2012

INSURANCE SURVEY REPORT

M/Y "[redacted]"

Notos Consultants Ltd.
10 Upper Belgrave Street
SW1X 8BQ, London
UK

General Particulars

Owner:	
Contact Details:	PHONE: E-MAIL
Name of Yacht:	[redacted]
Registration:	[redacted]
Tonnage:	*25.05*
Type:	MOTOR YACHT
Model:	*MENORQUIN YACHT 160*
Builder:	*MENORQUIN YACHTS*
HIN:	[redacted]
Year of Build:	2002
Construction:	GRP
RCD Design Cat:	A/12 persons
LOA:	15.95 m
Beam:	05.00 m
Engines:	2 X VOLVO PENTA TAMD63P (370BHP)
Engine S/N:	(port) [redacted] - (stbd) [redacted]
Total BHP:	720
Drive system:	TWIN SHAFTS
Use of vessel:	Pleasure
Survey commissioned by:	Owner
Date of survey:	25 - 26/07/2012 (IN WATER)
Place of survey:	GOUVIA MARINA, GREECE

Definitions of Terms in Defect Lists

Dangerous (D): *System to which defect referred is a serious hazard. Should not be used until the defect has been put right as a matter of immediacy*
Urgent (U): *The defect referred to should be attended to at the soonest possible moment. If left or used before rectification, the defect/system/vessel may become dangerous*
Priority (P): *A defect not as serious as (D) or (U), but one that should not be left unattended until the next planned maintenance.*
Advisory (A): *A defect or shortcoming, which is not an immediate hazard or in need of priority attention, but needs to be recorded. Allowances should be made, and consideration given to rectification at next refit or out of season lay-up period.*
Limitation (L): *Defines a limitation of this survey*

1 Introduction

The survey was commissioned by the owner in order to attain an assessment of the general safety, condition of this Motor Yacht for his insurance company.

2 Valuation

Estimated valuations are based on the survey in conjunction with comparables from other vessels of like, kind and quality factored against the renovations over the past three years and continuous yard maintenance on annual basis and equipment on board (including all tenders).

Present Value	*350.000€* **(Three hundred and fifty thousand euros)**

3 Safety

Details	*YES*	*NO*	*N/A*	*S/R*	***Notes:***
3.1 CONSTRUCTION & STRUCTURAL STRENGTH – GENERAL					
Vessel has a watertight weather deck	☒	☐	☐	☐	
Vessel is either:					
Surveyed & Certificated by a recognised Class Society	☐	☒	☐	☐	
In possession of valid Load Line or LL Exemption Certificate	☐	☒	☐	☐	
Has individual plan approval	☐	☒	☐	☐	
Has more than 5 years safe history of the vessel or type	☒	☐	☐	☐	
Has a valid CE certificate (cat A or B)	☒	☐	☐	☐	
3.2 WATERTIGHT SUBDIVISION					
Are watertight bulkheads/doors of adequate strength	☐	☐	☒	☐	
Are penetrations/doors watertight	☐	☐	☒	☐	
W/T door notices in place	☐	☐	☒	☐	
3.3 WEATHERTIGHT INTEGRITY					
Hatchways & hatches	☒	☐	☐	☐	
Doorways & Companionways	☒	☐	☐	☐	
Washboards	☒	☐	☐	☐	
Skylights & Windows & Portlights	☒	☐	☐	☐	
Ventilators & Exhausts	☒	☐	☐	☐	
AirPipes	☒	☐	☐	☐	
Sea Inlets & Discharges Secure	☒	☐	☐	☐	
3.4 WATER FREEING ARRANGEMENTS					
Vessel capable of efficiently clearing shipped water from deck	☒	☐	☐	☐	
Shutters/flaps free	☐	☐	☒	☐	
3.5 MACHINERY					
Main Engines: **2 ICE**					
Marine diesel engine	☒	☐	☐	☐	
Make/model/type of engine: ***VOLVO PENTA /TAMD63P/ DIESEL***					
Engine hours: ***1699***					
Fuel tank condition good standard:	☒	☐	☐	☐	
Fuel pipes/connections to good standard:	☒	☐	☐	☐	
Fuel filling/venting system to good standards	☒	☐	☐	☐	
Engine space clear of combustible materials	☒	☐	☐	☐	
Remote fuel shut-off	☒	☐	☐	☐	
Remote means of stopping machinery	☒	☐	☐	☐	
Service history	☒	☐	☐	☐	
3.6 PORTABLE PLANT, OUTBOARDS & FUEL					
Petrol engines & generators & fuel stowed safely	☒	☐	☐	☐	
Stowage lockers (if any) adequately sealed to interior, vented and drained	☒	☐	☐	☐	
Marking & safe stowage of petrol containers	☐	☐	☒	☐	
3.7 OTHER MACHINERY SYSTEMS					
Describe:					
Installed with fire protection as required for main engine	☒	☐	☐	☐	
3.8 ELECTRICAL SYSTEM					
System to marine standard	☒	☐	☐	☐	
Batteries secured & adequately ventilated	☒	☐	☐	☐	
Emergency lighting	☒	☐	☐	☐	

3.9 STEERING GEAR, RUDDER & PROPELLER SYSTEMS					
Adequate visibility from steering position	☒	☐	☐	☐	
Steering to marine standard	☒	☐	☐	☐	
Propellers undamaged and no erosion damage	☐	☐	☒	☐	
3.10 BILGE PUMPS & ALARMS					
Power / Hand pumps of adequate capacity:	☒	☐	☐	☐	
Strum boxes fitted	☒	☐	☐	☐	
No auto bilge pumps where risk of pollution	☒	☐	☐	☐	
Audible bilge flooding alarm fitted	☐	☒	☐	☐	
All compartments capable of being drained	☒	☐	☐	☐	
3.11 LIFE SAVING APPLIANCES					***(L): Life Saving Appliances were not assessed or covered in this report.*** ***Note: It is understood that the yacht has a Liferaft which is currently been serviced***
Liferaft(s)					
Manufacturer/Model:					
Specification:					
Canister / Valise:					
No. of persons (Req):					
In service: next service 05/2014					
Liferaft stowage arrangement: in locker					
HRU fitted correctly & in date	☐	☐	☒	☐	
Lifebuoy type (horseshoe or circular):					
Lifebuoys fitted with becket lines & reflective tape:	☐	☐	☒	☐	
4 lifebuoys on board (>15 persons)	☐	☐	☒	☐	
2 lifebuoys on board (<16 persons)	☐	☐	☒	☐	
If lifebuoys of horseshoe type, drogue(s) fitted to "free"buoy(s)	☐	☐	☒	☐	
Danbuoy fitted to one lifebuoy (free floating buoy)	☐	☐	☒	☐	
Lights fitted to "free" lifebuoy(s)	☐	☐	☒	☐	
Buoyant line(s) fitted to lifebuoy(s) without light(s)	☐	☐	☒	☐	
Lifejackets (+ 2 spare if inflatable type)	☐	☐	☒	☐	
Type (manual/auto inflatable, solid):	☐	☐	☒	☐	
Service Date:					
Lifejackets fitted with reflective tape, whistles & lights	☐	☐	☒	☐	
Red hand flares on board & in date *Number:*	☐	☐	☒	☐	
Red parachute flares on board & in date *Number:*	☐	☐	☒	☐	
Orange smoke signals on board & in date *Number:*	☐	☐	☒	☐	
Lifesaving signals table displayed	☐	☐	☒	☐	
Emergency Training/Safety Maintenance Instruction manual on board	☐	☐	☒	☐	
3.12 FIRE SAFETY					***(P) All fire safety items need to prepared as set out in section 3.12 of this report***
Machinery space able to contain fire & extinguishing medium	☒	☐	☐	☒	
Remote stops for machinery & vent fans	☐	☐	☒	☐	
Remote fuel shut offs for all consumers	☒	☐	☐	☐	
Mcy space boundaries have required fire port	☐	☒	☐	☐	
Engine space insulation non combustible & sealed against vapour ingress	☒	☐	☐	☒	
Machinery space free of combustible materials	☒	☐	☐	☐	
Engine space clean & able to retain oil spillage for discharge ashore	☒	☐	☐	☐	
Furnishing fabrics/foams fire/flame retardant	☒	☐	☐	☐	
Fire protection around open flame devices adequate	☐	☒	☐	☒	
Gas installation to good standard	☒	☐	☐	☐	
Gas detection fitted	☒	☐	☐	☐	
Open flame appliances (gas or other fuels) have flame failure protection	☒	☐	☐	☐	
Gas warning notice displayed (what action to take if gas is detected)	☐	☒	☐	☒	
Fire detection fitted	☐	☒	☐	☒	
Two means of escape from living accomm. or manned machinery space	☒	☐	☐	☐	
Multihull escape hatches (>12m)	☐	☐	☒	☐	
Manual or power fire pump (outside engine space) fitted with suitable hose & nozzle **OR** 2 certified portable extinguishers each with minimum fire rating 13A/113B (1 such extinguisher for <15m, <16 persons)	☒	☐	☐	☐	
In addition, at least 2 certified multi-purpose portable extinguishers certified, with fire rating at least 13A/113B (5A34B for <15m, <16					

persons) Located at accomm. exits	☐	☒	☐	☒	
Fire blanket	☐	☒	☐	☐	
2 fire buckets with lanyards	☒	☐	☐	☐	
Engine space fire extinguishing system: NONE	☐	☒	☐	☒	
3.13 RADIO EQUIPMENT					***(L): Radio Equipment were not assessed or covered in this report.***
MMSI: n/a Call Sign: n/a					***NOTE: vessel need to obtained new MMSI and CALL sign – this should be displayed at chart table and programed in to radio eq accordingly***
VHF radio with DSC capability	☐	☐	☒	☐	
Portable vhf (protected against water ingress)	☐	☐	☒	☐	
MF SSB radio (or Inmarsat Ship Earth Station)	☐	☐	☒	☐	
Navtex Receiver	☐	☐	☒	☐	
Back-up VHF/ DSC battery supply	☐	☐	☒	☐	
Emergency action card displayed at radio position	☐	☐	☒	☐	
Emergency aerial on board	☐	☐	☒	☐	
EPIRB registered to vessel	☐	☐	☒	☐	
EPIRB *(in date battery and accessible):*	☐	☐	☒	☐	
SART make/model/stowage:					
3.14 NAVIGATION LIGHTS, SHAPES & SOUND SIGNALS					***(P) shapes and sound signals as per Collregs to be fitted***
Lights for operation between sunset & sunrise:					
Steaming light	☒	☐	☐	☐	
Port & stbd lights	☒	☐	☐	☐	
Stern light	☒	☐	☐	☐	
Anchor light	☒	☐	☐	☐	
Bi-colour lantern	☐	☐	☒	☐	
Tri-colour lantern	☐	☐	☒	☐	
Not under Command (NUC)	☒	☐	☐	☐	
Shapes & sound signals as per Collregs	☐	☒	☐	☒	
3.15 NAVIGATIONAL EQUIPMENT					***(P) All missing Equipment as set out in section 3.16 need to be on board and readily available***
Properly adjusted /calibrated magnetic compass visible to helmsman OR	☒	☐	☐	☐	
Fluxgate compass with battery back-up supply	☐	☐	☒	☐	
Adequate lighting for compass (where applicable)	☒	☐	☐	☐	
Means to take bearings over 360^0	☒	☐	☐	☐	
Means to indicate vessel position e.g. GPS	☒	☐	☐	☐	
Distance measuring log or GPS	☒	☐	☐	☐	
Echo sounder	☒	☐	☐	☐	
Radar	☐	☐	☒	☐	
3.16 MISCELLANEOUS EQUIPMENT					
Nautical publications appropriate to vessel size, area, duty	☒	☐	☐	☐	
Signalling lamp	☒	☐	☐	☐	
Efficient radar reflector	☐	☒	☐	☒	
Barometer	☐	☒	☐	☒	
MOB Searchlight	☐	☒	☐	☒	
Anemometer	☐	☒	☐	☒	
Inclinometer	☐	☐	☒	☒	
Rig cutting equipment or equivalent means to clear rigging or anchor	☒	☐	☐	☐	
3.17 ANCHORS & CABLES					
Securely stowed & rigged	☒	☐	☐	☐	
Windlass fitted	☒	☐	☐	☐	
Towline (at least = length & diameter of required kedge anchor warp)	☒	☐	☐	☐	
3.18 ACCOMMODATION					
Adequate hand holds/grab rails	☒	☐	☐	☐	
Adequate ventilation	☒	☐	☐	☐	
Adequate lighting	☒	☐	☐	☐	

Safe means of escape (escape hatches to be openable from both sides)	☒	☐	☐	☐	
Adequate toilet/washing facilities	☒	☐	☐	☐	
Adequate supply of piped fresh drinking water & emergency water	☒	☐	☐	☐	
Heavy equipment secure	☒	☐	☐	☐	
Stowage lockers have secure closures	☒	☐	☐	☐	
Gimballed Stove crash bar & locking device fitted	☒	☐	☐	☐	
Means to secure cook in heavy weather	☒	☐	☐	☐	
3.19 PROTECTION OF PERSONNEL					
Deckhouse of adequate strength	☒	☐	☐	☐	
Continuous rail around deck, of adequate strength	☒	☐	☐	☐	
Adequate foredeck protection (pulpit /bowsprit netting etc)	☒	☐	☐	☐	
Height of rail => 600mm	☒	☐	☐	☐	
Stanchion horizontal spacing <2.2m	☒	☐	☐	☐	
Toe rail fitted (vessel without bulwarks)	☒	☐	☐	☐	
100% safety harnesses, jackstays, attachment points	☒	☐	☐	☐	***(P) Medical kit and first aid manuals need to be updated accordingly for the need of persons on board***
Non slip working deck	☒	☐	☐	☐	
Adequate personal clothing & footwear provided	☐	☐	☒	☐	
Man overboard recovery arrangement	☐	☐	☒	☐	
3.20 MEDICAL STORES					
Medical kit	☐	☒	☐	☒	
First Aid Manual	☐	☒	☐	☒	***Note: Spars and Rigging where examined from deck level. No evident damage was seen.***
3.21 TENDER (if provided)					
Is the tender maintained in a safe condition	☒	☐	☐	☐	
3.22 SPARS /RIGGING					
Spars /standing rigging / running rigging / chainplate attachments examined & maintained	☒	☐	☐	☐	
3.23 CLEAN SEAS					
Vessel operated to minimise pollution *Describe arrangement: Holding Tank*	☒	☐	☐	☐	

Each section in the report must be classified as either:

A. -Condition satisfactory, no sign of significant deterioration at present
B. -Deterioration evident but not to an extent which immediately compromise the safety of the vessel. Owner/Managing Agent to monitor for further deterioration and take appropriate remedial action
C. -Deterioration compromising seaworthiness of vessel evident. Immediate remedial action required

EXTERIOR EXAMINATION	**A**	**B**	**C**
1. Ballast, bilge keels, skegs, keel bolt	☒	☐	☐
2. Rudder blade and hangings	☒	☐	☐
3. Shaft propeller and associated stern gear	☒	☐	☐
4. Skin fittings	☒	☐	☐
5. Hull exterior	☒	☐	☐
6. Cathodic protection	☐	☐	☐
7. Deck	☒	☐	☐
8. Deck houses	☒	☐	☐
9. Deck fittings	☒	☐	☐
10. Safety rails, jackstays & attachments	☒	☐	☐
11. Windows/hatches	☒	☐	☐
12. Steering gear	☒	☐	☐
13. Masts, spars, rig, recovery davits etc	☐	☐	☐
14. Chainplates	☐	☐	☐
15. Propellers	☐	☐	☐
16. Moisture levels	☐	☐	☐
17. Sails	☐	☐	☐
18. Anchors and windlass	☒	☐	☐

INTERIOR EXAMINATION	**A**	**B**	**C**
19. Skin fittings & pipework	☒	☐	☐
20. Internal structural integrity	☒	☐	☐
21. Deck fittings/chainplate attachments	☒	☐	☐
22. Personnel protection (handholds, lee cloths, galley stove etc)	☒	☐	☐
23. Engine mounting	☒	☐	☐
24. Engine cooling levels	☒	☐	☐
25. Engine oil levels and condition	☒	☐	☐
26. Engine pipework	☒	☐	☐
27. Stern glands, stern tubes and propeller shafts	☒	☐	☐
28. Cathodic protection	☒	☐	☐
29. Gas system	☒	☐	☐
30. Battery installation	☒	☐	☐
31. Electrical wiring	☒	☐	☐
32. Steering gear	☒	☐	☐
33. Tanks	☒	☐	☐
34. Passive fire protection (cond. of insulation, cleanliness etc)	☒	☐	☐

The following table to be used where ticks appear in columns B or C & to give any other relevant information on the condition of the vessel & it's systems.

Ref No	Nature of Defect	Comments (remedial action required)

Service History

Item	Date	Qualified Person			Recommend servicing		
		YES	NO	S/R	YES	NO	S/R
Last engine service	06/2012*	☒	☐	☐	☐	☒	☐
Generator service date	N/A	☒	☐	☐	☐	☒	☐
Steering gear service	unknown	☒	☐	☐	☒	☐	☐
Drive system	unknown	☒	☐	☐	☐	☒	☐
Air-conditioning system	N/A	☐	☐	☐	☐	☐	☐
Hull antifouling	06/2012	☒	☐	☐	☐	☒	☐
Windlass/ anchoring syst.	unknown	☒	☐	☐	☐	☒	☐
Spars /standing rigging	2009*	☐	☐	☐	☐	☐	☐

* According to owner

3 Conclusion

In conclusion, "LALIN" is a structurally strong motor yacht. The overall cosmetic condition of the yacht and hull is excellent.
The following points must be attended to in order to bring the vessel up to good standard.

Dangerous (D):

- None

Urgent (U):

- steering ram attachment bolt corroded - service and replaced accordingly

Priority (P):

- All missing Equipment as set out in section 3.16 need to be on board and readily available
- All fire safety items need to prepared as set out in section 3.12 of this report
- Shaft to be extracted, inspected and bearings replace accordingly by next drydock
- Shapes and sound signals as per Collregs to be fitted

- The engine should be fully service and a service logbook maintained on-board
- Fuel tank, associated pipes and engine room cleanliness requires attention
- Fwd. stdb engine mount askew repair accordingly
- Medical kit and first aid manuals need to be updated accordingly for the need of persons on board
- Propeller anode deteriorated – replace
- Through hull fittings pipes to be double clipped

Advisory (A):

Vessel needs to obtained new MMSI and CALL sign – this should be displayed at chart table and programed into radio equipment accordingly

Survey limitations (L):

- Life Saving Appliances were not assessed or covered in this report
- Radio Equipment were not assessed or covered in this report
- Spars and Rigging where only examined from deck level

Attending Surveyor for Notos CK
Date: 29/06/2012