

MY "FRANZISCA"

Hull Inspection Report



REQUESTED BY : DE VALK YACHT BROKERS

DATE OF INSPECTION : On 5th October 2021

MATTER : M.Y. "FRANZISCA" hull inspection



Reference: 2271021

Date: 19.10.2021

M.T. "ALDAN" PRELIMINARY REPORT

Ref.: -

REQUESTED BY: DE VALK YACHT BROKERS
Puerto de Almerimar
Darsena de la Batea 1, No. 42,
04711 Almerimar - Almería - Spain

DATE OF REQUEST: October 1st 2021

MATTER: M.Y. "FRANZISKA" hull inspection below waterline

MAIN FEATURES:

Name:	FRANZISKA
Flag:	British
Registration number:	SSR167147
Year:	1992
Trademark:	Horizon
Model:	45
Craft material:	GRP
Length (m):	14,11 m.

INSPECTION

The inspection was carried out on 5th October 2021 at the drydock of Port of Almerimar (El Ejido – Almería, Spain) where the vessel was put ashore. The purpose of the survey was to establish the structural and general condition of the yacht's hull.

The boat had been taken ashore the 1st October 2021, four days before the survey date. There was good, all-round access to the exterior of the hull. The only minor obstructions were the shoring supports. Access to the bottom of the keel was limited to the part not resting on chocks.

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HULL

Below the waterline the hull was antifouled with a red coating (previous seemed to be blue). The coating was found in fair condition with overall good adhesion to the underlying gelcoat surface. There was not grounding damages, either delamination and no structural defect. No stress cracks were observed. As a result of the visual examination of the hull, it seemed like there is no osmosis, no osmosis blister was observed.

As the age of the antifouling is not known, it would be prudent to consider re-coating the hull.

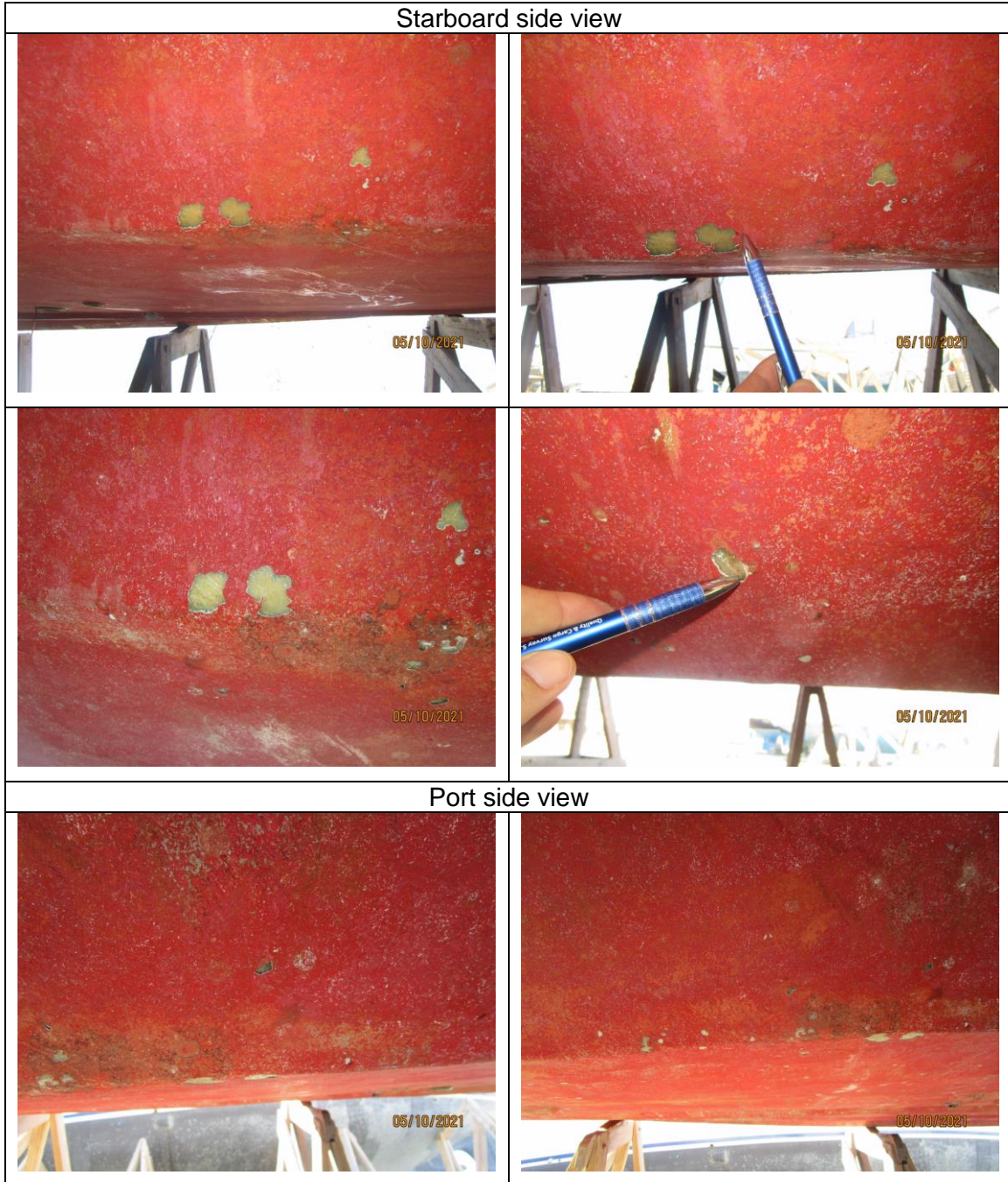
Remarks:

- Bow side of the boat was repaired before (starboard side). The hull in that area was not flat.

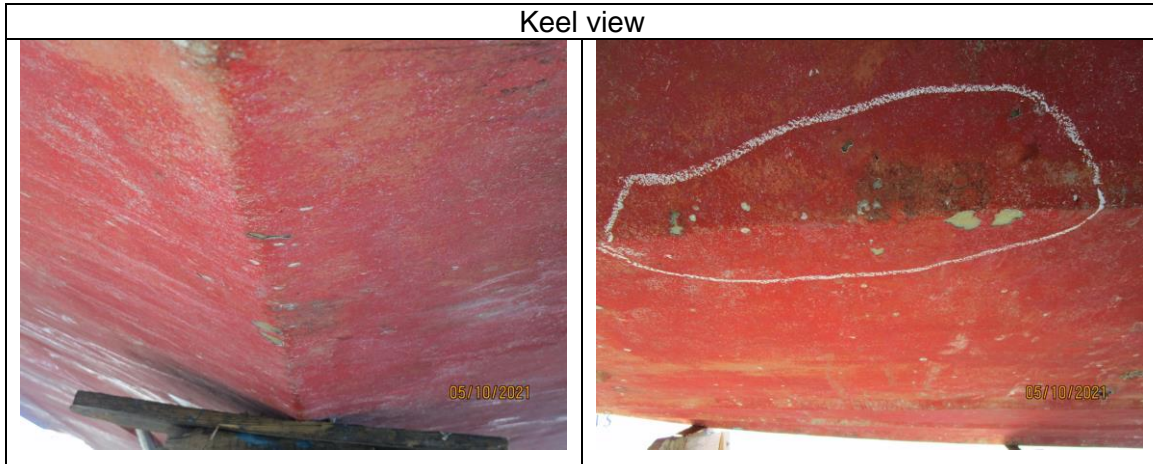


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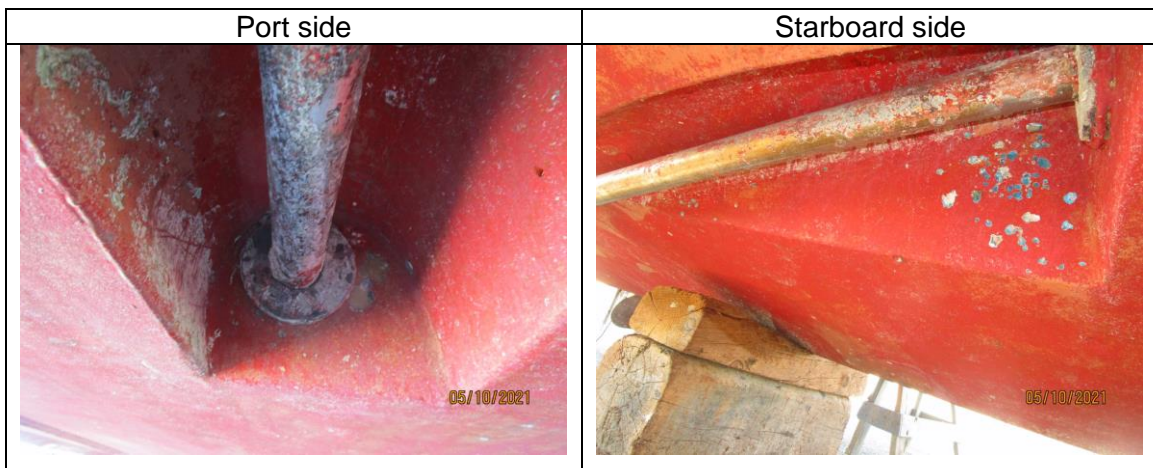
- There was an area in the keel at the centre of the boat where it was found some small spots which the topcoat was missing. Fibre and resin were exposed.



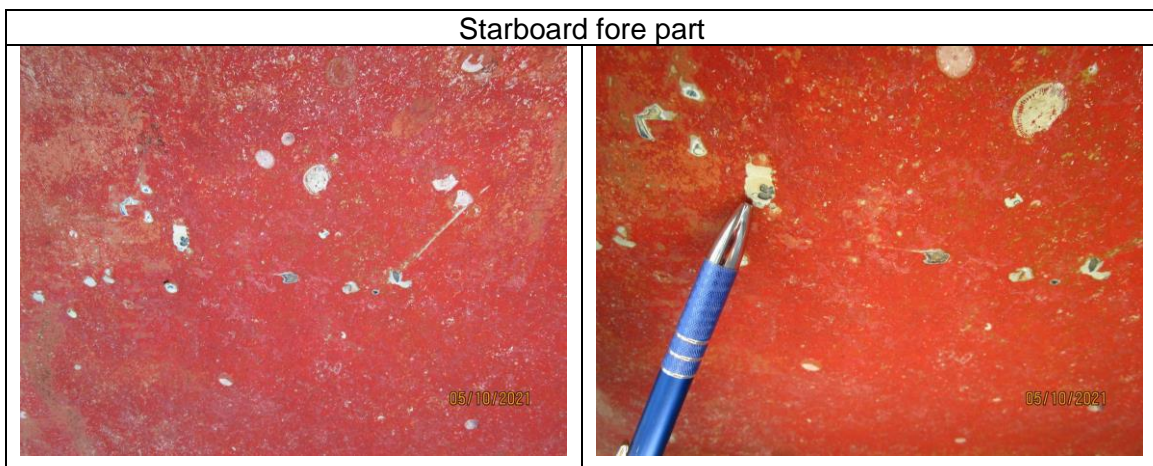
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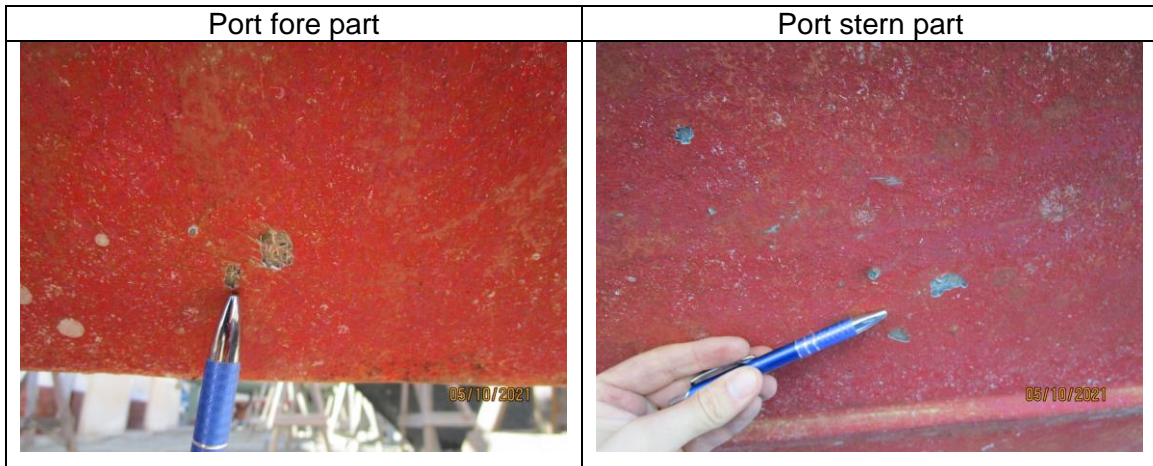
- Next to the shaft stern tube (in both sides), there is some pitting in the antifouling paint.



- Isolated small spots where the fibre was exposed due to the lack of topcoat. These spots might be caused during the cleaning of the barnacles.



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Moisture checks:

The Tramex moisture meter was used for moisture readings referenced in this report. Note that these readings are relative and do not indicate a moisture content as a percentage of dry weight.

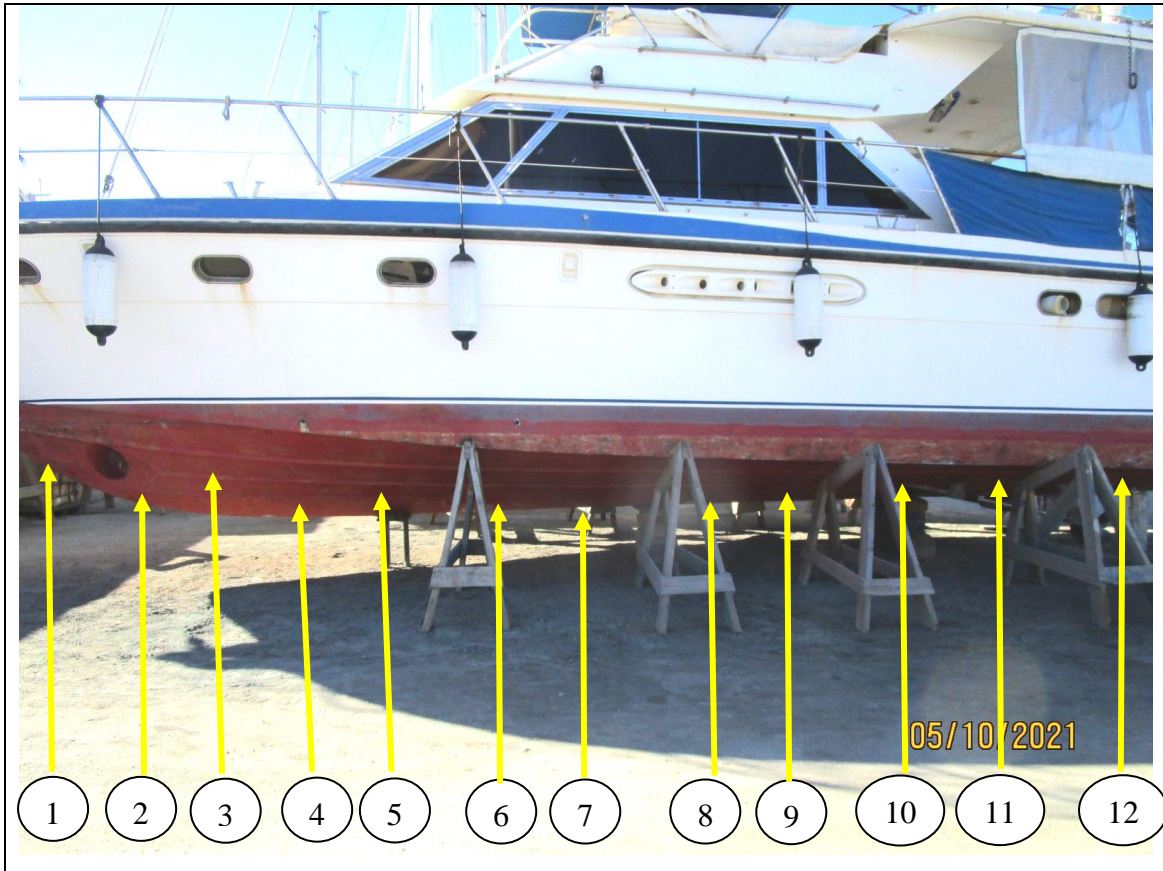
In summary the weather conditions for obtaining moisture readings were good; sunny, light breeze and air temperature range +25 °C.



Readings were taken above the waterline as a baseline comparison and also below the waterline. The above waterline readings were low and to be expected. It was detected elevated level of humidity below waterline.

Moisture readings were taken in 12 areas (in both sides) as it is shown in the following picture:

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The following measurements were obtained:

Side \ Area	Port	Starboard
1	50	80
2	85	90
3	70	70
4	80	80
5	70	80
6	100	100
7	90	90
8	100	90
9	100	100
10	75	80
11	100	90
12	85	90

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Port side



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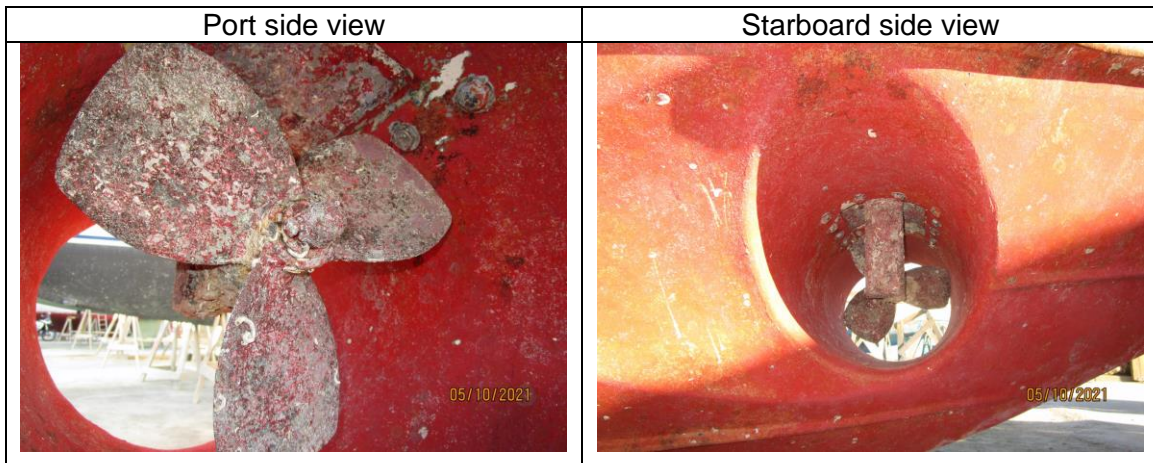
RUDDER

The rudder blades were inspected and noted to be constructed from a yellow metal believed to be bronze alloy or similar. Both were in sound condition with no evidence of contact damage or corrosion. Both rudder blades were secure with only minimal movement noted in the stock suggesting the bearings remain in a workable condition.



BOW THRUSTER

The bow thruster was inspected externally and found in sound condition with no evidence of damage to the bow thruster blades or the GRP tunnel. On the propeller still remains some barnacles.



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TRANSOM

Intact and without evidence of elevated moisture levels.

The boat is fitted with two trim hydraulic tabs. The trim tabs were not tested. One of the hydraulic for the port side tab was detached.

Zincs appeared serviceable.



PROPELLERS, SHAFTS & P-BRACKETS

Both propeller shafts, P-brackets and propellers were inspected. All were noted sound with light surface scaling from marine fouling. All would benefit from polishing.

Two bronze alloy, four bladed propellers were found in sound condition based upon an external visual inspection. Both were rotated and found to be central relative to the stern seal and P-bracket. They were found secure to the shafts and all blade tips found in sound condition with no evidence of obvious contact damage or corrosion.

The shaft alignment was not assessed. Both P-brackets were of a yellow metal believed to be a bronze alloy. Both P-brackets were secure and the cutlass bearing

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showed signs of wear. Port side cutlass bearing is out of place and should be replaced. P-brackets fitting plates showed some corrosion.



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SIDE THRU HULL FITTINGS

All thru hull fittings are adequately secured and sealed to hull.



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CONCLUSION

High moisture content is not generally a structural defect, and is to be expected in older boats. Where some moisture has been absorbed, the likelihood of moisture related problems occurring are higher. When this occurs, the actual state of the laminate cannot be completely guaranteed without destructive testing and chemical analysis.

No osmotic blistering found along the hull, just some small areas where antifouling was detached which do not affect hull integrity. No delamination or cracks was observed. We think that there are no imminent osmosis issues. Although, taking into account the high level of moisture measured along the hull, there is no guarantee that they will not appear in the future. Surveyor has no firsthand knowledge and no confirmed/trusted information of the history of hull maintenance, blistering or repairs on this vessel.

TERMS OF SURVEY

The opinion given in this survey is based on all the evidence available at the time but without destructive testing.

The survey is an objective report on the inspection carried out, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of survey. It implies no guarantee, no safeguard against latent defects, subsequent defects, or defects not discovered at the time of survey or in the future.

The recommendations made are based on the surveyor's knowledge and experience.

This report is issued without prejudice of the contractual liabilities from the parties and refers only to the condition of the boat at the moment of our survey.

Almería, October 19th 2021



Gregorio García
Marine Surveyor