

PREPURCHASE SURVEY REPORT



**SAILING YACHT :
“ DREAM OF FREEDOM ”**

**CONDUCTED BY:
Mr. George Karamalis**

**DATE:
December 8, 2022**

**REPORT NUMBER:
CS12L04**

1.0.0. INTRODUCTION

1.1.0. SCOPE OF SURVEY

Acting at the request of the prospective owners, the attending surveyor did attend onboard the s/y "DREAM OF FREEDOM" in November 26, 2022, at Porto Heli, Greece, for in-water inspection and sea-trials.

Limitations:

No internal inspection was carried out in the tanks. No destructive inspection or dismantling were carried out and only readily accessible areas were inspected. No out-of-water inspection was carried out.

1.2.0. DEFINITION OF TERMS

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels, or requirements not to conduct destructive tests).

SERVICEABLE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Operational with only minor cosmetic or structural discrepancies noted.

SATISFACTORY CONDITION:

Operational with cosmetic or structural discrepancies of small extent.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs (monitor often).

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USE OF ASTERISK:

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

2.0.0. YACHT INFORMATION

Builder	: GULET
Model	: CUSTOM 30
Length Overall	: 30.00 meters
Breadth	: 6.00 meters
Year of build	: 1989
Construction	: GRP
Engine	: 1 x VOLVO PENTA, model TAMD61A, 306 bhp.

3.0.0. CONDITION OF THE YACHT

3.1.0. HULL

Hull Topsides:

* The starboard hull topside was found with some rotten wooden planks. Also some old repairs were noted.

* The port hull topside amidships was found with some fractured wooden parts.

* The seam caulking between the wooden planks at the starboard hull topside near the bow was found deteriorated and gaps were visible, to be recaulked.

Transom:

The transom was found in satisfactory condition.

The edge of the transom at the starboard side was found with a repair.

Bow thruster:

* The bow thruster was found in poor condition and also its hydraulic system is disconnected.

3.2.0. MAIN DECK AND FITTINGS

Deck:

The deck was found laminated.

Superstructure:

- * The superstructure was found with some rotten wooden planks.
- * The accommodation door was found with a fracture on the lower port part.

Mooring Cleats:

The mooring cleats were found in satisfactory condition, rigid and properly mounted.

- * Both wooden mooring posts on the forward area were found deteriorated, they are recommended to be replaced.

Mooring lines:

The mooring lines were found in satisfactory condition without extensive deterioration.

Ground Tackle:

The anchor, chain and windlass were visually inspected and also the windlass was operated by dropping and lifting the anchor and they were found in satisfactory condition and operating, except as stated below.

- * The starboard brake of the windlass was not working, to be serviced.
- * The starboard anchor was found bent.

Rigging:

The standing rigging, running rigging, terminals, turnbuckles and chainplates were surveyed only from the deck level.

The standing rigging was found in an overall satisfactory condition for the yacht's age.

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As we were informed the standing rigging was inspected 2 years ago. It is recommended the rigging to be monitored and inspected annually.

The running rigging was found in good condition without extensive wear.

Masts and booms:

The masts, booms, mast steps and spreaders were surveyed from the deck level and were found in satisfactory condition.

* The paint on the forward mast was found deteriorated. It is recommended to be repainted.

Sails:

The forward main sail was found with some repairs and the jib sails were found in satisfactory condition.

* The lazy bag of the forward main sail was found in poor condition, it is recommended to be replaced.

* The stern sail was found damaged, to be replaced.

Winches:

The deck winches were found in good condition properly operating.

Hatches, Windows and Portholes:

The deck hatches, windows and portholes were found in good order without damages, except as stated below.

* The frames of the windows in the port crew cabin were found detached, to be fixed.

Gangway:

The gangway was found in satisfactory condition.

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Lights:

The lights were tested and found operating, except as stated below.

- * The top light and the stern light indicators were flashing although the stern light was confirmed working. The top light could not be checked.
- * The lights at the bar were not working, to be fixed.
- * The lights in the port and starboard crew cabins were not working, to be fixed.

Tender:

The tender was found in satisfactory condition with some old repairs. The outboard was tested and was found in good operating condition.

Helm Station Equipment:

All the helm station equipment was tested and found properly operating, except as stated below.

- * The engine's instruments and hour meter were not working, they are recommended to be replaced.
- * The indicators for the fresh water tank level, the fuel tank level and the waste tank level were not working, to be replaced.
- * The digital indicator of the generator at the helm station was not working.

Drains:

All the drains were inspected and they were found in good condition.

Icemaker:

The ice maker could not be tested. As we were informed it needs to be serviced.

3.3.0. ACCOMMODATION

Condition of Interior:

* The salon area was found with some rots on the wooden parts such as the wooden beam at the stern starboard side area and the wooden planks above it, the wooden beam of the door at the port side and some wooden planks at the starboard side. In addition a wooden beam at the port side in the salon area was found repaired with some kind of filler.

* The cabins were found with some wooden planks rotten, mainly around windows, doors and at the ceiling.

* The seal of the forward mast was found with signs of water leaks and some wooden planks around the mast were found rotten. The seal of the mast and the rotten wooden planks to be replaced.

* The gaps between the wooden planks in the forward starboard cabin were found resealed with poor workmanship at some areas.

* The galley area was found with some rots on the wooden parts at the ceiling, the port window and the at the starboard side.

* The wooden planks around the emergency tiller at the starboard crew cabin were found removed.

* A wooden plank at the ceiling of the starboard crew cabin was found fractured.

Galley Equipment:

The galley equipment was visually surveyed and tested. The equipment was found operating.

* The fridge in the galley area was found in poor condition.

WC:

All the marine heads, showers and faucets were checked.

* The toilets were not working except from one at the middle port cabin, to be further checked and fixed as found necessary.

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* A part of the faucet at the port crew cabin toilet was missing, to be installed.

3.4.0. INTERNAL COMPONENTS INSPECTION

Steering System:

The steering system was operated during the sea trials and was also visually surveyed. It was found operating.

The steering system and the autopilot were found rusted.

Internal Structure:

Stiffeners, bulkheads and other hull structural parts were inspected where access was available and no cracks, fractures or delamination were noted on the internal structural parts.

One through-hull was found disconnected and laminated.

* A wooden frame aft of the engine at the port side was found fractured, to be fixed.

3.5.0. ENGINE AND AUXILIARY MACHINERY

Engine:

The engine was visually surveyed and also operated during the sea trials.

The engine operation was found to be normal without abnormal indications.

The engine started operating immediately after cranking.

The idle rpm was normal without fluctuations.

No excessive vibration or noise was noted during operation.

No alarms were activated during sea trials.

The engine reached 1.900 rpm which is lower than the designed 2.200 rpm.

The yacht's structural components supporting the engines and the engine mounts were inspected and were found in satisfactory condition.

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The gearbox was tested during forward and reverse operation and was found operating.

* The stuffing box was found rusted and its leaking rate was found to be more than normal, to be dismantled and serviced as found necessary.

* The engine room bilges were found with water and oil, to be cleaned and the leaks to be traced and dealt as found necessary.

* The inlet of the lift muffler was found laminated.

* The oil inside the gearbox was found low. The gearbox is recommended to be serviced and inspected.

3.6.0. SEA TRIALS

The parameters and results obtained during the sea trials are presented below:

Air Temp.	Sea Condition	Number of Passengers
18 °	4 bfrt	3

RPM	Speed (Knots)
1.900	5.6

During the sea trials all the usual tests were carried out, such as the full ahead, hard astern, '8' turns, autopilot operation and windlass test. All tests were proved satisfactory.

3.7.0. AUXILIARY MACHINERY

Generator:

The generator was tested in operation under various loads and was found properly operating sustaining the loads.

Bilge pumps:

The bilge pumps were tested and found properly operating.

Batteries:

The batteries were found in good condition keeping their voltages after putting loads on.

Charger:

The battery charger was found operating.

Tanks:

No damages were noted where possible to be observed, except as stated below.

* The stern water tank at the port side was found with a leak sign, to be checked.

Electrics:

The electrics were inspected for operation of panels, switches, breakers, condition of cables, connections and neatness of cables. They were found in good condition.

Pumps:

The pumps were tested and were found properly operating, except as stated below.

* The fire pump was not working, to be fixed.

Water heater:

The water heater was tested and was found properly operating.

Watermaker:

The water maker could not be tested. As we were informed it needs to be serviced.

Air conditioning:

The air condition could not be tested. As we were informed it needs to be serviced.

3.6.0. SAFETY EQUIPMENT

Liferaft:

- * The liferaft is in need of annual service/inspection.

Fire Fighting Equipment:

- * The fire extinguishers are in need of annual service/inspection.

Fire Alarm System:

The fire alarm system could not be tested, to be tested and its proper operation to be confirmed.

Lifejackets:

Lifejackets were not found on board.

Distress Signals:

Distress signals were not found on board.

4.0.0. FINDINGS AND RECOMMENDATIONS

1. The bow thruster was found in poor condition and also its hydraulic system is disconnected.
2. The engine's instruments and hour meter were not working, they are recommended to be replaced.
3. The indicators for the fresh water tank level, the fuel tank level and the waste tank level were not working, to be replaced.
4. The fire pump was not working, to be fixed.
5. Both wooden mooring posts on the forward area were found deteriorated, they are recommended to be replaced.
6. The lazy bag of the forward main sail was found in poor condition, it is recommended to be replaced.
7. The paint on the forward mast was found deteriorated. It is recommended to be repainted.
8. The stern sail was found damaged, to be replaced.
9. The salon area was found with some rots on the wooden parts such as the wooden beam at the stern starboard side area and the wooden planks above it, the wooden beam of the door at the port side and some wooden planks at the starboard side. In addition a wooden beam at the port side in the salon area was found repaired with some kind of filler.
10. The top light and the stern light indicators were flashing although the stern light was confirmed working. The top light could not be checked.
11. The stuffing box was found rusted and its leaking rate was found to be more than normal, to be dismantled and serviced as found necessary.
12. The engine room bilges were found with water and oil, to be cleaned and the leaks to be traced and dealt as found necessary.
13. The lights at the bar were not working, to be fixed.

14. The cabins were found with some wooden planks rotten, mainly around windows, doors and at the ceiling.
15. The fire extinguishers and liferaft are in need of annual service/inspection.
16. The seal of the forward mast was found with signs of water leaks and some wooden planks around the mast were found rotten. The seal of the mast and the rotten wooden planks to be replaced.
17. The gaps between the wooden planks in the forward starboard cabin were found resealed with poor workmanship at some areas.
18. The stern water tank at the port side was found with a leak sign, to be checked.
19. The starboard brake of the windlass was not working, to be serviced.
20. A wooden frame aft of the engine at the port side was found fractured, to be fixed.
21. The galley area was found with some rots on the wooden parts at the ceiling, the port window and the at the starboard side.
22. The inlet of the lift muffler was found laminated.
23. The oil inside the gear box was found low. The gearbox is recommended to be serviced.
24. Two metal beams back of the engine were found rusted, to be cleaned and painted.
25. The wooden planks around the emergency tiller at the starboard crew cabin were found removed.
26. The fridge in the galley area was found in poor condition.
27. The lights in the port and starboard crew cabins were not working, to be fixed.
28. The frames of the windows in the port crew cabin were found detached, to be fixed.
29. A part of the faucet at the port crew cabin toilet was missing, to be installed.
30. A wooden plank at the ceiling of the starboard crew cabin was found fractured.

31. The superstructure was found with some rotten wooden planks.
32. The door of the accommodation was found with a fracture on the lower port part.
33. The starboard hull topside was found with some rotten wooden planks. Also some old repairs were noted.
34. The starboard anchor was found bent.
35. The port hull topside amidships was found with some fractured wooden parts.
36. The seam caulking between the wooden planks at the starboard hull topside near the bow was found deteriorated and gaps were visible, to be recaulked.
37. The digital indicator of the generator at the helm station was not working.
38. The toilets were not working except from one at the middle port cabin, to be further checked and fixed as found necessary.

5.0.0. STATEMENTS

This inspection was performed to determine the overall condition of the vessel and is considered reliable only for the day of the survey. Unless otherwise specified, only exposed areas readily accessible were inspected. No destructive testing was conducted at the time of this examination. No reference or information should be construed to indicate evaluation of the internal condition of the engines. Specifications throughout this report may have been reported by the vessel's owner(s) and/or his agents and the information is believed to be correct but is not guaranteed. This survey is based on the facts presented and/or discovered during the course of this examination and reflects our professional opinion only and with absolutely no warranty either specified or implied.

I certify that, to the best of my knowledge and belief:

- The statements of fact contained in this report are true.
- The reported analyses, opinions and conclusions are limited only by the reported assumptions and limiting conditions and are my personal, unbiased professional analyses, opinions and conclusions.
- I have no present or prospective interest in the vessel that is the subject of this report and I have no personal interest or bias with respect to the parties involved.
- I have made a personal inspection of the vessel that is the subject of this report.

Attending Surveyor:



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