IIMS ASSIGNMENT 4 TASK 5A

SAMPLE CONDITION SURVEY REPORT FOR 7M GRP MOTOR CRUISER

Prepared Exclusively for

xxxxx xxxxxxx

Kemalpaşa O.S.B. Mah, Gazi Blv. No:xxx/x

İzmir/Turkey

+90 232 877 xx xx

Prepared by

Assoc. Prof. Capt. Oğuz ATİK

Date of Survey: April 2026

Location: İzmir Region (Haul-out yard)

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Introduction

This sample report has been prepared as a representative pre-sale condition survey for a 7 m GRP motor cruiser XXXXXXX following an out-of-water inspection conducted in April 2026 in İzmir region haul-out yard. No sea trial was undertaken, and no shore power was made available at the time of survey. No third-party attendance was present during the inspection. The principal purpose of the survey was to assess the vessel's apparent structural, cosmetic, and system condition at the date of inspection and to identify defects requiring rectification, maintenance, or continued monitoring.

The owner specifically excluded operational testing of the outboard engine, AC shore system, and live DC consumers because the engine had reportedly been serviced in Summer 2025 and the batteries had been intentionally disconnected for winter lay-up. Accordingly, all comments relating to these systems are limited to static visual inspection, voltage verification, and accessible non-invasive checks only.

Inspection methods included close visual examination, percussion sounding, moisture screening using a Tramex Skipper 5, spot voltage checks using a Uni-T UT204+ clamp meter, and battery load checks using a KEY-777 load tester. Weather during inspection was clear and suitable for survey work.

Summary

The vessel was found to be structurally sound overall for its age and intended recreational use, with no evidence of major laminate distress, osmotic blistering, collision damage, or significant deck core compression.

The most significant findings relate primarily to deferred maintenance and environmental deterioration caused by a failed exterior cover, resulting in standing water, mould growth, upholstery degradation, clogged locker drains, and localized moisture retention in the aft bilge/transom zone.

Several safety and serviceability items require prompt rectification, including:

- corroded LPG regulator and stove components
- corroded fuel hose clamps
- one expired fire extinguisher
- depleted outboard anodes
- broken toilet hinges
- weather-damaged exterior upholstery

Subject to rectification of the critical and significant defects listed in Section 13, the vessel presents as a viable and saleable recreational craft in average to below-average cosmetic maintenance condition, but with fundamentally serviceable primary structure.

1. General Information

Vessel Name:	xxxxxxx
Vessel Type	Motor boat (Recreational Craft)
Builder / model /	Mursan / Sunboat Cuddy / 2019
HIN	TR-MSBC7051Dxxx
LOA / beam / draft	7.05 / 2.40 / 1.10 (meters)
GRT / NRT	4.14 / 3.08
Capacity	7 persons
Flag / registry	Turkish / Çesme
Engines	Outboard / 1x Mercury 150hp / serial no 2B618xxx
Generators	N/A
Attendance by:	N/A
Bottom inspection	Yes
Power available	N/A
Sea Trial	No

2. Documentation & History

Ownership chain	Bought from first owner
Previous surveys	None
Maintenance invoices	Engine maintenance available
Engine/generator service history	Engine maintenance done in summer 2025
Insurance claims	None
Grounding/collision history	None
Coding/class certificates	CE design category C

3. Hull Structure External

The vessel is of V-shaped planing GRP construction, understood to be fabricated using a hand-laid chopped strand mat laminate with isophthalic polyester resin system.

The external hull shell, stem profile, keel line, hull-to-deck joint, visible portlights, and above-waterline gelcoat surfaces were found to be generally fair and serviceable, with no visible evidence of impact damage, significant stress cracking, structural laminate distortion, or previous major repair works.

No osmotic blistering, keel damage, or abnormal underwater hull deformation was observed during the out-of-water inspection.

Swim Platform and Ladder

Small swim platform next to the outboard engine, also used as the ladder storage. The stainless steel tubular supports for the swim ladder/step are secured directly to the vessel's transom. The tubular stainless steel itself appears structurally intact, though it shows minor surface staining. There is distinct rust weeping (iron oxide staining) bleeding down the transom fiberglass from behind the circular mounting flanges. This strongly indicates that the hidden fasteners securing the mounts to the hull are actively corroding. This is typically caused by the use of non-marine grade fasteners (e.g., lower-grade stainless or galvanized steel) or crevice corrosion due to failed bedding compound allowing moisture to become trapped.

Recommendations

Fastener Renewal: Remove the mounting hardware and extract the corroding fasteners.

Cosmetic Repair: Clean the rust staining from the surrounding transom gelcoat/fiberglass using a specialized rust remover (such as an oxalic acid-based cleaner).

Re-bedding: Secure the fittings using new, properly sized marine-grade (316) stainless steel fasteners. Critically, the fittings must be thoroughly re-bedded with a high-quality marine sealant to prevent future moisture intrusion into the transom structure.


The stainless-steel hinges for the fold-down boarding ladder appear to be in good condition, though minor surface staining is visible. The storage flush ring catch is broken, and four screws securing it are heavily rusted, indicating they are likely not marine-grade 316 stainless steel (they may be mild steel, galvanized, or a low-grade stainless). The white fiberglass gutter/recess beneath the hatch shows distinct brown rust staining. This is a direct result of water washing over the corroded screws on the catch and depositing iron oxide into the drain area.


Antifouling Coating

Applied several months ago. Paint specifications need to be checked. Leaving the boat out of the water too long can cause the paint to harden and lose effectiveness.

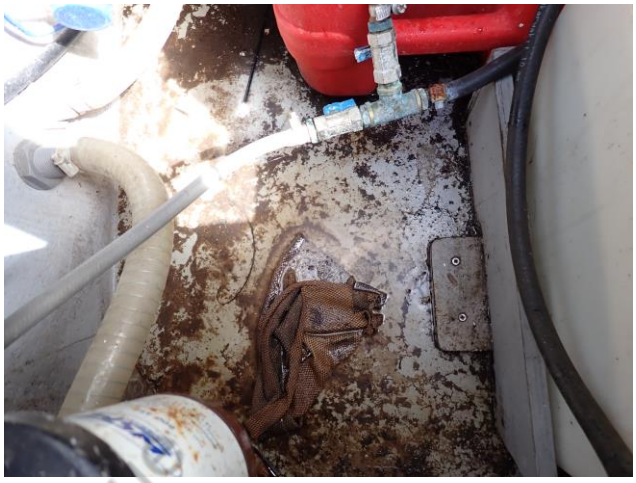
Transducers

Painted. Should not have been painted. The transducer face itself remains uncoated; however, full functional verification should be carried out when the vessel is afloat.

Percussion Sounding and Moisture Reading

No sign of moisture detected on the exterior of the hull except on the aft close to the transom. When inspected from the inside, water was found in the interior of the transom, inside the aft bilge. There is a bilge pump inside but because the batteries are disconnected the pump is not operated.

The water observed in many areas such as the bilges, the storages and the moist cockpit sitting cushions are because of the boat's heavily deteriorated top cover, which allows the rainwater in.



Anodes by Zone

2 outboard motor anodes are depleted and need to be replaced

Through-Hulls / Seacocks

Location	Material	Operation	Bonding	Hose/Clamp	Comments
Aft port	Stainless steel	Deck drain	N/A	N/A	
Aft stbd	Stainless steel	Deck drain	N/A	N/A	
Transom	GRP	Aft storage drain	N/A	N/A	
Fwd port	Plastic	WC	N/A	Good	

4. Deck / Superstructure / Hardware

The deck structure, handrails, cleats, cockpit windshield, sliding cabin access door, and general deck hardware were found structurally serviceable and appropriately secured, with no visible signs of core compression, deck movement, or fastening distress in the inspected accessible areas.

The open cockpit helm arrangement is fitted with a practical instrumentation suite including Garmin fishfinder/echosounder, engine instrumentation, searchlight controls, bilge and anchoring switches, together with a handheld Cobra Marine VHF retained within the cabin.

Deck moisture and Teak Covering

The teak (7mm) laid on the hatch cover of the ladder storage is weathered grey with a raised grain, which is typical for untreated exterior teak. There is visible green algae or mildew

along the forward edge/lip of the wooden hatch. This indicates moisture retention in that area when the hatch is closed. On the stern of the boat, the “swim platform” area, the teak is weathered but appears structurally intact. However, the black caulking appears to be failing slightly, showing minor separation or degradation from the edge of the plank. There is green algae or moss visible along the inner edge where the teak meets the vertical white fiberglass surface. This indicates that water tends to pool or linger in this corner rather than draining away completely.

The synthetic soft-deck flooring in the cockpit sole area exhibited localized edge lifting and partial adhesive failure, particularly along the perimeter margin adjacent to the coaming return. Surface contamination, trapped moisture, and minor biological staining were also visible within the margin channels. The affected flooring section should be lifted locally, the substrate thoroughly cleaned and dried, and the material re-bonded or renewed as required using a marine-grade EVA deck adhesive system.

Deck Hatches and Portholes:

In good condition but poor craftsmanship observed. Should be inspected regularly. Starboard cabin window looks like it was redone with silicone, possibly due to a leak.

Exterior Bridge Equipment

Garmin Fish finder/echosounder, RPM, trim, hours, voltage, fuel, speed gauges, lighting, bilge, anchor, horn, fresh water control switches, searchlight control panel visibly in good condition. There is 1 Cobra Marine handheld VHF located in the cabin.

Exterior Seating

The exterior cockpit upholstery and seating arrangements were visually inspected and found to be heavily degraded due to age, UV exposure, and environmental weathering. The marine vinyl is severely cracked, brittle, and split across multiple cushions, particularly along the forward edges of the bench seating and the stress points of the folding bolster seat. There is pervasive mould, mildew, and environmental dirt ingrained in the material and along the seams, indicating the vessel has likely been stored without an adequate full-cover or regular maintenance. Inspection of the cushion undersides revealed rusted upholstery staples and significant water staining on the backing boards. Lifting the cushions revealed heavy accumulations of dirt, organic debris, and granular deposits (potentially degraded foam, heavy salt, or environmental debris) trapped in the recesses. This indicates that water has been pooling in these areas without properly draining.

Recommendations

Upholstery Renewal: The exterior cushions have exceeded their serviceable lifespan and require complete replacement or professional re-upholstery.

Deep Cleaning & Drainage: Prior to installing new cushions, all underlying seating bases, storage lockers, and associated drainage channels must be thoroughly cleaned and cleared of debris to prevent future moisture trapping and structural degradation.

Fastener Upgrade: Ensure any new upholstery is secured using marine-grade stainless steel (Monel) staples to prevent a recurrence of rust bleeding.




Exterior Storage

Inspection of the exterior cockpit and under-seat storage lockers revealed significant accumulations of standing water, dirt, and environmental debris. This is primarily attributed to rainwater ingress from a severely deteriorated exterior boat cover. While the failing cover is the source of the water, the retention of this water indicates a secondary issue. Properly functioning exterior lockers should self-drain. The standing water demonstrates that the locker drains or scuppers are heavily clogged with debris or inadequately sized. The aft port side locker containing the ground tackle (anchor, chain, and rode) is completely flooded. Prolonged submersion in standing water will rapidly accelerate the corrosion of the

galvanized chain and the degradation/rot of the nylon rode. Conversely, the interior storage compartments located beneath the carpeted sole were inspected and found to be clean, dry, and free of moisture at the time of the survey.

Recommendations

Weatherproofing: Repair or renew the vessel's exterior mooring cover to immediately halt rainwater intrusion.

Clear Drainage: Empty all exterior lockers and physically clear all drain holes and scuppers of dirt and debris to restore proper water egress.

Ground Tackle Maintenance: Remove all ground tackle from the flooded locker. Allow the ropes to dry fully, inspect the chain for excessive rust, and thoroughly clean the interior of the locker before restowing the equipment.

Cockpit Open Storage

The small, open fiberglass (FRP) storage recesses integrated into the cockpit interior are structurally sound without visible cracking. However, there is a noticeable accumulation of ingrained dirt and dried environmental debris pooled at the bottom of each compartment, directly resulting from the failed exterior cover. The textile/vinyl upholstery on the interior coaming panels adjacent to these storage areas is actively separating from the underlying fiberglass (GRP) substrate. This delamination is a clear indication of adhesive failure, likely accelerated by prolonged heat, UV exposure, and moisture intrusion.

Recommendations

Upholstery Repair: Re-adhere the separating vinyl panels to the GRP substrate using a high-heat, marine-grade contact adhesive. If the vinyl material has shrunk significantly or the backing is too degraded to hold glue, the affected panels will require professional reupholstery.

Deep Cleaning: Thoroughly clean and wash out the interior surfaces of all open storage cubbies to remove the accumulated debris and prevent permanent staining of the white gelcoat.

Moisture Management: As these compartments do not self-drain, extra care should be taken not to stow items sensitive to standing water until the vessel's exterior mooring cover is renewed to keep the interior dry.

Sunshades

The sunshade is serviceable however there are visible signs of mould and mildew due to weathering.

Mooring lines

Partly submerged in rainwater inside the flooded locker.

Recommendation

The mooring lines should be removed, dried, inspected for mildew or fibre degradation, and replaced if necessary.

Anchors

Denissea brand main anchor with serial number 08ST2105005 is a galvanized Danforth style (fluke) anchor, stowed on the bow roller. It is appropriately secured with a secondary safety lashing to the adjacent deck cleat, which is good practice to prevent accidental deployment while underway. The galvanizing on the anchor is degrading. There is moderate surface rust visible, particularly in high-friction areas such as the leading edges of the flukes, the pivot points at the crown, and along the shank where it rests against the bow roller. The anchor is attached to the galvanized chain rode via a standard shackle. Similar to the anchor, the shackle and the visible links of the chain are exhibiting surface rust.

Recommendations

Corrosion Treatment: Wire brush the rusted areas of the anchor, shackle, and chain to remove loose scale, and treat with a cold-galvanizing spray (zinc-rich paint) to inhibit further corrosion. While currently structurally sound, if metal wastage becomes significant over time, replacement or professional hot-dip re-galvanizing will be required.

Anchor windlass

Quick CL1 512 / 500Watt / 12 volt with 6mm gypsy head. The motor is seated inside the chain locker reachable from the cabin in very good condition. Windlass gear on the bow is in good condition with some dirt and mould visible in the deck hatch, will possibly be easily cleaned off.

5. Machinery Space

The vessel is fitted with a single Mercury 150 hp outboard engine, reportedly serviced by an authorized service agent during Summer 2025, with the engine hour meter indicating approximately 2465 hours at the time of inspection.

As operational testing was specifically excluded by the owner, inspection was limited to accessible static visual assessment only.

The outboard mounting arrangement, visible fuel-grade hoses, and engine bracket fixings appeared generally serviceable, with no visible signs of mounting distress, active fluid leakage, or hose deterioration in the accessible areas inspected.

A significant observation was the heavy external corrosion present on the electric Power Trim and Tilt (PTT) motor casing. Due to its low position on the outboard bracket, this component is routinely exposed to spray, moisture, and occasional washdown immersion, making this deterioration common in marine use. However, the present level of corrosion warrants near-term operational testing under load, with particular attention to abnormal noise, slow movement, or water ingress through the cable gland area.

Should further deterioration continue, replacement of the PTT motor assembly may become necessary.

6. Fuel Systems

The vessel is fitted with a gasoline fuel system comprising one integral molded polyethylene tank of approximately 146 litres, supplemented by a portable 20-litre spare tank.

The fuel fill arrangement is correctly positioned via a starboard-side deck filler, and the principal tank connections (fill, vent, supply, and sender fittings) are appropriately located on the tank top surface, reducing the risk of gravity-fed leakage.

The primary concern within this system is the condition of the fuel supply hose clamps, several of which exhibit advanced corrosion and require immediate renewal using marine-grade stainless components.

At the base of one fuel hose connection, a localized accumulation of oily dirt and grime was noted. While no active dripping leak was present at the time of inspection, this residue is strongly suggestive of a minor chronic fuel weep or vapour seepage, likely originating from a compromised clamp seal or threaded fitting interface.

Fuel supply lines/hoses:

Proper hoses are fitted but the fuel hose clamps are heavily corroded and need to be replaced immediately. Base of the fuel hose exhibits an accumulation of oily grime and dirt. This buildup is characteristic of a slow, chronic fuel weep where vapour or minor liquid seepage attracts and traps environmental dust over time. While not actively dripping, it indicates the seal at the hose clamp or the threads of the fitting may be compromised. There is no visible dedicated bonding wire attached to the metal flange of the fuel level sending unit. While the plastic tank itself does not conduct electricity, isolated metal fittings within the fuel system must be grounded to safely dissipate static electricity generated during refueling.




The bulkhead-mounted fuel/water separator filter (WSM “drain bowl” Mercury / Yamaha style (10 micron)) assembly remains installed and generally serviceable; however, the aluminium filter head exhibits white oxidation products consistent with marine atmospheric exposure. No service date or engine-hour marking was recorded on the filter canister, and this should be added as part of routine maintenance practice.

No abnormal fuel odour was detected in the inspected areas.

7. Electrical (DC)

The vessel's DC system is based on a 12 V installation, supported by two Mutlu 12 V 72 Ah batteries, both of which had been intentionally disconnected for winter lay-up at the owner's instruction.

Static voltage checks indicated 12.63 V and 12.72 V respectively, while independent load testing suggested the batteries were slightly below optimum charge condition, although still consistent with recoverable lay-up discharge. Given that both batteries were reportedly replaced during Summer 2025, their present condition is considered acceptable provided they are reconnected and fully recharged without undue delay.

The vessel is further equipped with a Victron Blue Smart 12 V / 10 A charger with Bluetooth capability, which is an appropriate and good-quality charging solution for this installation.

DC consumers visible during inspection included USB and 12 V lighter-type outlets in both the cabin and cockpit areas.

Because the batteries remained disconnected, live operational testing of DC circuits, pumps, lighting, and auxiliary consumers was outside the scope of this inspection.

No inverter or DC-DC conversion equipment is installed.

8.Electrical (AC)

The vessel is fitted with a shore power inlet mounted on the starboard transom, together with at least one internal AC outlet located within the starboard cockpit storage area.

No live AC shore supply was available at the time of inspection, and therefore functional testing, polarity verification, breaker operation, and socket load testing could not be undertaken.

No dedicated AC source selector, isolation transformer, or galvanic isolator was identified within the accessible areas inspected. Likewise, no clearly labelled main AC breaker panel was found, and this should be confirmed during a future energized inspection.

As the system remained de-energized throughout the survey, all AC comments are necessarily limited to installation presence only rather than operational verification.

9. Interior / Accommodation

The vessel's interior arrangement comprises a compact forward double berth cabin, with a concealed manually operated marine toilet positioned beneath the port-side berth cushion and a small wash basin to starboard.

Internal joinery, trim panels, carpeting, and the visible sole areas were found to be clean, well-presented, and generally above average for the vessel's type and age. No evidence of sole softness, bulkhead cracking, joinery distortion, or active plumbing leakage was identified within the accessible interior spaces.

The under-sole storage compartments, located forward and to starboard, were found clean, dry, and notably free from standing water or odour, suggesting these spaces have seen limited use and remain in good cosmetic order.

Two localized historical water staining areas remain visible within the cabin, specifically adjacent to the port window surround and behind the starboard backrest panel. The owner advised that the source of previous water ingress had been identified and rectified. At the time of survey, no active leakage was evident in these areas.

The vessel is fitted with basic domestic amenities including internal LED cabin lighting, a cockpit-mounted sound system, and accessible tank/fuel compartment access beneath the stern seating.

No HVAC, cabin heating, laundry, television, or onboard Wi-Fi systems are fitted.

10. Galley / LPG / Cooking Systems

The vessel is equipped with a basic LPG-supported galley arrangement, comprising a single gas bottle housed within a dedicated locker space and a compact gas stove installation.

The LPG cylinder itself is retained within a recessed locker chamber and is physically stable in normal static condition, although no dedicated retaining strap or positive securing bracket was fitted, which should be fitted as a basic safety improvement.

Rainwater accumulation was present within the LPG locker, indicating either ineffective drainage or secondary water ingress from the deteriorated exterior cover. The underside of the LPG locker hatch cover exhibited visible mould spotting, dirt accumulation, and moisture staining, particularly along the gasket margin and reinforcement webs. This is consistent with prolonged damp conditions within the locker space and confirms inadequate ventilation and/or repeated rainwater ingress. The hatch cover and sealing gasket should be thoroughly cleaned, disinfected, and inspected for compression loss or discontinuity to ensure the locker remains as dry and vapour-tight as practicable. Particular concern is noted regarding the LPG regulator, which exhibits advanced corrosion and should be replaced immediately before further gas system use.

The gas hose itself appears of suitable type, although no manufacturing or expiry date was visible during inspection.

The stove assembly is heavily corroded and currently below desirable service condition, requiring either professional overhaul or full replacement before the vessel is returned to normal domestic use.

The compact cockpit refrigerator remains fitted and functional in principle, although mould growth was noted around the door sealing surfaces, indicating the need for sanitation cleaning and seal inspection.

The cabin sink drain remained disconnected at the time of inspection and requires reconnection prior to routine use.

As fitted, the galley is best described as a simple fair-weather recreational installation rather than a full enclosed domestic cooking arrangement.

11. Head / Bathroom / Sanitary Systems

Sanitary arrangements are simple and consistent with the vessel's size and intended recreational use.

The primary installation consists of a manually operated marine toilet positioned beneath the berth cushioning within the forward cabin, together with the internal wash basin previously noted.

The toilet unit itself remains basically serviceable; however, the seat and lid hinge fittings are broken and require replacement.

Flush water is supplied directly from seawater intake. No dedicated supply isolation valve was identified at the accessible inspection points, and this should be considered for future safety upgrading.

The discharge hosework was found visually serviceable, with no abnormal odour, permeation, or leakage detected during the inspection. The system discharges directly overboard, and no holding tank installation is fitted.

Grey water arrangements are basic. The swim platform shower remains an open discharge arrangement, while the internal basin sink remained disconnected and therefore non-operational at the time of survey.

A single inline freshwater filter is fitted to the Osculati 12 V pressure pump installation, which is considered appropriate for this level of domestic system.

No hot water generation or desalination equipment is installed.

12. Safety / Compliance

The vessel carries a basic but generally appropriate recreational safety inventory for its type and coastal operating profile.

Portable fire protection consisted of two 2 kg dry powder extinguishers, one located inside the cabin and one within the cockpit. The cabin unit remains within service date until April 2027. The cockpit extinguisher, however, was found expired in February 2025 and requires immediate replacement.

Life-saving appliances present included five Martek lifejackets, one horseshoe lifebuoy, and a compact first-aid kit stowed within the cabin.

The vessel is not fitted with a liferaft, EPIRB, pyrotechnics, fixed fire suppression, smoke alarm, CO alarm, or high-water bilge alarm. For the vessel's present recreational coastal use, these omissions are not unusual, although selected upgrades may be desirable depending on the owner's intended operational profile.

Bilge dewatering arrangements comprise one electric aft bilge pump and one manual hand pump located within the gas locker compartment.

Navigation lighting consists of port and starboard sidelights together with an all-round white light arrangement.

As propulsion is by outboard engine, no separate emergency tiller arrangement is applicable.

13. Defect Prioritization Summary

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

Defect severity classification

🔴 Critical – Rectification required before safe operation.

- Corroded LPG regulator and heavily corroded gas stove components – replace before further use.
- Corroded fuel hose clamps with evidence of possible minor fuel weep – immediate replacement required.
- One portable fire extinguisher expired (Feb 2025) – renew immediately.

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

- Standing water in multiple exterior lockers due to failed cover and blocked drains.
- Exterior upholstery beyond serviceable life; full renewal recommended.
- PTT motor casing on outboard heavily corroded; functional load test required.
- Depleted outboard anodes requiring replacement.
- Broken toilet seat hinges and disconnected sink drainage.

- Corroded ladder and hatch fasteners causing rust bleed into GRP.

🟢 Advisory – Maintenance planning item.

- Re-bed starboard cabin window previously repaired with silicone.
- Clean and preserve teak surfaces and failing caulking margins.
- Inspect transducer performance afloat due to antifouling paint contamination.
- Renew mooring cover to prevent continued rainwater ingress.

◯ Cosmetic – Appearance related observation only.

- Wash and clean the cockpit area and the storages/lockers.

14. General maintenance standard

Overall maintenance standard is assessed as BELOW AVERAGE.

The vessel benefits from a sound hull structure, tidy interior joinery, and evidence of recent engine servicing and battery renewal. However, external cosmetic care, weather protection, drainage housekeeping, and several secondary systems have been allowed to deteriorate.

The failed exterior cover has materially accelerated water ingress, mould formation, locker flooding, and upholstery damage.

This standard should be viewed as recoverable through a focused maintenance period rather than indicative of structural neglect.

15. Valuation & Market Comment

Based on observed condition, age, builder/model, installed Mercury 150 hp outboard, and prevailing asking levels for comparable 7 m Turkish cuddy boats in the İzmir / Çeşme market, the vessel's present fair market value is estimated in the range of:

TRY 1,500,000 – TRY 1,700,000

This assumes rectification of the critical safety items and verification of clean ownership and registration documents.

In its present as-surveyed cosmetic state, a realistic quick-sale expectation may be moderately lower due to upholstery renewal, stove/gas rectification, and general detailing costs.

Replacement value is not formally assessed in this report and would require current builder-equivalent quotations, machinery replacement cost, and electronics package confirmation.

Conclusion

This vessel appears generally suitable for continued recreational coastal use within her design category, subject to completion of the safety-related and significant maintenance actions identified in this report.

The primary structure, hull shell, deck, and internal accommodation areas were found fundamentally serviceable at the date of inspection.

The principal concerns are deferred maintenance, weather-related deterioration, and several system-level service items rather than evidence of major structural deficiency.

Following rectification of the noted defects and renewal of the failed weather cover, the vessel should represent a sound and marketable recreational craft.

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.

LEGAL NOTICE, RELIANCE AND DATA PROTECTION

This sample report is submitted solely for training and assessment purposes within the IIMS Module 4 assignment framework and does not relate to any current live client instruction. All client-identifying and vessel-sensitive information has been anonymised or redacted for confidentiality and data protection purposes. This report remains the intellectual property and copyright of BALYAT Marine Services and may not be reproduced, distributed, or relied upon by any third party without the prior written consent of the surveyor. Any opinions, conclusions, and recommendations contained herein are limited strictly to the visible condition of the vessel at the date and place of inspection and within the non-destructive scope stated in this report.

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.

Assoc. Prof. Capt. Oğuz ATIK

Principal Surveyor

BALYAT Marine Services