

Finnish Yacht Surveyor Association MARINE SURVEY REPORT

Place and date of the survey:

Kotka Wooden Boat Center, and the sea area outside Kotka, in Finland.

Conditions during the survey:

The yacht was lifted up for under WL inspection, and was on sea trial the following day. The weather was wet and foggy, and the temperature was around + 10 C.

The vessel:

Motor yacht, Ferretti 620, hull no XX, 2013. Reg.nr. XXXXXX.



Who ordered the survey:

Mr. X

Purpose of the survey:

Survey prior to possible purchase of the yacht.

Observed during the survey:

Hull outside, above the waterline:

-The outside of the hull is in good condition. Neither in the bow, sides or stern could any damages, or old repairs, be found.









Hull outside, under the waterline:

-The bottom seems to generally be in good condition



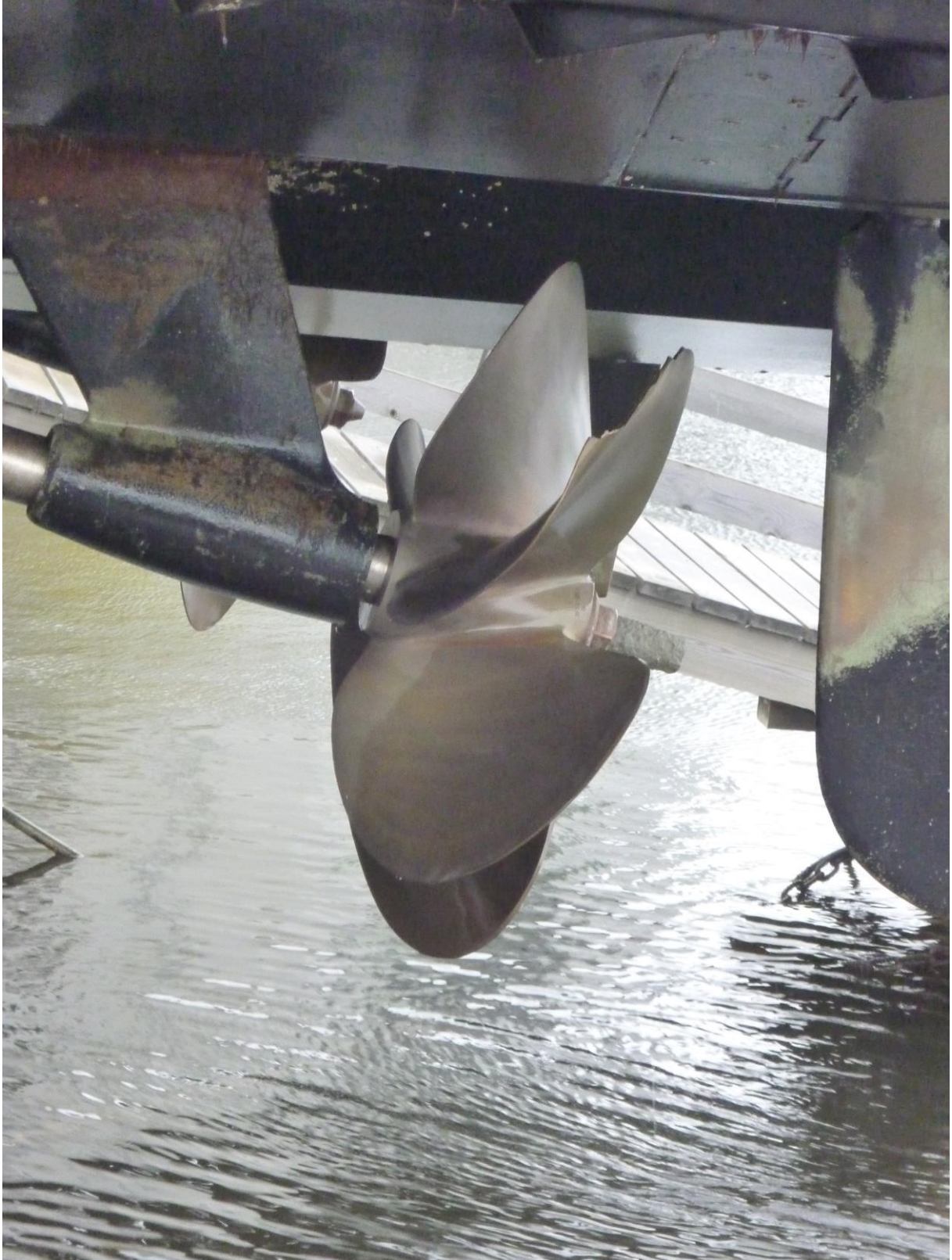




On SB side, approximately under the SB main engine is two marks in the hull where something has hit the boat.



-The BB propeller is damaged. One blade is missing a part of its tip, and the blade is bent.



Deck:

-The deck is in good condition, and the deck gear is working.













-There is a yellowed spot in the gelcoat on the cover, over the aft crane.



-The door to the crew cabin is tight and does not open or close easily.



Flybridge:

-The flybridge is in good condition and the gear and equipment work. There are covers for all seats and sofas, steering position and galley.

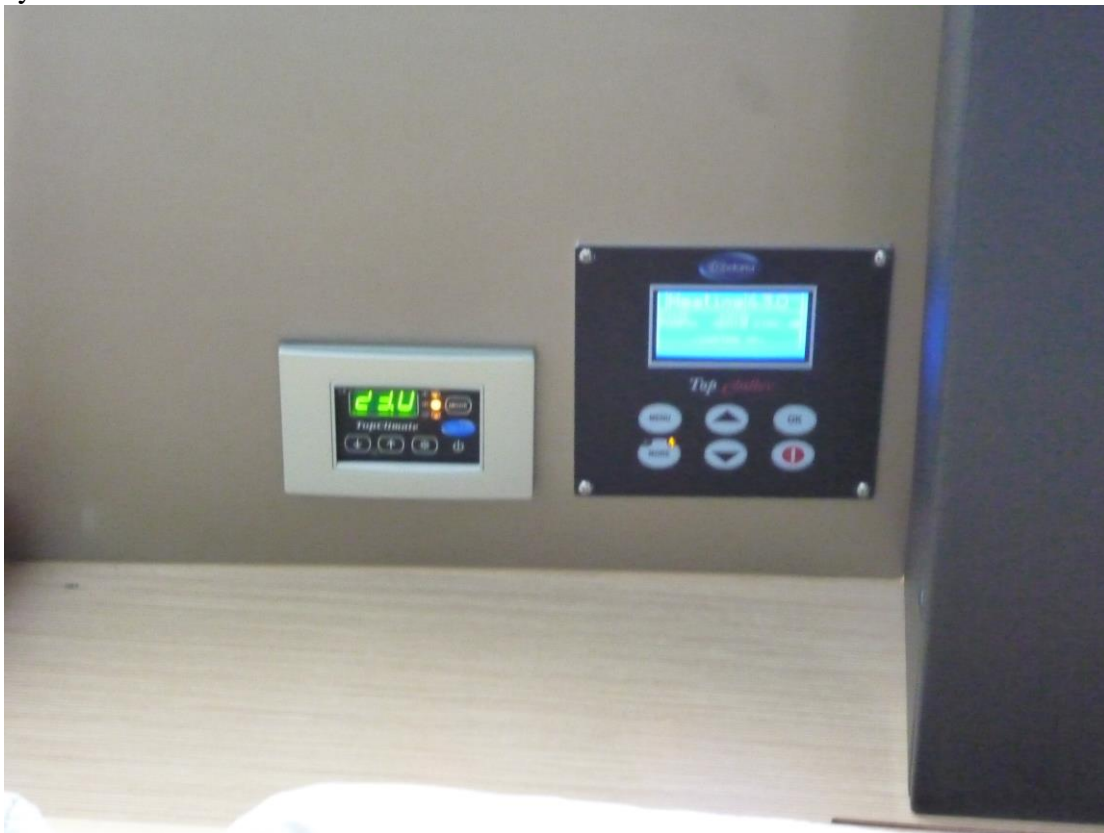






Interior of the yacht:

-Also the interior is in good condition, and seems almost unused. The heating/aircondition system works.



Saloon: The Sofas, Floor, Tables, TV, Radio, Lamps, Curtains, etc. are OK.





Galley: The galley gear, like cooktop, oven, fridge, tilting window, etc. work, but there is a bad smell in the fridge because it has not been in regular use, and the door has been closed.







Cabins and bathrooms: -All cabins were in a good general condition. Beds, mattresses, bedspreads, carpets, etc.seemed to be almost unused. All lamps, curtains, etc. did work.





-The bathrooms also were almost unused, except for the crew cabin bathroom where you could see it had been in use. All lamps, WC, bides, showers, etc. worked, but the doorstep to the crew cabin bathroom was a little bit damaged, and the grey water pump for the master bathroom did not work. The service crew promised to fix it.







Engine room:

- The engines, generator, pumps, etc. worked well, but there was a small oil leak from BB engine that the service crew promised to fix.
- The steering was OK.



- Also there was an oil and water leakage from SB propeller shaft bearing.



-There was a water leakage from the yachts fresh water system in the engine room.



-There was something wrong with BB propeller shaft support compared to SB one, and a lot of grease on top of the BB one, inside the engine room.

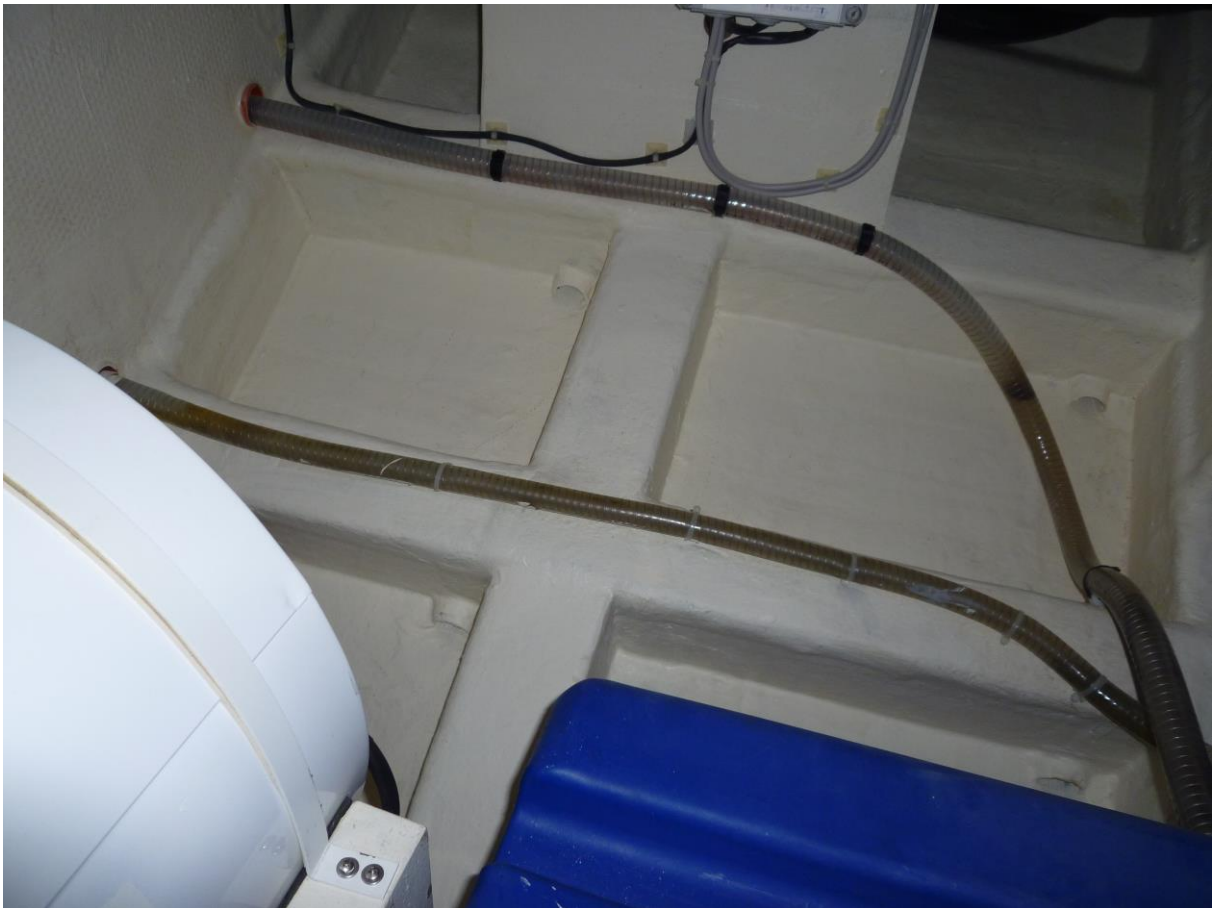




Hull construction seen from the inside:

- The hull was inspected from inside as far as it was possible to see without taking anything apart, or disassemble anything in the interior.
- As far as I could see the hull construction was in good condition, except for a damage under the SB engine.









-The bottom, and the bottom frames are damaged under the SB engine. The damage seen inside, is probably connected with the damage visible on the outside. You can see cracks in the frame corners, and also on the bottom panel in between.









Sea trial:

-The sea trial went well, and everything was normal, except for a slight vibration at full speed. At cruising speed no vibrations could be felt. The vibration may be caused by the damaged propeller and/or a slightly bent, or out of line, propeller shaft.

The bow thruster, navigation lights, search light, horn, autopilot, generator, GPS nav. system, radar, electrical outlets, VHF, displays, etc. worked.

According to the displays all engine data on both engines were ok.

Also the steering controls on the flybridge and aft deck worked.









General conclusion:

The yacht is generally in a good condition, with only small items that need fixing, but:

- The hull damage under the SB engine must be repaired, together with the oil and water leakage. If the engine must be removed it can be an expensive repair.
- The BB propeller must be repaired or replaced.
- The BB propeller shaft support must be checked and/or repaired.
- Both propeller shafts should be measured that they are straight and in line. If that is not the case, they should be repaired or replaced.

The yacht is equipped with a lot of mechanical and electronic equipment that can (and most probably will) need regular service.

NOTE ! Above was the situation during the survey dates, but possible changes in the situation after these dates are unknown to the surveyor.

The surveyor is responsible towards his customer for errors caused by mistakes or neglect, but the compensation cannot be higher than the invoiced sum for the survey.

Date and place: Sipoo, Finland XX.XX.XXXX

Surveyor: **Kenneth Lindberg**
Shipbuilding engineer
Approved Yacht surveyor

