

SELLERS SURVEY REPORT

'SAMPLE' Gallart 13.50 Yacht



Date of Inspection:

Location of Inspection: Cleopatra Marina, Preveza, Greece.

Carried out by: Steven Truss MIIMS Yacht Surveyor.

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<p>This survey was commissioned by:</p> <p>Copy</p>	<p>Scope of Survey:</p> <p>This was a non-destructive condition survey and its purpose is to establish the structural and general condition of the vessel on behalf of the commissioning client.</p> <p>Parties present Mr: Steven Truss.</p>
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Survey extent and limitations:

- a) This report has been prepared for use of the commissioning client above and no liability is extended to others who may see it.
- b) Our Seller’s Survey assists the yacht owner or broker in gaining an independent insight into the condition of the yacht and protects his interests throughout the sales process. This will also enable the seller to address any issues found that would result in a negotiated reduction in price, all findings are totally confidential.
- c) Whilst all due care and diligence has been exercised in the collection of data for and the preparation of this report. My purport to provide an advisory service only, based on the opinion and experience of SM. Truss MIIMS, who is responsible for its compilation. The undersigned surveyor issues such advise in good faith and without prejudice nor guarantee. Anyone wishing to rely on such opinion should first satisfy themselves as its accuracy and feasibility.
- d) SM. Truss MIIMS shall not be liable for any loss (including indirect and consequential loss), damage, delay, loss of market, costs, expenses of whatsoever nature or kind and however sustained or occasioned.
- e) Notwithstanding the aforementioned, notice of a claim or suit must be made to SM. Truss MIIMS in writing within 90 days of the date the services were first performed or the date the damages were first discovered, whichever is the later, failing which lack of notice shall constitute an absolute bar to the claim or suit against SM. Truss MIIMS.
- f) We have not inspected woodwork or any other parts of the structure which were covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect.
- g) In some cases it is not possible to detect latent and hidden defects without destructive testing, not possible without the owner’s consent.
- h) Where repairs, further opening up or dismantling is required, additional decay, damage or necessary work may be uncovered.
- i) The engine, tanks and other normally installed mechanical equipment were in situ which limited inspection and examination in these areas.
- j) A Sovereign Quantum Marine Moisture Meter, a capacitance-type moisture meter was used. The calibration of the meter was checked on the day of the survey, prior to readings being taken. Readings are taken in the relative mode, which ranges from 0-100. The values are regarded as an index and do not represent moisture content as a percentage of the dry weight. Where appropriate both shallow and deep modes were employed. Direct comparisons with other meters, be they Sovereign or others are not valid.



- k) The vessel was not surveyed with respect to any particular code or standard or navigation body's rules or by-laws unless specifically stated. No documentation or compliance with any regulations has been checked as part of this survey. No guarantees or warranties are given or implied with respect to the vessels suitability or fitness for purpose.
- l) The survey is not a parts and labour guarantee and it should be noted that defects may exist in the vessel that the survey could not detect due to limitations of time, vessel presentation and the range of tests acceptable to the owner.
- m) Please note that where reference is made to condition in all cases this must be considered in relation to the vessel's age, for example: very good condition should not be taken to mean new condition.
- n) Note: The term 'serviceable' and 'in serviceable condition' as used in this report mean that the items remain useable despite possible wear and deterioration. The item may nevertheless require maintenance and replacement in due course.
- o) A general inspection of the engine, installation and systems was made, but this is a visual inspection only and an item has only been operated if stated. It should be appreciated that some components may appear serviceable but be found defective when run under load and for a prolonged period.
- p) Recommendations will be restricted to those defects which should be rectified before vessel is used, (or with a given time span if specified, and items which may affect insurability).
- q) Legislation and Ownership Note: The inspection is not undertaken with any intention to ascertain that the vessel would comply with any rule or code of practice as may be required by any authority under whose jurisdiction the vessel may be operated. It carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgages, charge or other debt there may be on the vessel.
- r) V.A.T Status and Proof of Ownership. The original invoice for the vessel was not seen and therefore there was no evidence that V.A.T had been paid.
- s) A vessel built after the 16th June 1998 in the EEC requires to have a Declaration of Conformity (DoC), owners manual and display a CE plate.
- t) Any estimate of valuation provided is based on average retail values achieved by craft of similar type and condition and subject to present market forces and should not be confused with replacement value of the craft, which may be substantially higher, particularly in the case of rare or purpose built craft.
- u) Particulars such as registration numbers, tonnage, year of manufacture and dimensions are normally as advised or as exhibited aboard the vessel. These are not authenticated. Dimensions, if checked, are measured by means of a tape measure and should not be relied upon as totally accurate.
- v) If applicable, the bottled gas installation was inspected visually only unless specified and gas test requested, and pressure tests are only undertaken if requested before inspection / under contract. All gas systems should be regularly tested as part of a normal preventative maintenance routine.
- w) The vessel was not inspected beneath slings, shores or chocks and cannot be said to be free of defects under these items.
- x) The electrical installation was not examined in detail, merely switched on for testing.

- y) Fuel tanks, water tanks and holding tanks, where fitted, were inspected externally without filling the tanks to their maximum capacity. We cannot therefore say that such tanks will not suffer from leaks when completely filled, unless there were clear visible signs of earlier leaks at the Survey.

Recommendations

These will not be made concerning decorative or minor defects that have no significance on the vessel's value or its serviceability but these points will be mentioned in the body of the text. Recommendations will be graded into two sections- ones that should be rectified before the vessel's used or within a specific period of time indicated in the text (Essential) and ones that affect the vessel's insurability, value or are costly to repair.

All recommendations will be made in red and italics for quick reference and will be listed again in the conclusions at the end of the report sections.

Advisory notes

Advisory notes are for the commissioning clients information only. They do not effect the structural integrity or seaworthiness of the vessel at the time of the inspection.

Advisory notes will be made in blue italics for quick reference and will be listed again in the conclusions at the end of the report sections.

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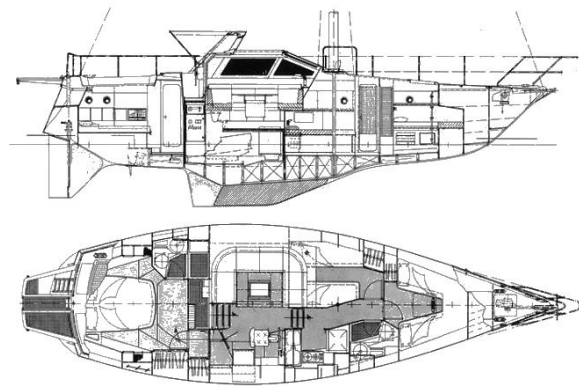


HULL, DECK AND SUPERSTRUCTURE

1, 2) Details of Vessel (General Description, Dimensions, History, Registration etc.)

The Gallart 13.50 is a classic motor yacht, recognised for its robust design, quality craftsmanship, and reliable performance at sea. Gallart Yachts, a reputable Spanish shipyard known for building luxury yachts, created this model with both cruising comfort and strong seaworthiness in mind. It caters to both leisure cruising and long-range travel, offering spacious accommodations and a practical layout, making it a popular choice for private owners.

Hull Type:	Fin with rudder on skeg
Rigging Type:	Masthead Ketch
LOA:	43.96 ft / 13.40 m
LWL:	36.09 ft / 11.00 m
S.A. (reported):	1,205.00 ft ² / 111.95 m ²
Beam:	14.11 ft / 4.30 m
Displacement:	25,353.00 lb / 11,500 kg
Ballast:	7,716.00 lb / 3,500 kg
Max Draft:	5.74 ft / 1.75 m
Construction:	FG
Built:	1988 Category A Ocean
Builder:	Astilleros Gallart (ESP)
Designer:	D. Presles
Engine:	Yanmar 4JH4AE diesels x 2
HIN:	838 -30



3) KEEL

Description

The keel was of the encapsulated type, consisting of internal steel or lead ballast, which was fully integrated and fibreglassed to the hull molding. While the vessel was ashore and chocked, the keel was observed to be in compression against the hull. The following comments were based on an inspection conducted under these specific conditions.

Observations, comments & tests

Externally

- The keel was sighted from various angles and found to be straight and true to the hull moulding.
- The keel had been coated with the same antifouling paint as the rest of the underwater hull which was in a fair condition.
- The keel was subjected to a visual inspection accompanied by light hammer soundings, which did not reveal any signs of damage along the sides, leading edge, or trailing edge. A limited visual examination of the keel's bottom surface found it to be fair, with no indications of grounding. However, in this particular design and construction, a small void or pocket exists at the aft end of the keel where no ballast is present. In this area, cosmetic damage to the fiberglass was observed. This damage is non-structural and can be addressed with a GRP (glass-reinforced plastic) repair at a convenient time. Recommendation. Although the observed fiberglass damage was cosmetic and did not compromise the structural integrity of the keel, it is advisable to carry out a GRP repair to prevent further deterioration. This should be scheduled during the next routine maintenance period to ensure ongoing protection against water ingress and to maintain the keel's overall condition.
- Externally, the curved section around the keel root was visually inspected and hammer tested with consistent, robust soundings returned.
- Moisture readings close by the keel in the flat sections forward and aft on the hull were not different to anywhere else on the underwater hull. Externally there was no evidence of any significant corrosion or staining.



Internally

- Access to the area around the keel top was not possible due to the presence of glassed-in floors, making it impossible to inspect the GRP laminate in this region directly. However, inspection of the laminate in the vicinity of the keel head revealed no visible fractures in the longitudinal or transverse members, and no cracks were observed in the surrounding joiner work. Hammer testing of the GRP structures and surfaces returned clear, robust, and consistent soundings, indicating no signs of delamination or underlying structural issues.

4) HULL BELOW WATERLINE EXAMINATION

Description

The hull was typically constructed using solid fiberglass laminates with reinforcing materials such as fiberglass matting and woven roving. The hull was designed for strength and durability, and it incorporated a moderate V-shaped bow and a wide stern section for stability and performance.

The vessel was a production built Yacht in a displacement configured hull with a three quarter length keel, counter transom and raked stem. Hull construction was of solid fiberglass. The vessel generally appeared to have been built to accepted recreational marine industry production standards and practices at the time of her construction.

Observations, comments & tests

- In order to sample the hull skin below the waterline the antifouling was removed in random areas approximately two patches per meter length of 75m x 75mm down to the skin.
- Using a Sovereign Marine Moisture Meter on a relative scale of 0 – 100 (this is not a percentage scale) readings were taken at the sample points both on its shallow and deep reading modes. Random areas above the waterline were also taken as a comparison against the below water readings which are recorded in section 4 below.

Conditions prevailing at time of readings

The weather was dry with light wind. The boat was known to have been out of the water for at least 12 months and therefore the moisture reads would not be affected by surface water.

Air temperature	25.1 °c
Surface temperature	24.3 °c
Humidity	58 %
Degs above dew point	15.5 °c

Meter readings were as follows:

Range on shallow mode	Range on deep mode
5 to 15	10 to 20

- Laminate moisture readings of the above level were considered to be low and were not of current concern.

- The vessel was viewed from a distance at various angles and no apparent or obvious signs of major longitudinal or transverse deformation or structural failure which might indicate earlier serious damage or poor repairs observed.
- The bottom and transom panels were generally in a serviceable condition, fair and free of any obvious moulding and pigment defects. The stem was particularly examined and no significant damage was noted.
- The hull was visually inspected at the sample areas and no blisters were noted.
- The bottom panels of the hull were lightly hammer tested using an engineers ball hammer to test to see if there were any obvious voids in the layup but none were discovered. This was particularly carried out at acute points of the hull form or at points of contra flexure where such voids may be expected. No guarantee can be given, however, that such voids do not exist. The hull was sounded all over by this means with no indications of soft spots being noted in the gelcoat and judging by the general hard resonance, the structure appeared to have been solidly built to a good standard. The hull was especially examined at the points where the bulkheads were fitted and no sign of a hard spot in these areas were noted nor were there any signs of gel coat cracking indicating that the shell was 'hinging' seen.
- The coatings to the hull were to be well adhered and effective barrier coat against marine growth.

5) TOPSIDES ABOVE WATERLINE INTERNAL

Description

The topsides above the waterline were constructed of the same design and specification as the underbody moulding with a raked stem and transom with conventional sheer to topsides. The skin was a blue painted gelcoat.

Observations, comments & tests

- Moisture meter readings were taken on the topsides as a comparison against the underbody. The meter readings were from 12 to 15 on the shallow scale and 13 to 15 on the deep. All these readings were within acceptable levels and currently not of concern.
- The topsides and transom were closely inspected for any deformation, cracks or crazing and apart from the usual marks that were light in nature and cosmetic defects, the sides were structurally sound.
- The paintwork was found to be in fair condition, with only a few minor cosmetic blemishes observed.

6) DECK AND COACHROOF AND COCKPIT MOULDING

Description

The deck was constructed from fiberglass and featured a teak deck covering. It was reinforced with a core material, such as balsa wood or foam, which was sandwiched between layers of fiberglass. This design provides structural strength while minimising the overall weight of the vessel.

Observations, comments & tests

- The entire deck, coachroof and upper helm walkways were found firm underfoot with no significant flexing detected.
- The moisture readings were well within acceptable limits 10 – 12 and for all practicable purposes were regarded as dry.
- Hammer sounding returns did not reveal any evidence of significant voids or delamination.
- Visual inspection of the decks, coachroof and cockpit did not reveal any stress cracks or damage.
- The cockpit sole was found to be firm under the weight of the surveyor. There were no signs of significant crazing or other damage, with moisture meter readings satisfactory.
- The wheel pedestal was through bolted and integral to the cockpit mould and found in a good condition along with the stored table. Hinged cockpit hatches gave access for storage and steering gear.
- Areas of stress such as around rigging attachment points showed no signs of flex or delamination.
- Maintaining the integrity of the teak and ensuring proper sealing of all penetrations will help preserve both the aesthetics and the structural integrity of the decking.

7) HULL / DECK JOINT

Description

The hull-to-deck joint was a bonded and encapsulated one-piece construction, secured with an aluminum rub rail for added protection.

Observations, comments & tests

- Where access permitted inside the vessel the joint appeared to be well bonded with no obvious staining or leaks.
- The toe rail was sighted as being true to the hull line with no significant distortion.

8) BULKHEADS AND STRUCTURAL STIFFENING INCLUDING MOULDINGS

Description

A number of components contributed to the overall structural stiffening of the vessel. The shell was internally reinforced by frames and stringers along with three main bulkheads bonded to the hull and coachroof. In addition, also bonded in timber bulkheads, half bulkheads and secondary timber fit-out provided further rigidity and load bearing throughout the hull.

Observations, comments & tests

- Where access permitted internal GRP grid frames and stringer mouldings were found to be well adhered to the hull with no evidence of movement or attachment.
- Where access permitted internal bulkheads, half bulkheads and joinery was in a serviceable condition.
- Light hammer soundings of the moulding did not reveal any significant voids or delamination.
- Gallart Shipbuilders were known for constructing exceptionally robust and well-built hulls, demonstrating a high standard of craftsmanship and durability.

9) RUDDER AND STEERING

Description

The rudder was of the spade type, constructed from fiberglass encasing a metal stock. The stock passed through the hull molding via a GRP rudder tube, which featured a white metal bearing insert. Steering was controlled by a twin-helm hydraulic wheel system, consisting of a hydraulic pump, reservoir, and hoses connected to a quadrant clamped to the rudder stock.

Observations, comments & tests

Meter readings were as follows:

Range on shallow mode	Range on deep mode
15 to 20	21 to 25

- Laminate moisture readings of the above level were considered to be satisfactory and not of concern at this time.

Exterior

- The wheels were tried hard over to hard over and found in a good, smooth operational condition and to sit correctly on the stops.
- Force was applied to the rudder blade to test the bearings for wear with none found.
- The stock was mostly unsighted however no evidence of pitting was noticed around the neck of the stock which entered the vessel.
- The coatings on the rudder were found to be in satisfactory condition. Minor gelcoat damage was observed at the lower end of the rudder, but this was not a cause for concern. These cosmetic issues can be easily repaired prior to relaunch. Recommendation. Although the gelcoat damage was superficial, it is advisable to carry out the necessary repairs before relaunching the vessel. This will help maintain the rudder's protection against water ingress and prevent further wear over time.
- The rudders profile was found satisfactory and the rudder was found true to the centreline of the hull.
- The emergency steering system was in place and checked.



Interior

- The GRP rudder tube was found firmly bonded to the hull with no evidence of cracking or crazing or separation of the laminate.
- From what could be observed from a distance no evidence of leakage was noted around the tube and bearing seal.

10) STERN GEAR

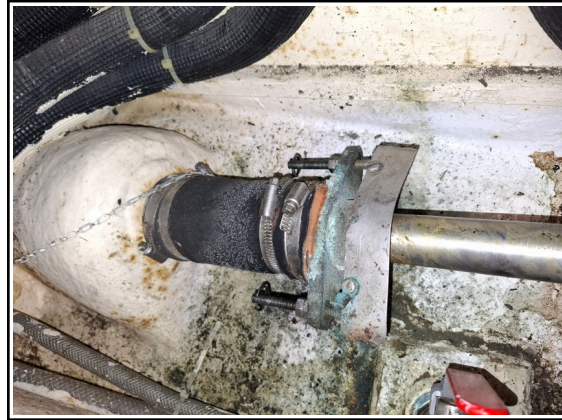
Description

The sterngear consisted of two 12 inch right handed three bladed phosphor bronze propellers attached to two 32mm stainless steel shafts. The shafts were held in place by two bronze P brackets containing a lubricated rubber bearing. They then passed through the hull via a GRP stern tube with stern drive seals fitted to the inboard ends.

Observations, comments & tests

External

- The propellers were lightly sound tested and the ring revealed a good tone suggesting the bronze was still in a good condition.
- Reasonable force was applied to the struts which were found secure and in a serviceable condition.
- The cutlass type shaft bearings were secure and adequate.
- The stainless steel shafts were free of any significant corrosion or staining and sighted as being straight when rotated. When tested with a magnet they were found to be non magnetic. This along with the other visual evidence would suggest that they were made of 316 type stainless steel.



Internal

- The stern seals were found to be in good condition, with the packing sleeves also observed to be in proper order. Rubber hoses were firmly clamped. Note: These types of stern glands are designed to allow a controlled amount of leakage.
- The GRP shaft tubes were found securely bonded and laminated to the hull with no evidence of detachment or cracking in the securing laminate.

11) CATHODIC PROTECTION

Sacrificial zinc anodes had been disconnected by cutting the bonding wires during the installation of new seacocks. Four shaft anodes need to be renewed. The keel cooling subsystem and hull anodes are currently not in use; they could be removed at a convenient time.

12) SKIN FITTINGS AND OTHER THROUGH HULL APERTURES

Description

The through-hull fittings located below the waterline were of the gunmetal ball valve type, equipped with internal retaining nuts and bronze skin fittings. The following through-hull valves were identified and tested:

- 2 x toilet inlets
- 2 x engine cooling inlets
- 1 x generator cooling inlet

- 2 x air conditioning inlets
- 1 x cockpit drain

Observations, comments & tests

- No evidence of continuous leakage was found in the vicinity of the valves.
- Vigorous force was applied to the valve assemblies and adjacent pipework and all accessible valve bodies were found to be secure.
- All strainers were found in a serviceable condition.
- The bodies of the valves were in a serviceable condition.
- The skin fittings around the transom and topsides appeared to be sound where examined externally and were considered to be at a reasonable height. Cockpit drainage was functional and as original.
- Although it was not possible to survey all the associated pipework in detail such as I was able to inspect appeared satisfactory with the connections and worm drives clamps in a serviceable condition.



13) MAIN COMPANIONWAY

Description

The main companionway closure consisted of a sliding fibreglass door.

Observations, comments & tests

- The door was found in a serviceable condition.
- The locks were in a serviceable condition and when secured offered reasonable security against unauthorised entry.

14) HATCHES, PORTS AND WINDOWS

Description

- Typical safety glass windows around the saloon in good order generally.

- Lewmar type hatches of various sizes were found fitted to the coach roof and foredeck and all were of an aluminium framed type with acrylic glazing.

Observations, comments & tests

Hatches

- The locks were in a serviceable condition and when secured offered reasonable security against unauthorised entry.
- The escape hatches were secure and in good order.
- The hatches and access doors appeared to be strong enough to withstand the point of load of a normal beings weight and the load to be expected from the water in the sea areas for which the vessel was apparently designed.
- The frames were lying tight to the decks.
- The aluminium anodising was found to be in serviceable condition.

Ports

- The locking mechanisms on these classic portholes were tested and found to be in working order.
- The sealing gaskets were intact and showed no signs of leaks. Adjustments to the catches can be made if necessary.

15) PULPIT, STANCHIONS, LIFELINES

Description

The pulpits were of stainless steel with feet that bolted to the decks and adjacent a steel toe rail. Stanchions were again made of stainless steel with feet through bolted to the deck. The twin 1 x 19 stainless steel wire lifelines were attached below the rails with swaged forked terminals and with bottle adjusters to the gates.

Observations, comments

- No defects were found in any of the attachment points
- All bolts were tight and secure.
- All life lines were secure and in good order.
- The pulpit and pushpits were found in serviceable condition with no visible damage. All stanchion bases were found secure and in a serviceable condition.
- Timber hand rails around the transom were secure and in good order.

16) GROUND TACKLE AND MOORING ARRANGEMENT

Description

The vessel is equipped with an Ovrea electric anchor winch, featuring remote control and a separate switch located on the instrument panel for the helmsman. The anchor locker included a rinsing shower, a CQR anchor, and over 100 meters of chain with a swivel, along with an additional 20 meters of chain stored in the locker. A third spare anchor was located in the forward hatch.

Mooring bits include four permanently fixed aluminium mooring cleats installed on the side decks.

Observations, comments & tests

- The anchor was considered to be a suitable minimum weight for this type of vessel for sheltered waters. A spare was noted stored above the bowthruster and a third fitted to the pulpit / aft.
- The chain was found attached to the anchor by a swivel shackle in a good condition.
- All cleats were found securely mounted and adequate.
- The stem head fitting with the bow rollers was found secure.
- The bow anchor chain was sample inspected and found to be in a fair condition generally.
- The bitter end could be seen to be attached to an anchor point inside the locker with a length of lashing.
- The anchor windlass was not tested, and the base plate for the winch exhibited significant corrosion. It is recommended that this corrosion be monitored closely to prevent potential failure or further deterioration. Recommendation. Schedule regular inspections of the windlass and its base plate, particularly focusing on signs of further corrosion. Consider conducting a functional test of the anchor windlass during the next maintenance period to ensure its operational reliability. If corrosion progresses, timely repairs or replacements should be planned to maintain safety and functionality.
- The anchor locker hatch was found to be in serviceable condition and securely held in position with a latch. The locker itself was of a suitable size and well drained.
- A good selection of suitable fenders and warps were found onboard.



17) OTHER DECK GEAR AND FITTINGS

Description

Other deck gear and fittings consisted of turning blocks around the base of the mast diverting the halyards back to the cockpit. The main sheet track with car and tackle was located across the cockpit forwards. Genoa tracks with cars were secured to the cockpit decks. Alloy handrails were running across the coachroof. Lewmar deck winches; 2 x 52 manual, 2 x 52 hydraulic (serviced 2021)

Observations, comments & tests

- All hand winches were rotated by hand and were secured to the decks and were in a serviceable condition.
- No significant wear or UV degrading was found on the blocks and sheaves.
- Genoa tracks were secure and tight to the decks.
- Genoa cars both on the port and starboard side decks were free moving up and down the track.
- The main sheet track, car and tackle were found in serviceable order.
- Rope jammers were free moving but were not all fully tested under any load.

Description

A boarding ladder was fitted to the transom platform thus enabling a person who has fallen into the water a way of re- boarding the vessel.

Observations, comments & tests

- The ladder was found to be strongly attached and suitable for purpose.
- The ladder could be deployed extended to an adequate depth below the waterline to board the vessel from the water.
- A second ladder could be fitted to the side decks.

18) RIGGING ATTACHMENT POINTS

Description

The forestay terminated onto a stainless steel bow stem plate with a chain plate partially down the stem. This was through bolted to the hull. The cap and lower shrouds terminated onto a stainless steel chain plate that were bolted through the decks and topsides to internal

reinforcement that was linked to the structural grid moulding spreading the loadings throughout the hull.

Observations, comments

Cap and lower shroud attachment points.

- No crazing, cracks or deflection was found around any of the attachment points.
- No cracks or defects were found in the stainless steel fittings.
- All bolts were tight and secure.
- The cap and lower shrouds terminated at stainless steel chain plates that were bolted through the decks and topsides to internal reinforcements. However, these areas were not accessible for inspection, so I am unable to provide further comments on their condition.

19) SPARS

Description

The spars consisted of a Selden coachroof stepped aluminium anodised fractional mast profile with 2 sets of aft swept spreaders and aluminium single line boom.

Observations, comments & tests

Mast

- The black powder coated aluminium anodising was found to be in a good condition. No cracks or distortion in the mast were found. No corrosion was found around stainless fittings.
- The gooseneck fitting was a cast steel fitting in a good condition and attached to the mast with stainless steel screws. The mast foot plate was found in a good condition and free from cracks and distortion.



Boom

- The anodising was found in a serviceable condition. No cracks or distortion in the boom were found.

Other

- The headsail and mainsail reefing mechanism were found in serviceable order. Wiring for the mast-head electronics exited from the base of the mast within the accommodation and was seen to be serviceable.
- The hydraulic mechanisms for the roller genoa and mainsail appeared to be in good condition; however, they were not tested.

20) STANDING RIGGING

Description

The stainless steel standing rigging was of 8mm and 10mm with swaged terminals. The rigging was inspected at deck level only and any comments were restricted to a position 2m above deck.

Observations, comments & tests

- The rigging screws were of open chrome plated bronze types which were all found in serviceable condition.
- All relevant retaining pins were found in place and securely pinned.
- No sign of staining or broken strands were noted around the neck of the terminals.
- The rigging was not tested with a meter but was found to be tight.
- When the rigging is over ten years old, it could be approaching the end of its reliable life. Therefore in the time period 2025 the mast should be examined above the 2 m level by a qualified rigger so that the presently inaccessible parts of the spars and its rigging can be examined in detail.

21) RUNNING RIGGING

Description

Sheets and Halyards were mostly 10mm and 12mm braided polyester and were visually inspected onboard and seen to be in a good condition.

Observations, comments & tests

- The running rigging was visually examined, and the fittings were manually tested, revealing that they were generally in good condition.

22) SAILS AND COVERS

Description

The sails were not laid out for detailed inspection but were inspected in random areas for their general condition while set to the rig or in bags. To help grade the condition of the sails and covers each was given a mark out of 10, 1 being unserviceable, 5 being serviceable for coastal cruising given the vessels age and 10 being new. Sails are not certified free from defects or for performance and durability.

Observations, comments & tests

Main sail – 5 Genoa – 5

23) NAVIGATION LIGHTS

Description

The vessel was fitted with the following navigational lights: bi colour light on pulpit, sternlights on the transom, steaming light on the front of the mast and an anchor light at the mast head.

Observations, comments & tests

- The lights at deck level were inspected closely and were found secure and the lens in good order.
- Navigation lights were intact and operational, and used correctly would comply with the international collision regulations for a vessel used at night while under command.

24) BILGE PUMPING ARRANGEMENT

Description

The vessel was equipped with two fixed manual diaphragm pumps, the capacity of which was currently unspecified, positioned alongside the cockpit seating and one in the engine room. In addition, there is a 12-volt electric bilge pump located in the bilge well beneath the saloon sole boards, complete with an automatic float switch for enhanced operational reliability. Furthermore, a second bilge pump is installed within the bow thruster compartment, ensuring adequate bilge management across various sections of the vessel.

Observations, comments & tests

- The handle for the fixed pumps were found and the pumps were tested and suction could be heard and were proven to operate correctly.
- The pipework was found to be serviceable and the end of the pipe fitted with a strum box which appeared to be correctly secured within the bilge.
- The forward electric pump located in the bilge was tested and determined to be faulty, as it tripped the DC panel during the assessment. Additionally, the owner reported that the main electric pump is also non-operational; plans are in place for its repair prior to relaunching the vessel.
- Recommendations. Repairs: Prioritise the repair of both the forward and main electric pumps to ensure they meet operational standards before the vessel is relaunched. Preventive Maintenance: Establish a regular maintenance schedule for all pumps on board, including periodic testing and inspections, to prevent future failures and ensure the safety of the vessel.



25) FIRE FIGHTING EQUIPMENT

Description

The fire fighting equipment onboard consisted of various dry powder fire extinguisher secured in various cabins and one in the engine room. A fire blanket marked as complying with at least the "light duty" requirements of BS 6575 was fitted onboard.

Observations, comments & tests

- The fire extinguishers appeared to be in a serviceable condition and secured to the bulkheads ready for immediate use.



26) LIFESAVING AND EMERGENCY EQUIPMENT

Description

Various life jackets observed onboard along with flares, torches, tool kits, etc.

Observations, comments & tests

Recommendation. It is recommended that the vessel is fully equipped with suitable in-date safety equipment for the type of use being contemplated and the number of people onboard prior to going to sea. A guide list for vessels under 13.7 meters in length of suitable equipment is provided as an annexe to this report. (Essential). [Safety Equipment List Here](#)

27) ENGINE INSTALLATION

Description

The vessel was equipped with Yanmar 4JH-4AE diesel engines, each delivering 54 HP (40 kW) at 3,000 RPM. These 4-cylinder, naturally aspirated marine diesel engines were paired with forward, neutral, and reverse gearboxes, driving 3-bladed propellers.

Observations, comments & tests

- No recent service records or documentation was found aboard at the time of the Survey.
- Engines access was found to be generally good.
- The engines were in a good condition cosmetically.
- The bilge below the engines was clean and dry.
- The engine beds were of fibre reinforced glass cored with timber construction stringers with no movement, distortion or stress cracks noted.
- The engine bolts were tested and found to be tight and the rubber bonding intact.

Lubrication

- The dip stick indicated the oil in the engines to be at the correct levels with no evidence of water being present in the oil.
- The engines filler cap was lifted and no evidence of emulsification could be found on the underside of the rocker cover or filler cap.

Exhaust

- The exhaust elbows were found in a serviceable condition with no evidence of leaks along the run of flexible piping.

Cooling

- The raw water pump face plates were found free from leakage.
- No leakage was seen in the closed water system.
- The heat exchanger ends were serviceable and there was no evidence of overheating.
- The 1 x seawater water inlet strainer and piping was found to be in serviceable condition.

Electrical

- The control panel was found to be in visually serviceable condition.
- The alternator belts were tight in good order.
- The 12 Volt alternators were securely mounted and the connections secure and well made.



Gearbox

- The gearbox oils were found to be correct and free from emulsification and no oil leaks were noted around the gearboxes.

28) FUEL TANKS AND FUEL SYSTEM

Description

The vessel was fitted with one free standing fuel oil tank of GRP construction which was examined as far as practical (but not pressure tested) and found externally in a good condition. The tank was not filled up and it was not possible to check fully its oil tight integrity and this is not guaranteed.



Observations, comments & tests

- All flexible hoses were found to be in good condition and primarily compliant with ISO 7840 standards. It is recommended that the copper fuel pipes be properly secured to prevent any undue movement or potential wear.
- The filters were found in serviceable order and free from leaks.
- The tank was found secure and in a good cosmetic condition where accessible with no leakage evident in their sighted area.

- The steel filling pipes were taken to deck level and were so arranged that it was not possible for fuel to overflow into the vessels hull or bilge. No checking of the deck connection seals was carried out.
- The vent pipe opening was furnished with an effective flame arrestor and the end of the pipe was fitted in a position where no danger would occur from escaping fuel or vapour.
- An emergency fuel shut off cock was correctly fitted at the tank end.

29) GENERAL ACCOMMODATION

The interior was well-designed and offered comfortable accommodation for a cruising crew. The layout typically included a spacious saloon with a dining area, a fully equipped galley, a navigation station, and 2 x head compartments. The yacht had two cabins, with the option for a forward owner's cabin and V-berth configuration. The aft cabin was designed with a double berth. Overall, the yacht could accommodate around 4 to 6 people.



The accommodation was found in satisfactory standard with no modification made from the manufacturers design. Cosmetically the interior of the vessel was in a good condition.

Observations, comments & tests

- No internal structural defects were noted to the secondary wood fit out.
- All doors and their furniture were found to fit their frames.
- Except for a few minor scuffs, scratches and wear no significant damage was noted to the finishes throughout the cabin areas.
- Soft furnishings were found in a good clean condition.
- All head-linings were found securely attached and in serviceable order.

30) GAS INSTALLATION

Not installed on this yacht.

31) FRESH WATER TANKS AND DELIVERY

Description

One built in fibreglass water tank was installed amidships. Plastic piping with clipped connectors supplied the electric water pump which provided water to the galley and heads outlets. Hot water was supplied from a calorifier immersion tank seen in the engine bay. A small plastic tank was fitted under the galley units to provide filtered water.

Observations, comments & tests

- All piping that was accessible and visibly inspected was satisfactory clipped and secure.
- The water pump was tested and heard to operate.
- The tanks were securely fixed down and where access was available were found in serviceable condition.
- All internal taps were functioning correctly.
- The hot water tank immersion heater was inspected and found to be in good condition, with no visible signs of corrosion, leakage, or wear on the external components. Electrical connections appeared secure, and the overall installation was in compliance with standard safety guidelines.



32) HEADS

Description

The heads compartments were equipped with electric -type macerator toilets, which discharge into a dedicated blackwater tank. The blackwater tank was emptied through a dump valve, with a maceration pump-out system in place to efficiently manage waste disposal. This setup ensured effective waste management while adhering to marine sanitation standards. Regular maintenance of the valves and pump system is recommended to ensure smooth operation.

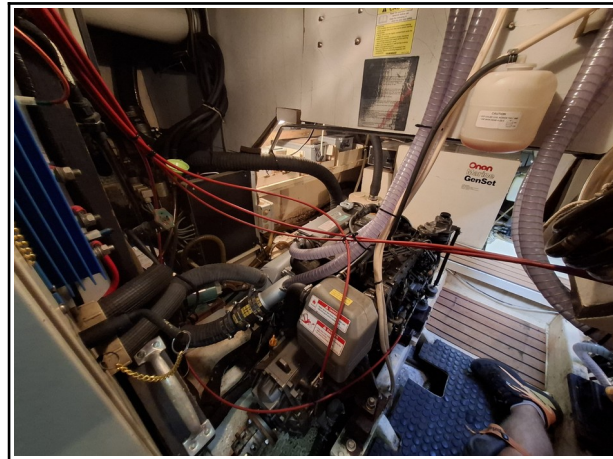
Observations, comments & tests

- All piping that was accessible and visibly inspected was satisfactory clipped and secure.
- The tank was securely fixed down and where access was available was found in serviceable condition.

- The seat and bowl of the heads were in serviceable condition. The heads were well fixed down and secure. No significant staining was seen around the clips and all were clean and bright. All piping was found to be reinforced piping and in a serviceable condition.
- The flush system for the toilet was not tested with the vessel ashore.

33) ELECTRICAL INSTALLATION

The electrical system consisted of four 12V domestic batteries and one dedicated engine battery, divided into two banks: one designated for engine starting and the others providing power for the domestic supply. In addition to the 12V DC system, a 220V AC shore power system was installed, providing power to cabin outlets. Shore power enters the vessel through a plug and socket mounted on the cockpit side, leading to an RCD-protected consumer unit located in the cabin. This unit distributes AC power to the battery charger and various outlet sockets throughout the vessel, ensuring safe and reliable onboard power management.



Solar panels, Onan genset and an inverter system were also observed during the inspection and found to be in serviceable condition. The solar panels provided an additional renewable power source for charging the batteries, while the inverter system efficiently converts the stored 12V DC power to 220V AC for use with onboard appliances. Both systems contribute to the vessel's energy efficiency and independence, particularly during extended periods away from shore power. Regular checks are recommended to ensure continued optimal performance of the generator.

Observations, comments & tests

- The engine and domestic batteries were tested and voltage recorded was between 12.55v suggesting that they were charged and in serviceable condition.
- Ventilation to the batteries was seen to be adequate.
- All cables were securely clamped to the battery terminals.
- All batteries were found properly secured within the designated storage lockers. However, it is recommended to install additional chocks in the battery boxes to prevent any potential lateral movement. This would provide extra stability, especially in rough seas, reducing the risk of damage or disconnection and ensuring the batteries remain safely in place.

- The wiring was PVC insulated, and in the limited places for inspection, the wiring was adequately clipped up and fitted where necessary with bulkhead glands and crimped end fittings. The cable sizes all appeared to be adequate for the circuits examined and the DC cables were all of the multi-strand type.
- The DC system was fitted with a master isolator switch and it was considered to be installed as close to the batteries as practicable.
- The 220 volt system was not plugged into shore power or tested, however, the system appeared to be functional and was properly protected by an RCD breaker. The main shore power lead was seen to be serviceable.
- The battery charger was seen to be neatly installed and in reasonable cosmetic condition.
- The Onan diesel generator was securely installed in the engine room and underwent a visual inspection. It appeared to be in good condition, showing no signs of damage or wear, and was deemed functional. Regular maintenance checks are advisable to ensure its ongoing reliability and performance, particularly for emergency power needs.

34) ELECTRONICS AND NAVIGATION EQUIPMENT

Description

The electronic navigation equipment found onboard was located in two areas, in the cockpit at the helm and down below at the navigation table.

Observations, comments & tests

- The binnacle compass was inspected and appeared to be correctly filled with fluid. However, I was unable to verify whether the night light was functioning properly.
- The VHF radio was operational, with successful switching observed, as both reception and transmission were clearly audible.
- The autopilot was not tested during the inspection but was reported to be working and functional.
- It was noted that the wind instruments were not all operational, indicating a need for further investigation or repair to ensure accurate readings.
- The two internal/external depth readouts appeared to be operating and the speed-log also apparently works.

35) REFRIGERATION

Description and test

The primary fridge, located in the galley facing the sink, was an inbuilt unit with an integrated freezer tray. It has reportedly undergone recent servicing, including the installation of a new

pump and coolant, and is now believed to be functioning efficiently. Additionally, there was a secondary 12/240V freestanding fridge located beneath the chart table, which was also equipped with an icebox. However, a separate freezer/icebox, featuring a stainless steel lining and a top lid situated adjacent to the hob, was found to be non-operational. According to the owner, this unit will require a new pump and coolant in order to restore its functionality.

36) BOW THRUSTER

The bow thruster unit was visibly inspected and found to be properly secured to the bow thruster tunnel. The tunnel was bonded to the hull with no leakage evident on the interior. No check was made to check if the battery supply was the correct voltage, however the installation appeared to have been installed according to the manufacturers instructions and sufficiently large diameter battery cables to prevent voltage drop had been installed.

37) CONCLUSION

This document serves as a General Condition Survey Report for the pre-sale of the yacht "SAMPLE" conducted by the undersigned surveyor. Upon inspection, the vessel appears to be a standard production model of the Gallart 13.50 Yacht. No unusual modifications or alterations were noted during the examination, and the yacht was found to be in good structural condition overall. It has been constructed to a high standard using quality materials, indicative of the manufacturer's commitment to excellence.

With proper implementation of the recommendations outlined in this report, the vessel should be well-suited for her intended use as a yacht for general pleasure activities within the sea areas defined by European Directive (94/25/EC) class A, Ocean.

The suggestions regarding maintenance and upgrades should be regarded as standard procedures for prudent ownership. These recommendations are aimed at enhancing the yacht's functionality and longevity, and they should not be perceived as detracting from the vessel's overall condition or market value. Rather, they reflect a commitment to responsible ownership and care, ensuring that "Que será, será" remains a safe and enjoyable vessel for years to come.

VALUATION

Vessels Name: "Que será, será."

Make and Model: Gallart 13.50

HIN: 838 - 30

To establish a valuation, the overall condition and inventory and any other aspects that might affect the value has been taken into account. Comparison has been made with other vessels of a similar type and style recently advertised for sale. From an average of advertised prices and or publicised sale prices, deductions and additions have been made for the defects and/or level of equipment noted in the survey report.



Based on the recent survey, the fair market value with unencumbered title is assessed as being in the region of **€90,000 Tax: Paid (Ninety Thousand Euros)**

This valuation was based upon opinions only and not a representation of fact, nor does it carry any grantees of the particulars of information on which the options were based. In preparation of this valuation, the undersigned accepts liability to the instructing client only and to no other third party.

Signed *Steven Truss* **Steven Truss MIIMS.**

APPENDIX ONE – SAFETY EQUIPMENT LIST

The lists below cover essential, mandatory and recommended SAFETY items for vessels up to 13.7 metres and over 13.7 metres in length.

Essential

Lifejacket (or buoyancy aid) for all on board.
Safety harnesses.
Kill cord and spare (varies with type of boat).
Chart(s), Almanac and Pilot Book.
Hand Bearing Compass.
406 MHz EPIRB/PLB (varies with area of operation).
Distress Flares.
First Aid Kit.
Emergency tiller (for wheel steered boats).
Equipment to deal with water ingress (Bailer, Bilge Pump, Bungs).
Emergency VHF aerial for fixed VHF (varies with type of boat).
Anchor and cable/warp.
Tools and spares (engine, electrics, rig, sails).
Spare fuel.
Waterproof torches.
Mooring lines and fenders.
Knife / Axe.
Pump and puncture repair kit (for inflatable boats).
Alternative means of propulsion (oars, outboard engine etc.)
Ship's log book.
Accurate clock or watch.

Mandatory

Radar reflector.
Lifesaving signals.
Navigation lights, day shapes and sound signalling equipment.
Marine Radio (VHF).
MF/HF radio (varies with area of operation).
Handheld white flares (for collision avoidance) or powerful torch.
Liferaft and Grab bag (varies with area of operation).
Firefighting equipment.
Equipment to deal with a man overboard (life ring, dan buoy etc.)

Bucket (strong with lanyard).

Boarding ladder.

Recommended

Fixed steering compass (lit at night).

Drawing instruments for navigation (plotters and dividers).

Binoculars.

Echo sounder.

Log.

GPS/Chart Plotter.

Navtex.

Barometer.

Storm sails (for sailing yachts).

Bosun's chair (for sailing yachts).

Tender.

Tow rope.

Boat hook.

At your discretion

SSB radio and / or satellite phone.

Automated Identification System (AIS).

Radar.

SART/ AIS SART.

Propeller guards and rope cutters.

Sea anchor and/or drogue.

