

Paul Hastings trading as GPV Marine Services and Surveys
DipMarSur MSA AssocRINA AffiliateYDSA
76 Heath Court
Stanley Close
New Eltham
London
SE9 2BB
www.gpvmarineservicesandsurveys.com
07966884479



Pre-Purchase Survey of 'Raven Moon'

Report Number: 101125-001

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Survey Date: 10th November 2025



Designer/ builder: Collingwood

Type: Widebeam Narrowboat

Year of build: 2016

Length overall: 60ft

Beam: 9ft

Max Draft: 3'

Displacement: unknown

Hull/Serial number:

Construction material: Steel

Engine: Canaline 52

Fuel type: Diesel

Engine hours: 1623

Engine serial numbers: 1600304

Engine Power: 52hp

Brokers Information:

<https://www.aquavista.com/boat-sales/boats-for-sale/london/raven-moon/1290>

Boat safety scheme number. BSSER-481701/24

BSS expiry: 30/052028

EA/CRT number: 524221

Any other identifying numbers: None were seen at the time of the survey.

Yard: Bulls Bridge Dry Docks, Hayes, Middlesex

The current owner and Potential buyer provide vessel details.

Intended use: Pleasure/cruising

This Pre-Purchase Survey has been carried out at the request of:



Limitations:

- The vessel was out of the water for 1 hour before the survey.
- Due to the amount of personal possessions onboard, access to many lockers and areas was restricted for inspection.
- Where fixed panels, linings, etc., restrict access, it was not possible to examine, and I cannot say those areas are free from defects.
- In some cases, it is not possible to detect latent and hidden defects without destructive testing, and this is also not possible without the owner's consent.
- All ball valves/ seacocks were opened and closed to their full extent where possible.
- Any accessible fixing bolts were hammer-tested.
- Bodies of metal valves or seacocks were tested with a hammer inside the boat, and the external heads of skin fittings were cleaned for visual inspection and then hammered-tested outside the boat.
- Fittings are thoroughly tested inside the boat, where possible, for hull integrity.
- Hose clips are visually inspected, and hoses are aggressively tested for security.
- The mechanical condition of the engines and their complete installation are outside the scope of this survey.
- The vessel's electrical installation was examined visually and by switch testing only.
- The vessel's tanks and pipework were inspected visually only, and no tank openings were carried out. The tanks were not fill-tested, pressure tested or tested for contamination.
- The information contained in this report, concerning sizes, ratings, capacities, speeds, etc., was ascertained from the maker's plates, logs, documents, plans, and certificates onboard, together with statements from the owner's representative/agent. None of the information was gained by measurement or calculation, although all information contained within this report is believed to be correct; however, the accuracy thereof is in no way guaranteed.
- Due to the layout and onboard personal possessions, not all skin fittings above the waterline could be inspected internally.
- The vessel was laid on a dry dock grid, and access to some areas of the base plate was restricted.

Scope of the survey:

- This insurance survey was conducted using non-destructive testing (NDT) and will be referred to accordingly in the report.
- This is an out-of-water survey.
- Please note that when reference is made to a condition, it should be considered in relation to the vessel's age. For example, "excellent condition" should not be taken to mean "as new".
- This survey was carried out solely for the client stated and is not for use by any third party.
- A general inspection of the engine and installation will be conducted; it is a visual inspection only, and no parts will be dismantled. It should be noted that some

components may appear serviceable but may be found defective when engines are run at high loads for extended periods.

- No skin fittings or valves were dismantled during this survey.

Recreational Craft Directive

The vessel was reported to have been built after 16th June 1998 and therefore must comply with the requirements of the Recreational Craft Directive (RCD). Raven Moon had a plaque in place and documentation for compliance.

Conditions: 12 degrees Celsius, light showers, light winds; the vessel was under cover in the dry dock.

The conditions for obtaining readings were good.

Recommendations will be given at the end of each section

- These have not been made based on cosmetic or other minor defects, although relevant suggestions may be made in the text.
- The following code denotes the importance of the recommendation. These recommendations should be considered a guide only, not an exhaustive list.
- A. Structural, mechanical or other defects affecting strength, seaworthiness or safety which require immediate attention.
- B. Structural or mechanical defects do not require immediate attention but must be monitored or dealt with within a specified period. **If no period has been defined, then it should be rectified within 3 months.**
- C. Non-essential or cosmetic defects whose repair may be left to the owner's discretion.

The Non-destructive testing (NDT) and hammer sounding carried out in this survey were done using a welder's hammer and a CYGNUS 4 Ultra Sonic Thickness gauge (UTG).

NDT/Non-Destructive Testing/ Hammer-Sounding/ Tap-Testing: Percussive testing, or "tap testing," is a procedure in which a composite structure is repeatedly tapped, and the experienced marine professional listens to the sound the taps make. Sounds are compared between a known solid area and the area in question. Debonded areas typically sound "hollow" in comparison to known solid regions. This technique requires a trained ear to detect subtle issues and should be performed by an experienced marine professional.

This has been defined as such in the MCA publication MGN613 (M)

This is undertaken in rows from the keel up to the waterline, at 75mm intervals.

The Cygnus 4 ultrasonic thickness gauge was calibrated against a 15mm test block before use.

The vessel was measured and marked in 1-meter intervals, and a minimum of 6 UTG measurements were taken per section or 'zone' on the side shells. 2 above the

waterline, 2 on the waterline and 2 below the waterline, and the thinnest measurement taken in that zone will be recorded on the corresponding chart.

Zone 1 will be from the Transom and working to the Stem.

The Base plate was measured only where accessible.

A minimum of 150 UTG measurements were taken on this survey.

Distance Observations

The vessel was taken to dry dock under its own power and docked without issue. The vessel was observed floating at the dock with no listing, but the delivery skipper reported that the bow thruster was working in reverse and needed to be rectified. The vessel was laid on the grid in the dry dock, with no noggings or sagging observed, and, on first inspection, no anodes were welded to the base plate.

The hull had been blacked up to the rubbing strake and featured black gloss paint above, with a cream-coloured coachroof and pinstriping.

1. Hull base plate, Uxter plate and Weed Hatch

1.1 The original base plate was made from 10mm mild steel sheets. The base plate was observed to have minimal surface pitting and is in serviceable condition. Hammer soundings showed acceptable consistency. The hull was laid out on blocks, and some areas were inaccessible for ultrasonic thickness inspections. The black protective coating was observed to require repainting and has provided good levels of protection.

1.2 The edge of the base plate was seen to be in good condition and was inspected all around the hull and found to be protruding between 10mm and 20mm out from the side plating.

1.3 The Uxter Plate was found to be made of 6mm steel, and the UTG measurements were found to be between 5.7mm and 6 mm; hammer sounding gave acceptable levels of consistency.

1.4 The weed hatch clamping bolt was seen to have been in a serviceable condition and seated on the seals firmly when clamped in place. No water was observed leaking from the hatch, and when the vessel was delivered under its own power, no water entered the engine bay.

1.5 The base plate in the engine bay was seen to be in a serviceable condition and well-maintained. The Base plate and Upper Plate were observed to be intact, and UTG measurements were inside the engine bay to confirm the results from the underside. The engine bay had been painted grey and was well-kept, with no issues found during inspection.

The Blacking has provided good protection and should be reblacked within 12 months.

UTG results will be given on the chart accompanying this report.

Recommendations

(C) The base plate would benefit from a protective coating to offer a high level of protection and prolong the life of the base plate.

(C) Continue periodic maintenance of the base plate to prolong the life of the plating.

2. Side shell and plating

2.1 The side plating was a 6mm plate, and degradation was found to be minimal. As previously stated in this report, the vessel was measured and marked out in 1-metre intervals, and a minimum of 6 UTG measurements were taken per 'zone'. A welder's hammer was used to sound the plating, and acceptable levels of consistency were achieved, with no defects audibly detected upon inspection. No Microbial corrosion was seen on the wetted area and at the waterline. Scraping of the areas to be inspected revealed no surface pitting; it would be advisable to renew the protective coatings to maintain the side plating in good condition. A protective guard was placed over the bow thruster tunnel, and additional fendering caps were welded onto the side plating above it.

2.2 The Swim Was hammer-sounded, and no defects were detected. A welder's hammer was used to sound the plating, and acceptable levels of consistency were achieved, with no defects audibly detected upon inspection.

2.3 Rubbing Strakes were fitted to both sides of the vessel, and these were 50mm wide 'D' D-section.

The top strake was Stem to Stern, the lower strake was wrapped around the stern to the length of the uxtter plate. Welds were seen to be in good condition, and the strakes were attached to a professional standard.

2.4 The protective blacking coating was seen to have been offering a good standard of protection, but it has now failed at the waterline and requires a replacement. A few areas with scratches were observed; if epoxy coatings are used, this will provide long-term protection to the steel plating.

2.5 At the stern, the UTG readings were noted to be thinner from the stern and along 4 meters. And this was seen around both sides and the stern; this is from the original construction. The UTG readings ranged from 5.7 mm to 6 mm, which is acceptable, but treating will prolong the lifespan of the steel plating.

2.6 Using the ultrasonic thickness gauge showed that above the rubbing strake, the topsides were constructed using different-sized plates. At the turn of the bow, where the coachroof ends, it was found that the plating used was 4mm thick. The plating was hammer-sounded with care taken not to damage paintwork; no issues were found.

The Blacking has provided good protection and should be reblacked within 12 months.

Recommendations

(B) Reapply protective coating to protect the side plating on the next haul out, and the vessel would benefit from an epoxy coating to prolong the life of the side plating and ultimately maintain a good market value.

3. Rudder

3.1 The skeg-mounted semi-balanced rudder blade was made of a 730mm x 46mm x 10mm thick steel plate and was seen to be in a serviceable condition.

3.2 The Skeg was made of a 6mm thick channel measuring 100mm wide and was seen to

be in serviceable condition with minimal corrosion and no impact damage seen at the time of the survey

3.3 The tiller bearings were in serviceable condition and turning freely. There was no movement at the base when rattled vigorously.

Recommendations.
None

4. Steering

4.1 The Tiller Steering was moved to its full extent, and this was freely moving with no binding or jamming. The vessel was taken to the survey under its own power, and no steering issues were reported.

4.2 The tiller arm extension was connected and in serviceable condition.

4.3 The VETUS EC5.7/1.2/39-02 bow thruster was in use and was reported to be wired in reverse. The delivery skipper reported this, and further investigation should be carried out when the vessel is refloated. No pitting of the bow thruster tube was seen; however, inspection was limited due to the presentation of the vessel at the time of survey.

Recommendations

(B) Further investigation is required based on the report from the delivery skipper that the bow thruster is working in reverse.

5. Propeller and Stern gear

5.1 The propeller was a 3-blade bronze right-hand rotation measured to be 17.5" in diameter, which was seen to be in serviceable condition. The blade edges had some wear, but when tapped with a hammer, they returned a bright ring with no signs of dezincification. One blade was observed to have been torn at the tip, and this should be repaired to prevent vibration when underway.

5.2 The propeller shaft was 35mm in diameter and made of stainless steel. No pitting was observed where inspected, but this cannot be verified in inaccessible areas, such as inside the cutlass bearing.

5.3 The propeller nut was seen to be tight and holding the propeller securely on the shaft. A shaft anode was found in place at the propeller nut, and it was secured with a bolt at the end of the shaft.

5.4 The Shaft Coupler was seen to be in serviceable condition, and the bolts were tight when checked. Bearings and carriers were in good condition.

5.5 The Cutlass bearing and bearing housing were seen to be in serviceable condition. The propeller shaft was lifted and moved laterally to check for any play in the cutlass bearing, and none was found. The Propeller shaft turned freely within the cutlass bearing with no binding.

5.6 The Stern Gland was a water-lubricated lip seal type and was seen to be in serviceable condition. The greaser was tested and found to be in working order.

Recommendations

None

6. Cathodic Protection

6.1 The vessel was seen to have the following:

Six 300mm (2.5kg) anodes, welded to the hull, are spent and require replacement. A shaft anode was installed at the propeller nut and was in serviceable condition.

The bow thruster anode was in serviceable condition.

6.2 A galvanic isolator was not seen to be installed on the shore power inlet.

Recommendations

(B) Replace all anodes

(C) It would be beneficial to the vessel if a galvanic isolator were installed to give added protection to the hull plating.

7. Through Hull Apertures

7.1 The through-hull apertures were only inspected from the outside, and internal panels restricted access to the skin fittings.

7.2 The skin fittings, which were connected to interior services or machinery, were all measured and found to be 150 mm above the waterline, except for the galley sink outlet, which was measured to be at 130 mm and the engine exhaust, which was 60 mm above the waterline. The external welds were all in serviceable condition, and hammer-sounding in the local areas around any skin fittings yielded acceptable results.

7.3 The gas locker and deck drains were seen to be in good condition

Recommendations

(B) Install a valve on the galley sink outlet so it can be isolated when not in use, and this will prevent downflooding in an emergency.

<u>Stern to Bow</u>				
Port Zone	AWL (MM)	Function	Type	Condition
2	180	Anchor locker drain	Hole in the plate	Serviceable
3	250	Deck drain	Slot in plate	Serviceable
17	250	Air vent	Plastic vent	Serviceable
18	250	Deck drain	Steel welded pipe	Serviceable
18	200	Bilge pump	Stainless steel	serviceable

18	250	Calorifier PRV outlet	Stainless steel	serviceable
19	60	Engine exhaust	Welded steel	serviceable

<u>Stern to Bow</u>				
Starboard Zone	AWL (MM)	Function	Type	Condition
2	180	Anchor Locker drain	Hole in the plate	Serviceable
3	250	Deck drain	Slot in plate	Serviceable
3	300	Water tank vent	Vetus	Serviceable
7	250	Sewage tank vent	Vetus	Serviceable
8	180	Shower out	Stainless steel	Serviceable
8	250	Heads Sink out	Stainless steel	Serviceable
14	230	Washing machine outlet	Stainless steel	Serviceable
17	170	Diesel heater exhaust	Stainless steel	Serviceable
18	170	Deck drain	Welded steel pipe	Serviceable
19	170	Deck drain	Welded steel pipe	Serviceable

8. Access to accommodation, upholstery and general Layout

8.1 From bow to stern, the vessel is laid out as follows

Self-draining Anchor locker.

Foredeck with freshwater tank and access to the bow thruster.

Twin door access to the main bedroom with cupboards and storage.

On the Starboard is the shower and heads

Access through the boat is on the port side.

The ceiling, flooring, and panels were made of wood and were in acceptable condition, with no signs of water damage visible at the time of the survey.

The main lounge area has a solid fuel burner.

Breakfast bar with a washing machine stowed beneath and double doors on the starboard side.

Gally on the port side

Electrical cupboard on the starboard side.

Companionway up to the stern

Aft deck, where the tiller is located, and storage is available under the seating.

Gas locker.

Engine bay and fuel tank.

8.2 Access is via a pair of doors on the bow and a pair of double doors with a sliding hatch at the stern. The door locks were functioning at the time of the survey. The sliding hatch was moved on its runners and was seen to be freely moving with no jamming or binding. Companionway steps were found to be secure and in place.

8.3 The interior of the vessel was seen to be in good condition, and the panelling was installed to a professional standard.

8.4 The upholstery, furniture, floor and general condition of the interior were seen to be in serviceable condition with no water damage seen at the time of survey. The upholstery on the aft deck was in serviceable condition, and the table could be removed. A sheet of ply was placed beneath the seat swabs, which showed water damage, and as the seats are on this, it could cause damage to the material.

No inventory was seen at the time of the survey.

Recommendations

(B) remove rotting wood from beneath the seats on the cruising stern.

(C) It is recommended that access panels be installed for maintenance should the interior have a refit.

9. Hull Internal Structure

9.1 Not accessible throughout the accommodation of the vessel for inspection due to the interior panelling and the fitted interior.

9.2 anchor locker and foredeck with bow thruster compartment.

The anchor locker was locked and the lock seized; it was freed with penetrating spray, and the locker was inspected internally. Both areas were opened and inspected where access was possible, and both were painted in grey, and no standing water was seen, with no deep pitting. Hammer-sounding returned consistent and favourable results with no defects found where inspection was carried out.

9.3 Engine bay

The engine bay was painted grey and kept in a well-maintained condition. Hammer sounding was carried out with no defects, and the welds around the skin tanks were to a professional standard, and the skin fittings were not leaking.

Recommendations

(C) Continue the maintenance to the current standard, as this will help the vessel maintain a favourable market value.

(C) Due to the interior panels and flooring being in place, it would be advised to create access points for bilges and the sides of the vessel when interior refits are done for future maintenance and inspections

10. Deck Structure and Stanchions

10.1 The Deck was seen to have been constructed using a 6mm plate. Hammer sounding and UTG measurements with no defects found. The plating was found to be between 5.5 and 6mm, as inspected.

In some areas, the paint was seen to require touch-up coats to better protect the plating from the elements.

10.2 The deck steel work was in satisfactory condition and in a well-maintained state. The engine bay boards were wooden and in good condition, but the drainage channels were clogged with debris, potentially causing rainwater to overflow into the engine bay.

10.3 No taff rail or stanchions were fitted onboard.

Recommendations

(C) Good maintenance and upkeep of the paintwork and coatings will prolong the life of the plating of the vessel.

(B) Maintain clear drainage ducts of the engine hatch so rainwater does not fill the engine bay.

11. Cabin Structure

11.1 The cabin structure was built using 5mm steel plating and 4 mm on the roof, and this was found to be in serviceable condition. The areas around the windows were seen to be free from blistering.

11.2 The Paint was seen to be kept to a high standard, and surfaces were well maintained.

Recommendations

(C) Good maintenance and upkeep of the paintwork and coatings will prolong the life of the plating of the vessel.

12. Hatches, Windows and Doors

12.1 The wooden forward doors were seen to be lockable, and the glass panels were in good condition. The aft access was through twin doors with a sliding hatch; all were in good condition. The double doors on the starboard side were made of steel and opened and closed without issue.

12.2 The window frames were screwed to the accommodation steelwork. The paint around the frames was seen to be free from blistering at the time of the survey. The frames were polished stainless steel and in good condition. The top hopper windows were in serviceable condition and seated well when closed. The vessel had a mixture of square windows and round portholes. Windows were opened and closed, and although seated on the seals, some seals were seen to have moss, which may be letting water in.

12.3 The window frames and surrounding panelling in the lounge area were seen to have minor historical water damage; the integrity was not affected, and this may have been caused by the window ducts being clogged.

12.4 The hatch was seen to be in good condition and moving freely when opened to its full extent. Tracks and rollers were in serviceable condition.

Recommendations

(B) Maintain widows, seals and drainage ducts to prevent water damage.

These recommendations should be addressed promptly to prevent damage to the interior.

13. Anchors, Lines and Mooring Arrangements

13.1 A 20kg Danforth anchor was seen stowed under the stern seating with new chain and warp.

13.2 Lines and ropes were limited onboard, and those that were seen were in serviceable condition. Mooring spikes were seen kept in the lockers aft.

13.3 Fenders were left attached to the vessel, and these were in serviceable condition with rope fenders on the bow and stern.

13.4 Cleats and Dollies: The vessel had a cleat on the bow and a dolly on each quarter, and they were all in serviceable condition. The welds were inspected, and no cracks or damage were seen.

Recommendations

(C) It would be recommended that the anchor be stowed in the self-draining locker at the bow.

14. Bilge pumping arrangements

14.1 The vessel was equipped with a bilge pump in the engine bay, and this was seen to be working when tested.

Recommendations

(C) Regular checks of bilge pumping equipment to ensure it is working.

15. Fire-fighting equipment

Location	Type	Size	Man. Date	Serviced Y/N	Gauge Reading
Galley	Dry Powder	1kg	2016	No	Green
Saloon	Dry powder	1kg	2016	No	Green
Aft passage	Dry Powder	1Kg	2016	No	Green
Galley	Fire Blanket	1mx1m			
Carbon Monoxide alarm	Lounge area Bedroom			Tested and working.	

Recommendations

(C) The vessel has BSS inspection, and all firefighting equipment onboard will need to comply with the BSS requirements; however, it is recommended that fire extinguishers be replaced every 10 years and dry powder extinguishers should be regularly turned to prevent the contents from compacting. Fire extinguishers should be tested and recharged every 5 years.

(C) Regular checks of batteries in the smoke and carbon monoxide alarms should be carried out.

More information

<https://www.bafe.org.uk/bafe-fire-safety-guidance/faqs/how-often-should-i-be-servicing-my-fire-extinguishers>

16. Ventilation

16.1 Ventilation and covers were found to be adequate for the vessel. 4 mushroom vents were installed on the roof, and all were found to be secure.

16.2 The twin doors forward were seen to be fitted with vents. The twin doors on the cruising stern had a vent fitted to each.

16.3 The electrical cupboard had vents installed to allow air in for the charger inverter.

Recommendations.

None

17. Pollution

17.1 The engine bay was seen to have oil sitting in a tray beneath the gearbox. The oil was clear and golden. The drip tray prevented the oil from spreading around the engine bay, but it should be cleared, and the cause of the leak investigated further.

Recommendations.

(C) Ensure the hatches and drainage channels prevent rainwater from entering the engine bay to prevent corrosion of the steel and also to prevent oily water from being pumped out by the automatic bilge pump.

18. Engine, Controls and Installation

18.1 Engine and gearbox The engine fitted was a 4-cylinder Canaline 52 engine with 1623 hours and was seen to be in serviceable condition. The oil was checked on the dipstick and found to be between the high and low marks, and the belts were found to be in a serviceable condition. The engine compartment was seen to be free from water and diesel in the drip tray.

The exhaust is sufficiently lagged and secure with no signs of exhaust gas leaks.

The Engine alternator and starter motor were found to be clean, and the wiring was maintained to a high standard.

18.2 The engine mounts were secure and in serviceable condition

18.3 The belts and hoses were seen to be in serviceable condition.

18.4 The engine was cooled via 1 skin tank that was found to be in serviceable condition; however, there was no way of checking the coolant as the header tank cap was rusted and may have broken if forced. This will need replacing and the coolant checked.

18.5 The engine oil was checked at the dipstick, and no emulsification was present when checked. The engine oil was clear and seen to be just below full on the dipstick marks.

18.6 Control levers and cables were seen to be in serviceable condition, but it is not known how long it has been since the control cables were changed.

18.7 The Starter battery was seen to be in good condition, and all connections were secure. When the engine was running, the voltmeter showed that the battery was charging. When the engine was at rest, the battery was shown to be holding a charge and not dropping in voltage.

18.8 The general condition of the engine and bay was seen to be in serviceable condition. The bilge had been painted, and the coatings were in serviceable condition. The engine was seen to have no oil or diesel leaks.

18.9 The gearbox was a Pm 150D2 in serviceable condition. Oils were clear and gold in colour, but high on the dipstick marks, and no emulsified oil was seen at the time of the survey. The oil in the drip tray was observed to be dripping from the gearbox output shaft, which may be due to excess oil being added to the gearbox; however, a marine engineer should check this. If the oil levels are correct, the oil seals may need to be replaced. No service records were seen at the time of the survey.

Recommendations

(A) Replace the coolant cap and check the coolant levels.

Further investigation into the gearbox oil leaks is required.

(B) Ensure correct coolant levels and mixture ratios are kept to prolong the life of the cooling system.

(B) Commission a marine engineer to service the engine and parts at regular intervals as per the manufacturer's requirements.

19. Fuel System

19.1 Fuel Filters were seen to be in serviceable condition and were regularly changed. The screw-on cartridge-type prefilter and water separator was securely mounted in the engine bay, and all pipework was securely fixed.

19.2 Hoses and pipework were in serviceable condition, and solid pipework was securely fastened where inspected.

Clamps used were in serviceable condition. Any solid pipework was securely fastened with

P-clips and in serviceable condition.

19.3 The fuel tank was of steel construction and integral to the vessel. The fuel shut-off valve was a ball valve, checked by opening and closing to its full extent, and was found to be in working order.

Recommendations
None

20. Gas Installation

A full gas installation inspection can only be carried out by a suitably qualified gas operative registered with Gas Safe. Please note that this survey is not a gas safety certificate. This is only obtainable in the UK after comprehensive pressure testing and assessment by a qualified person listed on the Gas Safe Register www.gassaferegister.co.uk

20.1 The vessel was equipped with a 4-ring gas hob that was seen working and in good condition. The Oven was a Belling gas oven. The gas pipework was seen to be securely fixed at the point of inspection and in a serviceable condition. The gas oven was seen to be kept in good condition. The gas shut-off valves were opened and closed to their full extent with no issues seen. These were seen beneath the oven.

20.2 A gas Alarm was not seen at the time of the survey.

20.3 The Self-draining Gas Locker was situated on the stern deck and well-marked and in serviceable condition. There were 1 x 13kg propane bottle and 1 x 6kg propane bottle in the locker, with a changeover regulator valve in serviceable condition. The orange hoses were seen to be more than 5 years old, and it is recommended that these be replaced. A bubble tester was securely fitted to the gas locker and was in serviceable condition.

20.4 The regulator was a Clesse CSR 485C type and in serviceable condition.

Recommendations

(B) Replace the orange gas hose in the gas locker.

(C) It is recommended that periodic inspections of the gas locker be carried out to inspect any coating that needs replacing to prevent corrosion of the steel plating.

Guidance:

Gas hose pipes, especially those made to current safety standards, typically expire after about five years. The expiry date is printed directly on the hose body, so check it to know when to replace it. It is recommended to replace the hose every five years for safety reasons.

A propane regulator does not have a single "expiry date," but it should be replaced every 5 to 10 years from the date of manufacture.

21. Freshwater tanks and delivery

22.1 The Freshwater tank was situated beneath the foredeck but was not accessible due to the floor plates being secured in place. The capacity of the freshwater tank is unknown.

22.2 The freshwater pump was a Jabsco Par-Max 1.9 12V, and this was powered up and seen to be running. This was situated beneath the steps leading to the forward doors, along with the accumulator tank.

22.3 The Plumbing and pipework routes were followed and inspected where accessible, with no leaks. Plastic compression fittings and pipework were used with no leaks seen where inspection was possible.

22.4 Galley taps were seen working, as was the shower.

22.5 The hot water was provided by a Webasto diesel water heater and an electric element in a calorifier, which was situated in the engine bay and felt to be warming the water up when switched on.

Recommendations
None

22. Bathroom, Heads and Sewage

22.1 The toilet was a Jabsco electric flushing type in serviceable condition. There was no sewage odour on the vessel at the time of the survey.

22.2 There was a wash basin in the heads, and this was in serviceable condition.

22.3 The shower cubicle was a corner unit with a glass door that slid open with no issues. The shower drain pump was turned on and was heard to be working. The switch was located by the toilet

22.5. The shower and heads were kept to a high standard.

22.6 The sewage tank was located beneath the forward bed. This was visually inspected, and no issues were found; no leaks or odours were present. The sewage pumpout deck was fitted on the roof. The level gauge was seen to be working.

Recommendations
NONE

23. Electrical Installation

23.1 20V: The 240V installation was seen to be of a professional standard. This was seen working and checked with a socket tester with no defects registered. The vessel has shore power capabilities, but this was not checked with a shore power lead.

240V outlets were tested with a socket tester, and all 3 lights were showing, indicating no faults.

A 16a RCB breaker was installed on the main electrical panel.

A Stirling Pro-Combi S inverter charger was installed and protected with an RCD. This was checked using the socket tester with no faults found. There was an isolator for the inverter in the engine bay that was not clearly marked, but switch testing confirmed it was working.

23.2 12V system.

The 12V system installation was found to be of professional standard and well-maintained. The connections and rigging in the engine bay were neat, and the ends were adequately terminated.

23.3 The vessel was equipped with an MPPT ML2430 solar charger controller, which was seen to be working and charging at 12.5 volts when the shore power was disconnected. The 2 solar panels were securely mounted to the roof and in serviceable condition.

23.4 12V switch panels were seen at the time of the survey and were individually tested, and all were working. The battery isolators were situated in the engine bay and were switch-tested and found to be working, although they were not labelled, which should be done.

23.5 Interior lighting

The 12V lighting was tested throughout, and all units were seen to be working.

23.6 The vessel had 4 batteries installed, 4 domestic and 1 starter, and these were showing to hold 12.45V at rest and 13.1V when charging from the Stirling charger and the Victron solar charger, respectively. The batteries were securely fitted in a purpose-made battery box. The Domestic batteries were 110 Ah, all holding 12.5 V at rest. The starter battery was holding 12.7V at rest. The batteries were labelled as installed in 2018

23.7 A Stirling power products charger was also installed and tested as an inverter with no issues.

23.8 The engine was equipped with twin alternators, one being for the engine systems and the other being to charge the domestic 12V system. This was seen working when the boats were delivered to the dry dock.

23.9 Navigational Equipment - Lights, tunnel lights, Horn, cameras

Name of Equipment	Working/ Not Working
Steaming Light	None
Port Light	Broken
Starboard Light	working
Stearn Light	Not fitted
Anchor Light	Not fitted
Tunnel/ Search Light	Working

Horn	Working
Forward-facing Camera	Not fitted

Recommendations

(B) Clearly mark breakers and isolators and their purpose.

(B) Ensure that all navigation lights are working for the intended voyages.

This Recommendation has been graded as a 'B' as it is not known what waterways the prospective owner will be cruising on. If the vessel is used on tidal waterways, all lights must comply with international regulations (COLREGS).

24. Heating, Refrigeration and Other Services

24.1 The vessel was equipped with a solid fuel burner installed in the lounge area, which was seen to be to a professional standard.

The flue and the collar were in serviceable condition. There were no signs of water leaking down the flue, and it is recommended that a competent person regularly service this.

24.2 Diesel Heating

A Webasto Thermo top C wet system diesel heater was installed to a professional standard and mounted in the engine bay. The exhaust was partially lagged, and the exposed exhaust pipe was seen to be in serviceable condition. The fuel lines to the diesel heating were solid pipework and adequately secured in the engine bay.

The Webasto wet system-powered radiators throughout the vessel were found to be in serviceable condition, with no signs of leaks or prior leaks. The pipework was inspected where possible, with no issues found. The Thermostat was mounted inside the vessel and powered the diesel heater briefly when turned on.

The coolant header tank was located in the wardrobe of the master bedroom, and the levels were seen to be between maximum and minimum.

24.3 The refrigerator, which was powered by the 12V system, was seen working at the time of the survey.

24.4 Electric heating

No electric heating was seen at the time of the survey.

24.5 Washing Machine

A 240V washing machine was installed on the vessel, situated under the breakfast bar.

Recommendations

(C) It is recommended that a professional regularly service the wood-burning stove to ensure safe and efficient use.

Carbon monoxide poisoning is a significant hazard, and several accidents have been caused by faulty gas appliances, inadequate alarm systems, inefficient flues, or a lack of ventilation.

25. Covers and Boards

25.1 The stern covers were present and seen to be in serviceable condition, as was the framework. No forward covers were seen at the time of the survey.

25.2 Engine bay boards were made of buffalo board and were in serviceable condition.

Recommendations None

26 Reports from a running trial.

The coolant levels could not be checked without damaging the header tank cap, and this will need to be replaced. The bow thruster was reported to be working in reverse and should be rectified.

An oil leak from the gearbox was observed during delivery and has been noted in this report.

27 Conclusion

'[REDACTED]' Is a comfortable vessel which will be an excellent cruising boat and live-aboard. The vessel was built in 2016, and the installation is of a high standard. The vessel has been maintained to a good standard, and its upkeep should maintain its good market value. Some additions could be made to increase comfort and reliability for cruising or onboard living, such as more 12V USB charging points.

It would be advisable to engage a marine engineer to service the engine and inspect the electrical and water installations, thereby enhancing the vessel's overall reliability.

It would be beneficial to the owner to continue to keep service records of any works and maintenance carried out on board.

It would be advised to black the hull when the vessel is out of the water for anode replacement.

The readings from the Ultrasonic thickness gauge will be transcribed onto a chart and sent as a separate document to this report.

Equipment and fittings detailed within the body of this report were on board at the time of the survey or advised where stated; this report is not a comprehensive inventory of all items fitted on board, and the final handover documentation should be consulted in this respect.

This report is submitted without prejudice.



Paul Hastings

17th November 2025

Photographs



Socket outlet test



Coolant cap



Spent anodes that require replacement.



Watermarks beneath windows