



LIMITED EXTERIOR HULL AND DECK CONDITION SURVEY REPORT
FOR MOTOR YACHT “XXXXXXXXXX”



Prepared Exclusively for XXXXXX XXXXXX

Address

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Date of Survey: 05 April 2026

Location: Setur Marina/Antalya/Turkey (Boat yard)

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Introduction

This report has been prepared as a **Limited Exterior Hull and Deck Condition Survey** for the motor yacht **XXXXXXXXXX**, a 39.5 m custom-built motor yacht of laminated timber and epoxy composite construction, following an out-of-water inspection conducted on **05 April 2026** at **Setur Marina, Antalya, Turkey**.

At the time of inspection, the vessel was undergoing refurbishment and redesign works, principally within selected exterior recreational and deck areas. The owner and vessel's crew, including the Master and Chief Engineer, were present onboard during the survey period but did not accompany the inspection.

The principal purpose of this survey was to assess the apparent condition of the vessel's external hull structure, underwater body, deck surfaces, superstructure, deck hardware, anchoring equipment, and other accessible exterior components, and to identify visible defects requiring rectification, maintenance, or continued monitoring.

Inspection methods included close visual examination, percussion sounding, and moisture mapping using a Tramex Skipper 5 moisture meter. Weather conditions during the survey were dry, clear, and suitable for inspection.

Scope Limitations

This was a limited-scope exterior condition survey and did not include inspection, testing, or evaluation of the following systems or areas unless specifically stated elsewhere within this report:

- Main propulsion machinery and associated control systems.
- Generators and auxiliary machinery.
- Electrical systems (AC or DC).
- Fuel, hydraulic, freshwater, black water, grey water, or gas systems.
- Internal accommodation spaces, furnishings, and domestic equipment.
- Navigation, communication, entertainment, and electronic systems.
- Structural components concealed behind linings, insulation, machinery, or fixed joinery.
- Operational testing of machinery, equipment, stabilizers, thrusters, or hydraulic systems.
- Ultrasonic testing, destructive testing, dismantling, or removal of any component.
- Sea trial, performance assessment, vibration analysis, or underwater inspection by diver.



No assessment of market value, insurance value, replacement value, or seaworthiness certification is included within the scope of this report.

Observations and opinions contained herein relate solely to the condition of the vessel as observed at the date and location of inspection and within the limitations stated above.

Summary

XXXXXXXXXX was found to present generally well during this limited exterior hull and deck condition survey. The vessel benefits from evidence of ongoing maintenance and refurbishment works, with recently renewed antifouling coatings, renewed sacrificial anodes, well-maintained running gear, and generally good cosmetic presentation throughout the accessible exterior areas.

No evidence of significant structural damage, impact-related deformation, laminate separation, major coating failure, or visible deterioration of principal hull and deck structures was identified during the inspection. Deck hardware, anchoring equipment, mooring arrangements, tender handling systems, windows, doors, and the majority of exterior fittings were found in generally serviceable condition.

The principal finding arising from the survey relates to elevated moisture meter readings recorded in various areas of the hull shell, flybridge structure, stabilizer penetrations, underwater fittings, underwater lighting installations, and selected deck locations. While no visible symptoms of structural degradation, timber decay, delamination, or laminate failure were observed, the persistence of elevated readings after the vessel had been ashore for an extended period warrants continued monitoring and future comparative moisture mapping.

Additional observations included a damaged forward washdown fitting, deterioration of one forward storage locker cover, a damaged anchor locker hatch hinge, and the absence of a strainer on the bow thruster installation. These findings are not presently considered safety-critical but should be addressed during future maintenance periods.

Overall, the vessel appears to be maintained to a good standard and, subject to completion of ongoing refurbishment works and continued monitoring of moisture-related observations, presents as a generally well-maintained motor yacht consistent with its age, construction type, and intended operational profile.



1. General Information

Vessel Name:	XXXXXXXXXX
Vessel Type	Motor yacht / wooden, lamination, epoxy
Builder / model / year	Mengi Yay / Kıvrıkcık / 2009 (Tuzla Istanbul)
Build Registry No/ MMSI	1249 / 271020200
LOA / beam / draft	39.50 / 7.30 / 1.47 (meters)
GRT / NRT	242 / 72
Capacity	12 passenger / 5 crew
Flag / registry	Turkish / Istanbul
Engines	2 X 2750 Bhp MTU Diesel / Serial 526103846 - 526103847
Generators	2 X Onan Cummins 50 Hz 50 Kw 62.5 Kva 1500 RPM 380 Volt
Attendance by:	N/A
Bottom inspection	Yes
Power available	Yes
Sea Trial	No

2. Documentation & History

Ownership chain	Bought from first owner
Previous surveys	Unknown
Maintenance invoices	Available
Engine/generator service history	Engine maintenance done (chief engineer onboard)
Insurance claims	None
Grounding/collision history	None
Coding/class notaion	Oceangoing / C, +Hull, Mach "Y" (Rina)



3. Hull Structure External

XXXXXXXXXX is a 39.5 m custom motor yacht constructed by Mengi Yay utilizing a laminated timber and epoxy composite structural system. At the time of inspection the vessel was ashore at Setur Marina, Antalya, undergoing refurbishment works, particularly within the exterior recreational deck areas.

The external hull surfaces, stem profile, keel line, hull-to-deck interfaces, visible topside structures, and underwater body were visually inspected. External paint finishes and antifouling coatings were generally found in good cosmetic condition, having been recently renewed prior to the survey. No visible evidence of significant impact damage, structural cracking, laminate separation, hull distortion, grounding damage, or previous major repair works was observed within the accessible areas inspected.

The transom structure was undergoing modification works associated with the installation of an enlarged swim platform arrangement. Construction activities were active at the time of inspection and therefore the final condition of this area could not be assessed.



Rudders, shafts, shaft brackets, cutless bearings, propellers, trim tab arrangements, and associated underwater appendages appeared well maintained and in generally good serviceable condition. The cutless bearings were reported as recently renewed. No abnormal wear, impact damage, or excessive corrosion was observed.

The vessel is fitted with Trac hydraulic bow and stern thrusters together with fin stabilizers. No visible structural concerns were identified externally; however, elevated moisture readings were recorded locally around stabilizer penetrations, selected underwater fittings, and underwater lighting installations. These findings are not uncommon around hull penetrations but should remain under periodic observation during future maintenance cycles.

Moisture meter readings were taken extensively throughout the hull shell using a Tramex Skipper 5 moisture meter, supplemented by percussion sounding. Elevated readings were consistently recorded over large areas of the underwater hull, with values generally increasing from the forward



sections toward the aft body. Percussion sounding broadly correlated with these findings, producing comparatively duller responses in the higher-reading areas.

Particular significance is attached to these observations because the vessel had reportedly been ashore for an extended period prior to inspection rather than being recently hauled out. Consequently, residual surface moisture associated with recent immersion is considered less likely to be the sole cause of the elevated readings.

It should be emphasized that moisture meter readings alone do not constitute evidence of structural deterioration, timber decay, laminate failure, or delamination. The vessel's construction method, coating systems, timber content, metallic reinforcement, and local laminate thickness variations can all influence moisture meter response. No visible symptoms of structural failure, distortion, movement, coating breakdown, or timber degradation were identified during this inspection.

Nevertheless, the overall moisture profile observed is considered worthy of continued monitoring. Future haul-out inspections should include comparative moisture mapping, particularly in way of the aft hull sections, stabilizer foundations, underwater lighting penetrations, and through-hull fittings. Should moisture readings continue to increase over time, more invasive investigation methods may be warranted.



All sacrificial anodes were observed to be recently renewed and were additionally checked using a multimeter. Measured resistance values were low and generally consistent with satisfactory electrical continuity between protected components and their associated anodes. Observed values included approximately 0.2 ohms at the shafting system and 0.5 ohms at the rudder and trim tab arrangements.

4. Deck / Superstructure / Hardware

The vessel is fitted with a conventional raised pilothouse arrangement incorporating extensive exterior deck spaces, a flybridge helm station, aft cockpit entertainment areas, and multiple exterior recreational zones. At the time of inspection, portions of the vessel were undergoing redesign and refurbishment works, particularly within the external deck and leisure areas.



The general condition of the deck structure, superstructure, handrails, guardrails, cleats, fairleads, windows, exterior doors, and deck hardware was found to be satisfactory. No evidence of deck core compression, structural movement, fastening distress, or visible cracking was identified within the accessible areas inspected.

Deck Moisture Survey

Moisture meter readings were taken throughout accessible deck areas using a Tramex Skipper 5 moisture meter. Elevated readings were recorded in various locations on the flybridge deck and in way of the overhead structure above the exterior seating area. Certain localized areas also exhibited evidence of standing rainwater accumulation.



As with the hull moisture survey findings, moisture meter readings alone do not confirm structural deterioration. However, given the vessel's construction method and the persistence of elevated readings after a prolonged period ashore, these areas warrant continued monitoring and further investigation during future maintenance periods.

No visible signs of laminate cracking, deck deflection, surface distortion, or structural movement were observed in association with the elevated readings at the time of inspection.

Teak Decking and Caulking

The vessel is fitted with teak decking throughout the exterior areas, with measured plank thicknesses estimated between approximately 6 mm and 9 mm. Overall teak condition was considered serviceable.

Caulking seams were generally intact and in satisfactory condition, with no widespread seam failure, excessive erosion, or evidence of significant water ingress through the deck surface observed during inspection.



Bridge and Flybridge Areas

The pilothouse and flybridge structures were found in generally good condition. External helm equipment and associated controls appeared properly installed and maintained, although operational testing was outside the scope of this survey.

The flybridge deck exhibited elevated moisture readings in several locations, as previously noted, and should remain under periodic observation.

Exterior Seating Areas

Exterior seating arrangements were generally found in good cosmetic and structural condition. Elevated moisture readings were recorded within portions of the overhead structure above the exterior seating area. No associated cracking, distortion, or visible structural deterioration was observed during inspection.



Deck Drainage and Washdown Systems

Deck drainage arrangements were generally satisfactory. One washdown fitting located forward was found damaged and should be repaired or replaced during the next maintenance period. All other inspected washdown and drainage fittings appeared serviceable.



Windows, Doors and Openings

Exterior doors, windows, windshields, deck hatches, and portlights were found in generally good condition. No evidence of significant leakage, damage, or fastening failure was observed in the inspected areas.

Davit and Tender Handling Equipment

The vessel is fitted with an Opacmare model 3026.47.AO.24 hydraulic davit, rated for a maximum load of 650 kg. The installation appeared in satisfactory condition externally, although no operational load testing was undertaken during the survey.

The yacht's tender, identified as a Cantieri Capelli Tempest 460 fitted with a Yamaha F70AET outboard engine, was visually inspected and appeared to be maintained in generally good condition.

Ground Tackle and Anchoring Equipment

The vessel is equipped with substantial anchoring equipment including approximately 192.5 metres of anchor chain and a Maxwell VWC6000 hydraulic windlass installation. Both appeared generally well maintained and suitable for the vessel's intended operation.

One deficiency was noted within the anchor locker, where the hatch hinge was found damaged. While not considered a safety-critical defect, repair is recommended to prevent further deterioration and to maintain safe access to the locker space.



Exterior Storage and Ancillary Equipment

One exterior storage locker located forward was found to have a deteriorated cover. Although this does not presently affect structural integrity, renewal is recommended to prevent progressive weather-related degradation and moisture ingress.





Fenders, mooring lines, line handling equipment, cleats, fairleads, and associated deck fittings appeared generally serviceable and appropriate for the vessel's size and operational profile.

5. Defect Prioritization Summary

The following findings are prioritized according to their effect on safety, serviceability, future maintenance requirements, and market presentation.

Defect severity classification

● Critical – Rectification required before safe operation.

No defects requiring immediate corrective action before safe operation were identified within the scope of this exterior hull and deck survey.

● Significant – Repair or further investigation recommended in near term.

Hull and Deck Moisture Readings

Elevated moisture readings were recorded throughout significant portions of the hull shell, with readings generally increasing from forward sections toward the aft body. Localized elevated readings were also observed around stabilizer penetrations, underwater lighting installations, selected through-hull fittings, and within portions of the flybridge structure and exterior seating overheads.

While no visible evidence of structural deterioration, delamination, timber decay, laminate failure, or coating breakdown was identified during inspection, the persistence of elevated readings after an extended period ashore warrants continued monitoring and future comparative moisture mapping.



Bow Thruster Sea Strainer

The bow thruster installation was noted to be without a fitted strainer. Although no immediate operational deficiency was observed, installation of an appropriate strainer is recommended to reduce the risk of debris ingress and associated system impairment.

● Advisory – Maintenance planning item.

Forward Washdown Fitting

One forward washdown fitting was found damaged. Repair or replacement is recommended during routine maintenance.

Anchor Locker Hatch Hinge

The anchor locker hatch hinge was found damaged. Repair is recommended to maintain safe access and prevent progressive deterioration.

Forward Storage Locker Cover

The cover of one forward storage locker exhibited deterioration associated with weather exposure. Renewal is recommended during future maintenance works.

○ Cosmetic – Appearance related observation only.

Minor cosmetic imperfections, maintenance-related construction activities, and localized weathering consistent with the vessel's age, operational profile, and ongoing refurbishment programme were observed but are not considered significant at this time.

6. General maintenance standard

Overall maintenance standard is assessed as GOOD TO ABOVE AVERAGE.

The vessel benefits from evidence of ongoing professional maintenance, recent underwater servicing, renewal of sacrificial anodes, recently maintained running gear, and active refurbishment works within selected exterior recreational areas.

Hull coatings, underwater appendages, propulsion components, deck hardware, mooring equipment, windows, doors, and the majority of exterior fittings were found in generally good serviceable condition. The yacht appears to benefit from regular engineering oversight and structured maintenance practices.

The primary technical observations arising from this inspection relate to elevated moisture readings recorded in portions of the hull and deck structure. While no associated signs of structural deterioration were identified, these findings warrant continued monitoring as part of the vessel's long-term maintenance programme.



The identified deficiencies are relatively minor when considered against the vessel's size, age, construction type, and operational profile and do not materially detract from the yacht's overall presentation or apparent seaworthiness.

Conclusion

XXXXXXXXXX was found to present generally well during this limited exterior hull and deck condition survey.

The external hull structure, underwater body, running gear, deck hardware, anchoring equipment, tender handling arrangements, and associated exterior fittings were found to be generally serviceable and consistent with a professionally maintained motor yacht of this type and size.

No evidence of significant structural damage, impact-related deformation, laminate separation, major coating failure, or material deterioration was identified during the inspection. The vessel is currently undergoing selected refurbishment and redesign works within exterior recreational areas, and certain observations should therefore be viewed within that context.

The principal finding arising from the survey relates to elevated moisture readings recorded in portions of the hull shell, flybridge structure, stabilizer areas, underwater fittings, and selected deck locations. Although no visible evidence of structural degradation was identified, continued monitoring is recommended to establish long-term trends and to support future maintenance planning.

Subject to routine maintenance, completion of ongoing refurbishment works, and continued monitoring of the moisture-related observations identified herein, the vessel appears suitable for continued service within its intended operational role.

This report reflects the condition of the vessel only at the date and location of inspection and within the scope limitations stated herein. No dismantling, destructive testing, or hidden defect exposure was undertaken unless specifically stated.



SURVEYOR DECLARATION

I hereby confirm that this inspection and report have been prepared independently and to the best of my professional knowledge based on the condition of the vessel as accessible at the date and location of survey.

This report is issued without prejudice and solely for the instructed purpose of pre-sale condition assessment.



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