/06/2022

VESSEL TYPE

Mast head rigged sailing sloop.

VESSEL BUILDER

Nautor Swan. Finland.

VESSEL DESIGNER

Sparkman & Stephens.

HIN (HULL IDENTIFICATION NUMBER)

19

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MODEL YEAR

1977

YEAR BUILT

1977

HULL NUMBER

19

HOME PORT

Southampton (On Stern).

OFFICIAL NUMBER

SSR: 143102. Registered No.: 398132.

VESSEL MATERIAL

GRP.

LENGTH OVERALL (LOA)

14.56 *

LENGTH WATERLINE (LWL)

11.12 *

BEAM

4.2 *

DRAFT

2.35 *

DISPLACEMENT

14700 kg *

LOCATION OF SURVEY INSPECTION

Venezia Certosa Marina, Venice. Italy.

PERSONS IN ATTENDANCE DURING SURVEY

MJ Wiater and client.

WEATHER CONDITIONS PRESENT

Warm & Dry.

RATING & VALUATION

ESTIMATED MARKET VALUE

SY Wallidada her current condition should be valued at £160,000 (One hundred and sixty thousand pounds Sterling).

3.1 VESSEL CONSTRUCTION

HULL ARRANGEMENT

VESSEL DESCRIPTION AND LAYOUT

sy Wallida is a factory built Swan 47 Mk 1 masthead sailing sloop with a fin keel. Refitted in 2009 with the majority of the work undertaken at Orioli Yard Ravenna and more recent work at the Nautor yard in Scarlino.

HULL DESIGN TYPE

Full displacement with fin keel and spade rudder.

HULL MATERIAL

Reportedly, single skin polyester glass reinforced plastic (GRP) below the waterline, with sandwich core above the waterline. Painted in white.

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TOPSIDES

The hull was measured at approximately 1-meter points from the stern and growth scraped back in vertical strips of approximately 10cm width. Measured with a Tramex capacitance moisture meter. Approx. measurement of dry laminate above the waterline was 10 Green sector on GRP setting. The topside surfaces were hammer tested.

HULL BELOW WATERLINE

The underwater surfaces were free of repair or indentation. Small area, approximately 1 cm² of exposed laminate just fwd. of the paddle wheel log transducer.

FINDING B-1

EXTERIOR FINISH

White gelcoat, with light blue boot stripe. Nautor indented cove line. Polished and in very good condition.

GENERAL EXTERIOR CONDITION

Paint, polished and with shine apart from transom which had visible runs. Very good. Small chip on prow.

TRANSOM

Overhanging S & S transom marked 'Wallida' Southampton.

BOARDING SWIM LADDER

Light weight boarding ladder stowed in fwd. cabin below bunk.

BULKHEADS

Athwartships reinforcement enhanced by bulkheads, bonded/tabbed to the hull with FRP (fibre reinforced plastic).

STRINGERS/TRANSVERSALS

Hull stiffness was reportedly provided by cored fiberglass longitudinal stringers and athwartships transversals.

STEM

Sharply raked stem. Anchor locker drain.

BALLAST

Lead fin keel 7000 kg. Fitted to hull with stainless steel keel bolts cast into keel. (S&S Swan Association www.classicswan.org)

STRUCTURAL FRAMES

Not accessible for inspection.

BILGES

A painted surface was used in the bilges. Recommend keeping the bilges clean & dry. Some water in aft bilge, reported by owner as rain water from mast.

GENERAL BILGE CONDITION

Some of the bilge spaces required general cleaning/detailing.

BILGE LIMBER HOLES

The limber holes appeared to be appropriately sized and clear, where sighted. Two circular deck drains aft cockpit.

VESSEL LIST

The vessel did not have any significant listing, during the Survey (a nearly straight waterline was observed).

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COMMENTS

Electronic Moisture Testing was limited. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on Moisture Meters. It must be understood that Moisture Meters are designed to detect the "conductivity" of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate and the conductive material, etc. If a more thorough assessment of possible moisture content in the vessel's laminates is desired, it is recommended that a non-destructive Thermal Imaging Survey be performed to the "Infraspection Institute's Standards for the Inspection of Recreational Yachts & Small Craft Constructed of Fiberglass Reinforced Plastic and Composite Materials". Destructive testing may also be considered if a more definitive conclusion regarding possible moisture content is desired.

Readings were midrange approximately 15-20 mid scale, most likely from epoxy barrier coating. Readings were taken every half hour and were falling prior to re-launch.

Hammer tested with NO visual evidence of blistering. The barrier coating was continuing to provide protection moisture ingress.

DECK ARRANGEMENT

DECK MATERIAL

Reportedly, cored FRP (fibre reinforced plastic) with white gelcoat and diamond textured non-skid. Laid and glued reportedly 12 mm Burmese teak deck. Rebated black polysulphide caulking material. Decks hammer tested and found secure. Nice silvered finish. Wash with salt water to preserve.

DECKING OVERLAY

originally 12 mm Burmese teak. Laid 2015 *.

TOE-RAILS

Slotted alloy Nautor toe rail.

HULL-TO-DECK JOINT TYPE

Appeared to be an overlapping flange type joint. Protected by screwed 'Nautor' style slotted alloy toe rail.

HULL-TO-DECK JOINT FASTENERS

Stainless steel screws, where sighted.

HULL-TO-DECK JOINT REINFORCEMENT

The hull-to-deck joint was fiberglass tabbed internally, where sighted.

HULL-TO-DECK JOINT BEDDING COMPOUND

Reportedly, Elastomeric Polyurethane compound.

COMMENTS

No delamination or joint partition observed. Hammer tested. Epoxy tabbing to the stainless steel (S/S) P-bracket observed.

FINDING C-1

SUPERSTRUCTURE ARRANGEMENT

SUPERSTRUCTURE MATERIAL

Sandwich. Glass reinforced Polyester.

SUPERSTRUCTURE-TO-DECK JOINT TYPE

The deck house and deck were molded seamlessly with no joint.

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FORWARD COCKPIT BULKHEAD

The centre cockpit was constructed from glassfibre with moulded non slip to floors and teak seat tops. Cockpit was integrated with the deck moulding and was self draining. Weight testing to the cockpit area indicated no voids or delamination.

HATCHES, WINDOWS AND DOORS

Fixed and opening accommodation windows. Large sliding fwd. hatch to fwd. cabin. Companionway with small folding blue canvas pram sprayhood in serviceable condition. Sliding flush hatch in aft cockpit to aft cabin.

4.1 HULL DECK & SUPERSTRUCTURE

EXTERNAL HULL SURVEY

The vessel was sighted from various angles and found true and fair. The vessel was supported on a wooden block and held in the slings by a crane.

MID SHIP SECTION

Rounded IOR design.

MOISTURE READINGS

Electronic Moisture Testing was limited. Boat builders utilize various construction materials, fasteners, coatings, fairings and composites, many of which have been proven to trigger higher conductivity readings and false positive readings for moisture on Moisture Meters. It must be understood that Moisture Meters are designed to detect the "conductivity" of substrates; including moisture, among various other conductive materials, and their ability to detect conductivity can be limited by many factors, such as the depth of the conductive material, air space present in between the laminate and the conductive material, etc. If a more thorough assessment of possible moisture content in the vessel's laminates is desired, it is recommended that a non-destructive Thermal Imaging Survey be performed to the YDSA and IIMS Standards for the Inspection of Recreational Yachts & Small Craft Constructed of Fiberglass Reinforced Plastic and Composite Materials". Destructive testing may also be considered if a more definitive conclusion regarding possible moisture content is desired.

ANODES

Shaft anode. Would benefit from relocating closer to P-bracket. 300 x 15 scintillated bronze 'Sea ground' bonded grounding plate for SSB. The propeller normally has a boss anode which had been replaced by a screwed Teflon boss.

FINDING B-2

THROUGH HULL FITTINGS

14 integral moulded spigot through hulls and two plastic flanged fittings. 16 in total below waterline.

HULL SEA-STRAINERS

One for engine raw water.

DRAINAGE THROUGH-HULLS

Above waterline.

5.1 STERN GEAR

PROPELLERS

Three bladed Max Prop approx. 45 cm diameter. Note boss anode has been replaced with a white plastic dummy.

FINDING B-3

PROPELLER SHAFTS

Tapered stainless steel shaft 38 mm dia to fit Max Prop.

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BEARINGS

Minimal movement detected by physically heaving shaft. Indicating good alignment and cutlass bearing condition.

RUDDER MATERIAL

Sandwich construction moulded onto S/S rudder stock with splines. Rudder filled with foam (Manufacturers Info.)

RUDDER MOUNTING

Exterior rudder assemblies mounted to transom. Upper bearing and middle pintle bearing. No movement.

HULL SKEGS

Fiberglass vertical skeg glassed to the hull.

RUDDER & SHAFT ANODES

Shaft anode bolted to shaft.

FINDING B-4

THROUGH HULLS

Sixteen through hull fittings below the waterline. Fourteen spigot type moulded to laminate and two plastic through hull fittings. Engine raw (Cooling) water intake with yellow metal grill.

COMMENTS

The stern gear was examined externally - without opening up - and was found in superficially good condition. The propeller shaft was not drawn for survey, but the tail end was examined as far as possible and no signs of surface flaking, fatigue or fretting corrosion or cracking of the shaft could be seen. The propeller was not removed from the shaft nor was the cone examined.

The shaft in way of the propeller boss and bearing was specially examined and no sign of crevice corrosion developing noted but the non-existence of this defect or serious wear of the shaft inside the stern gland and the condition of the Cutlass bearing cannot be guaranteed as these defects will only be discovered when the system is dismantled for overhaul. All was found good.

Epoxy barrier coating is not well attached to the S/S p-bracket and should be resealed.

FINDING B-5

6.1 EXTERIOR EQUIPMENT

COCKPIT/AFT DECK EQUIPMENT

Bespoke Swan binnacle/steering pedestal with S/S crash bar which is loose.

FINDING A-1

EXTERIOR SEATING

Seating in cockpit and behind helm. Teak bench seat on pulpit. Narrow teak seat on pushpit.

GENERAL HARDWARE CONDITION

No significant corrosion was observed on the vessel's exterior and below decks & bilge hardware; however, some of the vessel's hardware has developed general corrosion or coating blistering. Recommend refinishing or replacing the hardware and coating metallic components with Collinite Metal Polish, Boeshield T-9, LPS-3 or similar corrosion inhibitor.

EXTERIOR SHOWER

In cockpit Stbd. side.

CABIN VENTILATION

Four Dorade ventilators with chromed cowls.

DECK COLLAR

Canvas.

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DECK HATCHES

Monitor frequently for signs of leakage.

WINDOWS

Tinted & tempered, fixed and opening windows. No evidence of leakage. Vessel was not hose tested.

DECK RAILINGS

Stainless steel railings with cable life-lines and boarding gates ran the perimeter of the vessel. Stbd. gate stanchion removed for repair. 1 x 19 S/S wire lifelines, recommend changing upper wire for plastic covered fibre lifeline. This will protect sails when tacking.

BOW RAILING

Stainless steel bow railings integrated into the deck railing. Slight collision damage though serviceable with two S/S pockets for navigation lights.

SAFETY RAILING

I would strongly recommend install granny bars by mast, which will tidy up lines and stop frapping.

HAND RAILS/GRAB RAILS

Adequate and serviceable.

BOARDING PASSERELLE

Not observed.

DECK DRAINAGE

Large overboard cockpit drains.

MOORING ARRANGEMENT

Through deck mounted cleats fwd. and aft. Integral fairleads in toe rail. Wooden deck cleats for midship springs.

ANCHOR PLATFORM

Stowage for anchor fitted at bow with anchor retention line.

PUSHPIT (STERN PULPIT)

Wrap around two courses of S/S rails with aft gate.

EXTERIOR STORAGE

Deck lockers in cockpit for liferaft and warps. Lockable. Aft locker behind wheel with alloy gas locker.

EXTERIOR DECK ACCESS HATCHES

Two sliding flush acrylic companionway hatches. Padlock fastening. Large sliding hatch for fwd. cabin.

EXTERIOR COVERS

Small folding pram spray hood for fwd. companionway. Blue canvas. Faded but serviceable.

SUN SHADES

Carbon Bimini with four poles and sun shade over cockpit. Not erected or closely inspected. Deck sockets for poles.

MOORING LINES

Brown octoplat mooring lines in good condition.

FENDERS

Four sausage fenders with lines and serviceable socks.

BOARDING PLANK

No plank overserved. Recommended for stern too mooring common in the Med.

DECK EQUIPMENT

PRIMARY WINCHES

Two Lewmar 55 ST (Self tailing) two speed. Electric with protected covers. Operated.

SECONDARY WINCHES.

Lewmar ST Main sheet winch. All other winches Antal ST with customised covers marked Wallidada.

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HALYARD WINCHES

Four Antal 45 ST deck winches.

MAIN SHEET TRACK

Lewmar with outhauls mounted on teak bridge.

GENOA TRACKS

Single genoa track. Owner reported that previously there were three tracks. Fittings for outhauls for cars but require installing.

DECK SHEET BLOCKS

Large and substantial double sheeved deck mounted sheet turning blocks. various deck padeyes.

COMMENTS

Owner reported winches serviced annually, though some sounded 'dry'. All serviceable and in very good condition

SAILS

MAIN SAIL

One sail grey composite main sail with batten cars. In good condition with full length battens and two slab reefs and reefing lines.

GENOA

One Sail 140% genoa with foam luff and vertical battens. Set and in very good condition. Bamar electric ELF electric furling drum. Operated.

FORESAILS

Numerous other sails. Owner reported rarely used. Not closely inspected but sample stitching sound.

COMMENTS

Main and genoa raised and set during sea trial. Not stretched or worn. NB. Earlier comment regarding replacement of upper life line.

7.1 RIG

MAST

Keel stepped aluminium anodised painted mast. Two pairs line spreaders. External mainsail track. Spinnaker track but no uphaul.

FINDING C-2

MAST FITTINGS

Antal 46 ST Halyard winch. Two mast steps. Radar dome. Lights. Windex. VHF aerial. Anemometer.

BOOM

Anodised aluminium slab reefing boom.

STANDING RIGGING

Rod 12.5 mm mast rigging. owner reported 2011 installation date for rod rigging. Wire D1's. 1 x 19 fwd. and aft inner shrouds. Found loose. Rig requires tuning. S/S lever operated hydraulic backstay tensioner., operated. S/S sprung kicker with rope outhaul. Black carbon fibre short gennaker pole mounted on bow, Slight damage but serviceable. Owner reported carbon fibre spinnaker pole, normally deck stowed but not onboard and jockey pole. The installation of mast pole control tackle would facilitate pole use for downwind sailing and allow mast storage. Forestay replaced 2018 with foil and Banmar electric genoa furling. 1 x 19 12 mm backstay with Navtec hydraulic backstay tensioner. If the SSB is to be re-commissioned then isolators will be required for the backstay to be utilised as SSB aerial.

RUNNING RIGGING

Generally in good condition apart from genoa sheets which should be end to ended. Mixture of rope types.

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SPINNAKER GEAR

Spinnaker pole and whisker pole. Stored on deck. Removable carbon fibre gennaker bowsprit.

COMMENTS

Rig requires tuning as a matter of urgency. Rod rigging is old and replacement is cheaper than removal and x-ray testing. Strongly recommend replacing rod with 1 x 19 Dyform or similar. D 1's are already wire. Insurers are unlikely to insure rig due to rod riggings age. Dyform replacement approximately £6000 excluding carriage and labour. Can be installed by crew. Bosuns chair observed onboard.

8.1 CABIN ARRANGEMENT

INTERIOR

INTERIOR HULL CONDITION

Generally in good condition. No evidence of leaks. However there are areas that would benefit from re-varnishing, sole boards etc.

Fwd. cabin with two berths. Short companionway with toilet to Port. Saloon with bespoke folding table. Navigation area to Stbd., galley to Port with door to aft double with ensuite head.

INSULATION

Not observed.

INTERIOR BULKHEADS

The interior wooden bulkheads/partitions appeared serviceable, where sighted.

CEILING HEADLINERS

Headliners of panelled teak. Not standard.

CABIN SOLE FOUNDATION

Holystone teak effect sole boards. Some a little loose and possibly not original.

GALLEY ARRANGEMENT

L shaped with deep sink. Cooker outboard. Storage. Two deep insulated chest fridges.

DINING ARRANGEMENT

Folding table opposite settee.

ACCOMMODATION ARRANGEMENT

Six fixed. Extra berth on saloon Setee.

HEAD ARRANGEMENT

Two Jabsco manual marine toilets. Sanitary quality hoses. mall plastic holding tanks with Vetus active charcoal breather filters. Operated.

SHOWER ARRANGEMENT

Integral showers in the Heads. Not operated.

INTERIOR CABINETRY & TRIM

Good quality and operable where tested. waxing of some drawer runners recommended.

INTERIOR STORAGE

Extensive.

INTERIOR MIRRORS

No significant de-silvering was observed on the interior mirror's reflective coatings.

GENERAL INTERIOR & SOFTGOODS CONDITION

The general maintenance of the vessel's interior appeared serviceable.

INTERIOR SYSTEMS & EQUIPMENT

WATER INTRUSION COMMENTS

None sighted.

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INTERIOR ODOR COMMENTS

None.

LIGHTING

12 Volt DC lighting fixtures. All LED apart from two lights left for posterity.

CABIN VENTILATION FANS

Effective 12 Volt DC electric ventilation fans were installed in the vessel.

GALLEY EQUIPMENT

REFRIGERATION

Two Refrigerator/Freezer. Cooled with 12 volt compressors and skin cooling heat exchangers. Aft only operated.

OVEN

New can gimballed three burner stove with oven and grill. Crash bar. Gimbal lock. Custom saucepan holder.

GALLEY SINK

Deep s/s sink with foot pump for salt and fresh. Both head sinks have foot pumped fresh water and pressurised supply.

CABIN HEATING

DIESEL HEATER

The Webasto diesel fired water heater had been removed.

COMMENTS

NO cabin heating.

9.1 PROPULSION & MACHINERY SPACE

PROPULSION SYSTEM

ENGINE MODEL

Yanmar 4JH2E

MANUFACTURE DATE

Unknown.

ENGINE HORSEPOWER

37.5 kw @ 3600 RPM.

NUMBER OF CYLINDERS

Four (4) in-line configuration.

ENGINE STARTER VOLTAGE RATING

12 Volt from dedicated starting battery below saloon sole by fwd. companionway.

ENGINE HOURS

Owner states approx. 6000 from 'his head'. No counter.

FINDING C-3

ENGINE SERIAL NUMBERS

08779

ENGINE INSTRUMENTATION

Main engine instrument gauges were installed at the helm. Appeared to be working. Alarms not tested.

ENGINE EXHAUST SYSTEM

Lagged wet exhaust with silencer exiting at stern.

ENGINE COOLING SYSTEM TYPE

Closed reservoir type cooling with raw water cooled exhaust.

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ENGINE DRIVE BELTS

Belt & pulley condition was hindered due to poor access.

THROTTLE & SHIFT CONTROLS

Single lever morse lever control. Neutral switch broken.

FINDING B-6

ENGINE BED MOTOR MOUNTS

Adjustable motor mounts on cored fiberglass longitudinal engine bed stringers.

ENGINE BED SUMPS

Integrated drip sump under the engine.

MAIN ENGINE OIL LEVEL

Normal levels were observed on the engine sump dipsticks.

ENGINE SPACE CONDITION

Clean with good access.

TRIAL RUN INFORMATION

ENGINE STARTUP

The engine started without excessive cranking or excessive exhaust smoke.

VIBRATION COMMENTS

No significant hull or running gear vibrations were observed while underway.

ENGINE PERFORMANCE

The engine ran smoothly without excessive vibration or exhaust smoke and was audibly smooth.

TRIAL RUN CONDITIONS

An inshore trial run was performed in calm conditions.

MACHINERY & BILGE SPACE EQUIPMENT

ENGINE SPACE VENTILATION

Natural air flow ventilation was provided by aft cockpit side vents.

SEACOCKS/SEA-VALVES

Raw water seacocks were Blakes bronze alloy ball valve type. Lubricate, exercise and monitor frequently. Recommend performing maintenance on all seacocks & sea-strainers annually (disassemble, inspect, clean and lubricate). It is also recommended that all below the waterline and near the waterline thru-hulls have a proper sized wooden plug attached to function as an emergency plugging device.

RAW WATER STRAINERS

Plastic with sight glass and underwater scoop strainers.

HOSES

Appeared serviceable, where sighted. Monitor frequently for dry cracking, degradation, damage or chafing.

HOSE CLAMPS

Double clamped where sighted, except where noted. Always recommend installing corrosion resistant marine grade stainless steel T-bolt type hose clamps and/or solid banded (non-open slotted) hose clamps where appropriate.

MACHINERY SPACE INSULATION

Aluminized Mylar faced foam, thermal & acoustical insulation was installed in the engine room.

TOOL BOX

A tool locker in aft cabin to assist with onboard repairs.

SPARES

Amount of spares being sold with the vessel unknown. Recommend carrying spare drive belts, raw ware pump impeller, oil and diesel filters and lubrication oil and ATF fluid for gearbox. waterproof grease for stern gland.

TRANSMISSIONS / GEARS / DRIVES

DRIVE SYSTEM TYPE

Direct Drive.

TRANSMISSIONS/GEARS

Borg Warner Velvet Drive. Operated smoothly in ahead and astern.

GEAR CONTROLS

Single lever incorporated with engine control from helm.

PROPELLER SHAFT SEALS

Volvo lipless ceramic seal. See comments.

COMMENTS

Vetus ceramic shaft seal. These units require 'burping' on re-launch to expel air from seal.

10.1 FUEL SYSTEMS

FUEL SYSTEM TYPE

Diesel.

FUEL TANK MATERIAL

Stainless Steel.

NUMBER OF FUEL TANKS

Two (2).

FUEL TANKAGE CAPACITY

2 x 90 litres. 1 x 220 litres. 310 litres in total. Capacity which is greater than other 47's was achieved by converting two water tanks to diesel.

FUEL LEVEL MONITORING

Gauge at helm. Accuracy not verified.

FUEL TANK MANUFACTURER LABELING

Custom Nautor construction.

FUEL TANKAGE SECURING

Stainless Steel straps with chafe protection.

FUEL FILL LOCATION

On deck with overboard drainage.

FUEL FILL MARKING

The deck fuel fill fittings were clearly marked as to fuel type.

FUEL TANK VENTILATION

On upper topside aft. Gauze vent.

FUEL FILL HOSE/PIPE

Flexible hose marked ISO 7840.

FUEL SHUT-OFF VALVES

Ball valves below aft saloon sole.

FUEL MANIFOLD VALVES

Below aft saloon sole.

MAIN ENGINE PRIMARY FUEL FILTERS

Spin on canister type filter/water separator. Service date unknown.

MAIN ENGINE SECONDARY FUEL FILTERS

Engine mounted Secondary Fuel Filter.

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COMMENTS

There was no service information sighted onboard. I would strongly recommend servicing the engine and replacing all filters if required. Keeping the fuel tank topped up reduces condensation and water build up in the fuel tank. Tank drain valve observed.

11.1 ELECTRICAL SYSTEMS

DC ELECTRICAL SYSTEMS

DC SYSTEMS VOLTAGE

12 Volt systems.

BATTERIES

Service/house bank. Five 120 ah lead acid batteries. 2020. Located under aft saloon sole in ventilated box.

BATTERY SWITCHES

Under navigators seat.

MAIN DC BREAKERS

Circuit breaker protection on main electrical panel.

DC ELECTRICAL PANEL BREAKERS/FUSES

On main panel.

DC ELECTRICAL SYSTEM MONITORS

Analog DC voltage & amperage gauges in the main electric panel.

BATTERY CHARGERS

the owner reported a battery charger which was identified by the fan sound. Located behind main electrical panel. Operation was confirmed by DC & AC voltage and ammeters. Charging capacity unknown.

MAIN ENGINE ALTERNATORS

Single alternator, Charging output unknown.

DC POWER OUTLETS

12 Volt outlet at the nav station.

DC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted.

DC ELECTRICAL/WIRING COMMENTS

Appeared to be well supported and secured, where sighted. Always recommend installing chafe gear at all key friction points where wires/cables and hoses transit the vessel against sharp edges. Also recommend waterproofing all wiring connections that may be exposed to moisture.

SOLAR PANELS

None. The installation of a solar panel, either mounted on the spray hood or loose on deck is strongly recommended to supply a trickle charge to the batteries. Victron MTTP unit recommended.

COMMENTS

Always recommend verifying that the AC/DC electrical systems have properly sized & rated overcurrent circuit protection and conductor sizes.

High quality Nautor custom installation.

AC ELECTRICAL SYSTEMS

AC SHORE POWER SYSTEM VOLTAGE

230 Volts AC @ 50Hz.

AC SHORE POWER PHASE RATING

Single Phase.

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AC SHORE POWER INLETS

In aft cockpit locker.

AC SHORE POWER CORDS

13 Amp. vinyl shore power cord.

MAIN AC SHORE POWER BREAKERS

In aft cockpit locker.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

There was no AC power selection switch. Attention is drawn to this fact as the inverter is 1000 watts AC. Isolate all sources of power when working on system.

FINDING A-2

AC ELECTRICAL POWER OUTLETS

Continental three pin.

AC SYSTEM WIRING TYPE

Appeared serviceable for intended use, where sighted. Nb. No shore power connected.

AC ELECTRICAL/WIRING COMMENTS

The vessel was rewired in 2018 according to owner.

COMMENTS

AC shore power was not made available during the Survey. Outlet polarity and AC systems were not tested.

12.1 WATER SYSTEMS

FRESHWATER SYSTEM

WATER TANKAGE MATERIAL

Nautor high quality stainless steel.

NUMBER OF FRESHWATER TANKS

Three (3).

WATER TANKAGE CAPACITY

Reportedly, 280 litre (per builder).

WATER TANKAGE LOCATION

Various. Under saloon seating.

WATER FILL LOCATION

Ondeck.

WATER FILL MARKING

Properly marked for water.

FRESHWATER PUMPS

Operated demand type.

FRESHWATER ACCUMULATOR TANK

Installed according to owner.

FRESHWATER PIPE/HOSE PLUMBING

Reinforced rubber hoses.

COMMENTS

Recommend periodically sanitizing the vessel's water tankage and water delivery systems.

HOT WATER SYSTEM

WATER HEATER TYPE

Calorifier from engine only. Owner reports a 230 volt heating element which has not been connected . Leak visible from bottom of tank. The owner reports that the tank was installed in 2021.

FINDING B-7

BLACKWATER SYSTEM

BLACKWATER TANKAGE

two PVC holding tanks . One in locker behind each head. Direct overboard discharge.

BLACKWATER TANKAGE VENTILATION

Active odour filter fitted in-line.

BLACKWATER SYSTEM DISCHARGE

Directly overboard.

GREYWATER SYSTEM

GREYWATER TANKAGE

NONE. Apart from bathrooms which had powered and hand pump direct overboard discharge. Galley sink gravity discharge.

HEAD SINKS

Integral moulded plastic in heads.

13.1 STEERING SYSTEMS

STEERING SYSTEM TYPE

Cable steering.

STEERING SYSTEM MANUFACTURER

Custom Nautor.

NUMBER OF STEERING STATIONS

One (1) helm station at aft cockpit.

STEERING SYSTEM PULLEYS/CABLES

Appeared serviceable, where sighted. Well greased. Access to quadrant via pull out locker aft double berth.

RUDDER STOCKS

Stainless Steel Rudder Stock.

EMERGENCY STEERING SYSTEM

Emergency tiller connected directly to rudder stock via deck access plate. Check correct plate opening spanner onboard.

14.1 GROUND TACKLE

ANCHORS

28 kg Stainless steel 'Ultra' plough type anchor stored on single bow roller forward.

ANCHOR RODE TYPE

90 m of rusty and corroded 10 mm chain. Rode connected to anchor with S/S swivel link. Length of S/S chain on deck. Bitter end not examined.

ANCHOR WINDLASS

'Lofrans' low profile gypsy. Switch tested only from deck mounted foot switches.

15.1 ELECTRONICS & NAV EQUIPMENT

BMS Marine Survey

NAVIGATION LIGHTS

All Navigation Lights were not tested.

FINDING B-8

VHF RADIOS

Raymarine. 240E vhf.

FINDING B-9

COMPASSES

Danforth Constellation in S/S binnacle. Nb. Earlier comments regarding tightening crash bar/hand hold S/S mounting frame.

LOG

Raymarine multi function. Operated. Paddle wheel transducer.

DEPTH DISPLAY

Raymarine ST70 Digital Depth Display. Operated. Transduce 70 cm from waterline and 1.90 m from deepest draught.

WIND

Raymarine ST70 multi page wind instrument. Operated.

GPS (GLOBAL POSITIONING SYSTEM)

Aerials are mounted underdeck aft Stbd,

FINDING A-3

GPS CHARTPLOTTER

Raymarine Chart plotter multi function display located by chart table. All functions tested including radar range TBM and VRM.

MARINE RADAR

Closed array display incorporated in chart plotter.

AIS

Installed. Alarms meant AIS was switched off. Investigate reason.

SHIP'S CLOCK

A working ships clock from the Captain cabin of a wool clipper mounted in saloon with plaque.

ANTENNAS

See GPS comments.

16.1 AUXILIARY GAS SYSTEMS

GAS TYPE

LPG (Liquified Petroleum Gas/Propane).

GAS TANKAGE LOCATION

In sealed alloy locker that drains directly overboard from stern. Loose spare gas bottle, approx. 3 kg in aft locker.

GAS TANKAGE SPACE VENTILATION

Sealed with overboard drain.

GAS SHUT-OFFS

By cooker.

GAS LINES & FITTINGS

Copper pipe/tubing and flexible hose. Appeared serviceable where sighted but hidden for much of the run. If a leak is suspected a gas pressure test by a Corgi certified engineer can be commissioned.

BMS Marine Survey

GAS REGULATOR

A Gas Regulator was installed inline though not inspected.

LPG GAS FUME DETECTORS

Installed. Not tested. Can be checked with a butane lighter once location of head sensor has been achieved. Owner reports operational.

16.1 SAFETY EQUIPMENT

SAFETY EQUIPMENT

WEARABLE PERSONAL FLOATATION DEVICES

13 (Thirteen) Remploy Commodore automatic gas inflation lifejackets. Individually bagged with harness and line. NO service history.

FINDING A-4

LIFEBUOYS

White horseshoe type lifebuoy and rail holder located in aft locker.

FINDING A-5

FIRE EXTINGUISHERS

Two 5A 34B Dry powder fire extinguishers. Service dates unknown. Gauges in green.

FINDING A-6

FLARES

Flare pack with rusting flares in liferaft locker.

FINDING A-7

AUXILIARY SAFETY EQUIPMENT

BILGE HIGH WATER ALARMS

None sighted. Highly recommended.

LIFE RAFTS

EN Six pax valise packed liferaft in dedicated cockpit locker. Next service due: 06/23.

MAN OVERBOARD SYSTEM (MOB)

Due to the vessels high freeboard and absence of permanently mounted swimming ladder install a Lifesling or Jon bouy MOB system.

FINDING A-8

FIRST AID SUPPLIES

None sighted. Highly recommend a full Medical Kit and the periodic renewal of any outdated medical supplies.

CARBON MONOXIDE DETECTORS

None sighted. Highly recommend installing Carbon Monoxide Detectors inside all of the accommodation spaces.

SMOKE DETECTORS

None sighted. Install Smoke Detectors inside the accommodation spaces.

SEARCH LIGHT

Hand held torch.

ADDITIONAL SAFETY EQUIPMENT

TPA's found onboard.

COMMENTS

The vessel is currently underequipped with safety equipment.

BILGE PUMPING SYSTEMS

BMS Marine Survey

ELECTRIC BILGE PUMPING SYSTEMS

One Whale 200 lph electric pump. Two whale heavy duty hand pumps. Note that the shower sump electric pumps and hand pumps can be utilised in the event of flooding.

17.1 SUMMARY

VESSEL CONDITION

"sy Wallidada" is in good condition. Once the recommendations listed in this report have been attended to and a annual preventative maintenance schedule adhered to the vessel will continue to give years of service and be an insurable proposition. Underwriters contacted have states they will not accept rig insurance until rod replaced. Cost of Dyform replacement £8000.00.

STATEMENT OF VALUATION

1. The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in Pounds Sterling or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

APPRAISAL METHODOLOGY:

The following method of valuation was used to obtain the FAIR MARKET VALUE of the vessel:

Similarly equipped, same or similar model vessels are shown as sold in recent years and were adjusted for model year and date of sale and averaged together. Brokers contacted.

A) MARKET ANALYSIS:

The comparable vessels sold on soldboats.com between YEAR to YEAR.

With the upgrades/differences in the subject vessel, I determined to REMOVE 30% to the average of the comparison vessels.

CONCLUSION:

After consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the Surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel is:

SY Wallidada One hundred and sixty thousand pounds Sterling.

[:Est. Market Value :: Text:]

The vessel is being offered with a mooring in a sought after marina which will artificially inflate the asking price. NO comment can be made on the added value as this is unknown to this surveyor.

BMS Marine Survey

SUMMARY

In accordance with the request for a Marine Survey of the "sy Wallidada", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 14/06/2022.

Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.

SURVEYOR'S CERTIFICATION

I certify that, to the best of my knowledge and belief:

The statements of fact contained in this report are true and correct.

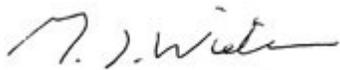
The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions and conclusions.

I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value or direction in value that favours the cause of the client, the amount of the value estimate, the attainment of a stipulated result or the occurrence of a subsequent event.

I have made a personal inspection of the vessel that is the subject of this report.

This report is submitted without prejudice and for the benefit of whom it may concern.



Mark J. Wiater AMYDSA MIIMS

Principal Surveyor

14/06/2022

Findings & Recommendations

The Findings & Recommendations section is only one section of the Survey Report. If received on its own, this section should not be mistaken as this vessel's full Survey Report.

Deficiencies noted under "FIRST PRIORITY/SAFETY AND STRUCTUAL REPAIR" should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition.

Deficiencies noted under "SECONDARY PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION" should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under "SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS" are lower priority or cosmetic findings, which should be addressed in keeping with good marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

- A. FIRST PRIORITY/SAFETY AND STRUCTUAL REPAIR
- B. SECOND PRIORITY/FINDINGS REQUIRING TIMELY ATTENTION
- C. SURVEYOR'S GENERAL FINDINGS AND OBSERVATIONS

A: URGENT RECCOMENDATION

COCKPIT/AFT DECK EQUIPMENT

Bespoke Swan binnacle/steering pedestal with S/S crash bar which is loose.

FINDING A-1

Loose steering column crash bar.

RECOMMENDATION

Remount crash bar/hand rail.

AC ELECTRICAL SOURCE SELECTOR SWITCHING

There was no AC power selection switch. Attention is drawn to this fact as the inverter is 1000 watts AC. Isolate all sources of power when working on system.

FINDING A-2

AC. supply selection

RECOMMENDATION

NO AC selection switch. Disconnect all sources of AC power prior to working on system.

Findings & Recommendations

GPS (GLOBAL POSITIONING SYSTEM)

Aerials are mounted underdeck aft Stbd,

FINDING A-3

GPS aerial mounting location.

RECOMMENDATION

The plotter and Raymarine instruments lost signal on numerous occasions. Remount aerials with clear line of site.

WEARABLE PERSONAL FLOATATION DEVICES

13 (Thirteen) Remploy Commodore automatic gas inflation lifejackets. Individually bagged with harness and line. NO service history.

FINDING A-4

Remploy automatic inflation life jackets.

RECOMMENDATION

Service and check lights prior to proceeding to sea.

LIFEBOUYS

White horseshoe type lifebuoy and rail holder located in aft locker.

FINDING A-5

Install two high visibility Lifebouys with lights and drogues and a floating safety line. Mark with ships name and one other form of ID.

RECOMMENDATION

[No Content]

FIRE EXTINGUISHERS

Two 5A 34B Dry powder fire extinguishers. Service dates unknown. Gauges in green.

FINDING A-6

Unmounted extinguishers. No fire blanket. NO method of discharging extinguisher into engine bay.

RECOMMENDATION

Install aperture enabling discharge of a larger fire extinguisher into the engine bay without opening cover and allowing oxygen to enter. Or install 2 kg automatic preferably with manual discharge cable.

Install fire blanket in galley.

FLARES

Flare pack with rusting flares in liferaft locker.

FINDING A-7

The Visual Distress Signals were expired.

RECOMMENDATION

Install Offshore flare pack.

Findings & Recommendations

MAN OVERBOARD SYSTEM (MOB)

Due to the vessels high freeboard and absence of permanently mounted swimming ladder install a Lifesling or Jon bouy MOB system.

FINDING A-8

MOB situation.

RECOMMENDATION

Due to the high topsides and absence of a permanently installed swimming ladder an alternative method of retrieving a casualty from the sea must be considered.

B: RECCOMENDATION

HULL BELOW WATERLINE

The underwater surfaces were free of repair or indentation. Small area, approximately 1 cm2 of exposed laminate just fwd. of the paddle wheel log transducer.

FINDING B-1

Small chip.

RECOMMENDATION

Fill with epoxy filler and anti-foul.

ANODES

Shaft anode. Would benefit from relocating closer to P-bracket. 300 x 15 scintillated bronze 'Sea ground' bonded grounding plate for SSB. The propeller normally has a boss anode which had been replaced by a screwed Teflon boss.

FINDING B-2

Shaft and Max-prop boss anode.

RECOMMENDATION

Move shaft anode closer to P-bracket. Replace boss anode with zinc. W & G Duff sell suitable copies.

PROPELLERS

Three bladed Max Prop approx. 45 cm diameter. Note boss anode has been replaced with a white plastic dummy.

FINDING B-3

Max Prop boss anode missing.

RECOMMENDATION

Replace.

Findings & Recommendations

RUDDER & SHAFT ANODES

Shaft anode bolted to shaft.

FINDING B-4

Shaft anode mounted mid shaft.

RECOMMENDATION

Relocating anode closer to P-bracket is strongly recommended.

COMMENTS

The stern gear was examined externally - without opening up - and was found in superficially good condition. The propeller shaft was not drawn for survey, but the tail end was examined as far as possible and no signs of surface flaking, fatigue or fretting corrosion or cracking of the shaft could be seen. The propeller was not removed from the shaft nor was the cone examined.

The shaft in way of the propeller boss and bearing was specially examined and no sign of crevice corrosion developing noted but the non-existence of this defect or serious wear of the shaft inside the stern gland and the condition of the Cutlass bearing cannot be guaranteed as these defects will only be discovered when the system is dismantled for overhaul. All was found good.

Epoxy barrier coating is not well attached to the S/S p-bracket and should be resealed.

FINDING B-5

Epoxy barrier coat on P-bracket.

RECOMMENDATION

Refill and fair.

THROTTLE & SHIFT CONTROLS

Single lever morse lever control. Neutral switch broken.

FINDING B-6

Repair neutral switch to facilitate engine operation when cold.

RECOMMENDATION

Repair engine control.

WATER HEATER TYPE

Calorifier from engine only. Owner reports a 230 volt heating element which has not been connected. Leak visible from bottom of tank. The owner reports that the tank was installed in 2021.

FINDING B-7

Leak from hot water tank.

RECOMMENDATION

Identify source and repair.

Findings & Recommendations

NAVIGATION LIGHTS

All Navigation Lights were not tested.

FINDING B-8

Navigation or steaming lights.

RECOMMENDATION

Test all lights at earliest opportunity. Carry spare bulbs.

VHF RADIOS

Raymarine. 240E vhf.

FINDING B-9

VHF radio.

RECOMMENDATION

Replace with modern GMDSS unit with position integration. Print radio card and mount by unit. NO handheld observed.

C: SURVEYOR'S SUGGESTION & OBSERVATIONS

COMMENTS

No delamination or joint partition observed. Hammer tested. Epoxy tabbing to the stainless steel (S/S) P-bracket observed.

FINDING C-1

P-bracket tabbing delamination.

RECOMMENDATION

Minor, reseal with appropriate epoxy filler and fair.

MAST

Keel stepped aluminium anodised painted mast. Two pairs line spreaders. External mainsail track. Spinnaker track but no uphaul.

FINDING C-2

Mast mounted spinnaker track with no car or uphaul.

RECOMMENDATION

If regular downwind sailing is planned then the installation of this mast equipment will enable short handed sailing.

ENGINE HOURS

Owner states approx. 6000 from 'his head'. No counter.

FINDING C-3

The engine hours are not recorded.

RECOMMENDATION

Install meter. Otherwise without meticulous log keeping it is impossible to keep a meaningful service schedule.

Photos

