



Insurance Condition Survey

“SIROCCO”



PREPARED FOR:
Cameron Ferguson

CONDUCTED BY:
Richard Lamble
Principle Surveyor, MSES Ltd

Inspection date:
14th June 2020

Inspection location:
Royal Hong Kong Yacht Club
Kellett Island, Causeway Bay, Hong Kong

MSES Case No:
201287HK

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STANDARDS & TERMINOLOGY

SURVEY STANDARDS

Unless otherwise specified in the quotation MSES conduct surveys and prepare reports based largely on the safety requirements of the HK Marine Department Class IV COP. Other aspects are viewed and recorded in accordance with common marine practice.

TERMINOLOGY, ACCESS & LIMITATIONS OF SURVEY

The deficiencies reported herein reflect the conditions observed at the time the inspection was conducted.

Except where stated this vessel was surveyed without removal of any parts, including fittings, anchors and chain, fixed partitions, instruments, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection.

Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. This inspection report represents the current condition of this vessel at the time of survey, and is the unbiased opinion of the undersigned, but is not to be considered an inventory or a warranty either specified or implied.

The vessel underwater area was inspected while supported in a travel hoist and access was reasonable except in way of the lifting slings.

Internally access for inspection of bilge and hull structures was gained in only a limited number of areas throughout the vessel.

Access to the internal hull structure of the hull topsides and the superstructure was limited due to panelling and cupboard lining being in place.

No systems were operated while suspended in the travel hoist.

To achieve consistency of reporting, the following descriptions are to be used:

Terminology used:

-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, behind screwed down panels, or requirements not to conduct destructive tests).

-FUNCTIONAL/OPERABLE: Functions as intended.

-POWERS UP: Device was tested for Power Up only, not for full design functionality.

-SERVICEABLE: Sufficient for a specific requirement.

-EXCELLENT CONDITION: New or like new.

-GOOD CONDITION: Shows minimal wear with possible minor cosmetic discrepancies.

-FAIR CONDITION: Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

-POOR CONDITION: Requires repair or replacement of system, component or item to be considered fully usable.



SCOPE OF SURVEY & GENERAL INFORMATION

OBJECTIVE: Assess the overall in water condition of vessel for insurance purposes

INTENDED USE Ocean going sailing yacht

CLIENT'S NAME: Cameron Ferguson

EMAIL: cameron@asiapacificyachting.com

ADDRESS: ASIA Pacific Yachting Ltd
9B Amtel Building, 148 Des Voeux Road Central, Central, Hong Kong

PHONE: +852 5416 6422

SIGHTED AT: Out of the water – 5th May 2020 – Royal Hong Kong Yacht Club, Kellett Island, Causeway Bay, Hong Kong
In water – 3rd June 2020 – On the mooring – Royal Hong Kong Yacht Club, Kellett Island, Causeway Bay, Hong Kong
Sea trial – None

VESSEL PARTICULARS

NAME:	Sirocco	YEAR:	2001
DESIGN:	Bavaria 47	DESIGNER:	Bavaria Yachts
BUILDER:	Bavaria Yachtbau GmbH	BUILT:	Germany
LICENSED:	Hong Kong	LICENSE NO:	140032
FLAGGED:	N/A	REGISTRATION NO:	N/A
LENGTH:	14.35m	BEAM:	4.45m
DRAFT:	2.35m	DISPL:	11,500kg
GT / NT:	15.25 / 4.6		
FUEL:	210 litres	WATER:	490 litres
ENGINE:	Volvo with sail-drive	POWER:	43 kW - 59 BHP

Measurements are taken from the internet and owner supplied documents and are not verified by measurement.

HISTORY:

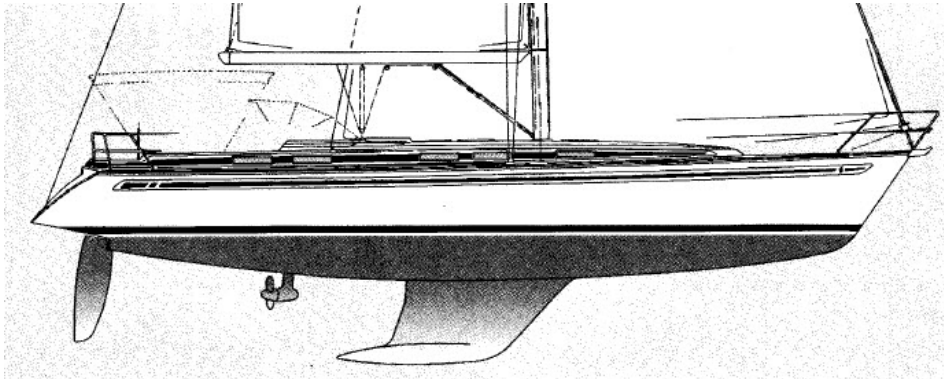
Sirocco was originally delivered to Palma de Mallorca, Spain for its first owner in 2001. Subsequently it was shipped to Hong Kong in March 2011. She was bought by the current owner in 2014.

While in Hong Kong she has taken part in some trips from Hong Kong to the Philippines and Taiwan.

EXTERIOR COLOUR SCHEME:

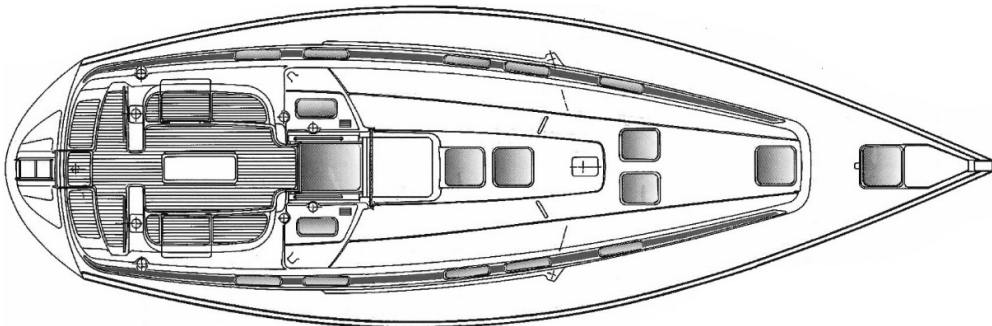
White gelcoat topsides, blue water line and blue antifouling. White superstructure with teak laid decks.

GENERAL DESCRIPTION:

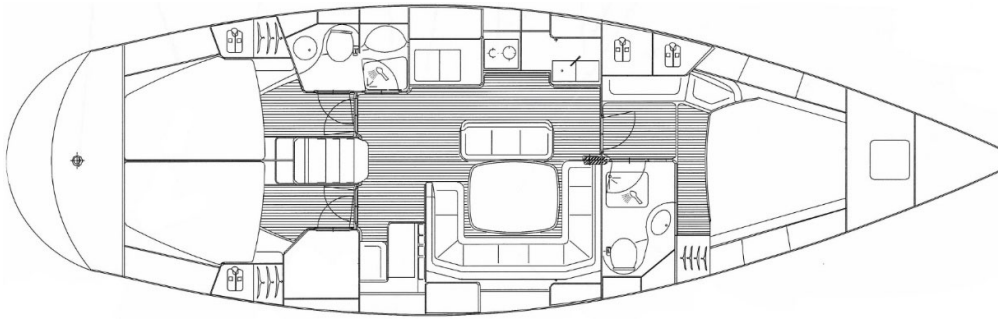


Sirocco has a deep fin and bulb keel consisting of a cast iron ballasted fin 3,700kg. The rudder is free standing on self-adjusting pendulum bearings. A robust emergency tiller connects directly to the top of the rudder stock. The mast is a twin spreader Seldon mast. Typical of the Bavaria the mainsail is in-mast furling, but the current owner has also added a traditional mainsail stowed on the boom using a lazy-bag and lazy-jack system. The large genoa is on a Seldon forestay furler.

Sirocco has a traditional layout with twin wheels aft and a cockpit table in the middle with seating either side. The seats in the main cockpit area have large lockers beneath for storing sailing and safety equipment. The aft of the cockpit is open with a lowering seat to enable easy access to the vessel from the stern. There is a large Bimini covering the steering positions extending forward to near the aft of the boom providing protection from the sun.



The genoa electric primary winches are mounted forward of the wheels with the manual secondary winches behind the wheels. The two halyard winches are mounted on the cockpit roof and are also used to control the mainsheet and spinnaker boom control lines. The halyard rope clutches are mounted in front of the winches. Most control lines lead back to the cockpit.



The interior has a saloon and three-cabin layout. In the saloon the navigation station is located to starboard at the bottom of the companion way steps along with the DC and AC control panel and master switches. On the port side of the saloon is the full-length galley with twin stainless-steel sinks, 3 burner stove and oven and refrigerator.

The master cabin is in the bow of the vessel with an ensuite toilet, wash basin and shower aft to starboard. Port aft there is a double cabin with access to a Jack-&-John ensuite with toilet, wash basin and shower that is also accessible via the saloon. This cabin also has access to the port side of the engine space. On the starboard side aft, there is a smaller double cabin that has access to what originally was an ensuite but has been converted to a generator room with the generator being contained in a sound suppression box. This cabin also has access to the starboard side of the engine space.

CONSTRUCTION

CONSTRUCTION MATERIAL:

HULL: Solid GRP laminate with longitudinal and transverse stiffeners throughout

DECK: E-glass / epoxy resin / balsa core

CONSTRUCTION TECHNIQUE: Hull – hand laid
Deck – hand laid

KEEL SYSTEM

KEEL & BULB: Good condition
Cast iron keel fin with bulb
SG Cast Iron 3,700kg

HULL TO KEEL JOIN: Good condition

STRUCTURAL GRID: Good condition.

KEEL BOLT NUTS: Good condition.

KEEL BACKING PLATES: Good condition.

INTERNAL BALLAST: None - all ballast is contained in the keel and bulb

STRUCTURE

BULKHEADS:	Good condition – a very small amount of distortion has occurred at the port side doorway opening beside the mast. As far as can be ascertained this is none structural. It was initially detected 6 years previously when the current Owner purchased the yacht and no further movement has occurred.
RIBS OR FRAMES:	Good condition
STRINGERS:	Good condition
FLOORS:	Good condition
HULL BOTTOM:	Good condition
SUPERSTRUCTURE SIDES:	Good condition
BEAMS:	Not visible
CABIN TOP:	Fair condition
COCKPIT DRAINS:	Good condition - the cockpit mainly drains via the open cockpit configuration with just two small drains beside each wheel that feed out via the stern compartment.
DEADLIGHTS AND PORTHOLES:	Good condition
THROUGH DECK AND COMPANIONWAY OPENINGS:	Good condition

COSMETIC CONDITION

STEM:	Good condition – Was strengthened in 2016 to take the loading of a A-Sail bowsprit
TOPSIDES:	Fair condition – some scratches and chips to the gelcoat
SUPERSTRUCTURE:	Fair condition - some scratching and dents in paint work
DECKS:	Fair condition - the teak is worn as would be expected in a yacht of its age.
EXTERIOR JOINERY:	Fair condition
ANTIFOULING:	Good condition - repainted by RHKYC in 2019
BILGES:	Good condition - all bilges are dry and clean
INTERIOR JOINERY:	Fair condition - some water stain damage to veneers. Varnish work due refreshing



HEAD & WALL LINER:	Fair condition
INTERIOR UPHOLSTERY:	Fair condition - some minor cosmetic damage
FLOORING:	Fair condition - some water and minor cosmetic damage
EXTERIOR UPHOLSTERY:	None
SUNSHADE:	Fair condition
SPRAY DODGER:	None
BOAT COVER:	None
MAINSAIL COVER:	Fair condition

Note:

A full boat cover reduces depreciation as the vessels with full boat covers experience less damage from air pollution, acid rain and ultraviolet light.

ANCHORING & MOORING

WINDLASS(s):	Lofrans Tigres electric windlass Fair condition Full service 2019
ANCHOR(s):	Good condition - Primary anchor, Bruce, Stainless Good condition, Secondary anchor, Danforth, Aluminium
CHAIN(s):	Good condition. One length of 10mm galvanized chain 70m approximately. Replaced 2020.
ANCHOR LOCKER:	Good condition
ANCHOR SWIVEL:	Good condition. Replaced 2020
ANCHOR ROLLER(s):	Fair condition
WARPING WINCHES:	None
MOORING CLEATS:	Good condition
FAIR LEADS:	None
MOORING BUOY LINES:	Good condition
DOCK MOORING LINES:	Good condition
FENDERS:	Good condition – multiple well sized inflatable fenders



ENGINE(S) & MECHANICAL

MANUFACTURER: Volvo **MODEL:** MD 22 P
SERIAL NO: 5100707064 **HOURS:** unable to determine
TYPE: 4 cylinder water cooled diesel **POWER:** 59 HP
ENGINE OIL: Appears to be in good condition - No samples requested
TRANSMISSION: Volvo Sail-drive (120S) **RATIO:** Not seen
LAST SERVICE: Regularly serviced by owner who is a qualified engineer. Service records have been maintained.

MSES recommend regular testing of oil samples to monitor engine and gear box condition.

ENGINE ROOM COSMETICS: Fair condition - bilges are essentially clean and dry
ENGINE COSMETICS: Fair condition
CONTROLS: Operable/ Functional - Single lever control Morse cable type mounted starboard side of starboard steering pedestal
INSTRUMENTS: Operable/ Functional - Volvo start panel mounted on starboard side aft of steering pedestal with engine hours, rpm, oil pressure, temperature, warning lights and alarms
FUEL FILTERS: Good condition – 1 x CAV fuel filter system
RAW WATER: Good condition
EXHAUST: Good condition
ENGINE BEDS: Good condition - Hand laminated longitudinal GRP engine beds
ENGINE MOUNTS: Fair condition
EXHAUST SYSTEM: Fair condition – No cracks or leakage sighted in exhaust manifold, muffler or flexible hose
COUPLING: None
STERN GLAND: None
SAIL-DRIVE: Fair condition. Was removed in 11/2016 and hull seal replaced.
PROPELLER: Good condition – New Volvo 3-bladed propeller fitted 03/2018.
ANODES: Good condition
STEERING GEAR: Functional/operable
Twin stainless-steel wheels with chain and wire onto the quadrant



INVERTER(s):	Functional/operable - Victron MultiPlus 3000
WATER HEATER:	Functional/operable – Well secured in aft port cabin
WIRING:	Functional/operable
LIGHTING:	Functional/operable
AC OUTLETS:	Functional/operable
NAVIGATION LIGHTS BOW:	Functional/operable
STERN LIGHT:	Functional/operable
STEAMING LIGHT:	Functional/operable
DECK FLOOD LIGHT:	Functional/operable
NOT UNDER COMMAND LIGHTS:	None
UNDERWATER LIGHTS:	None
AIR CON:	Functional/operable
WATERMAKER:	Non-functioning
COOKING FACILITIES:	Functional/operable 3 burner gas stove with oven and grill
LPG Tanks	Two LPG tanks located in dedicated lockers at the aft of the yacht that vent both top and bottom to atmosphere and fully secured.
INTERNAL REFRIGERATION:	Functional/operable
ICE MAKER:	None
EXTERNAL REFRIGERATION:	None

PUMP, PIPING AND TANKS

SEACOCKS & SKIN FITTINGS: Fair condition – Port aft head has 2 seacocks above the waterline for the sink and shower drain, 3 below the waterline for black water from holding tank, toilet out and toilet intake. Starboard generator room has one below the water line that's disconnected. The engine space has one forward of the engine for the generator. Behind the mast there is an intake for the a/c. In the fwd stbd heads there are 2 above the waterline for the sink discharge and shower discharge and 2 below the waterline for the heads black-water and one that's disconnected. In the bow under the aft aft of the bunk there are two skin fittings for the log and the depth sounder. All are Groco bronze sea cock and skin fittings.



HOSE CLAMPS: Fair condition - Installation follows industry best practice

WATER TANKS: Fair condition

FUEL TANKS: Fair condition

FUEL HOSES : Fair condition

BLACK WATER TANK(s): Good condition

SHOWER AND WASHING FACILITIES: Fair condition - Pressurised hot and cold water fitted

TOILET SYSTEM: Functional/operable – 1 x Planus electric / 1 x Jabsco manual

BLACK WATER: Good condition – Aft heads.

ELECTRONIC AIDS, EQUIPMENT AND ACCESSORIES

INSTRUMENTS: Functional/operable – All located on aft end of cockpit table
Raymarine
1 x Speed & Log
1 x Depth
1 x Wind
1 x Autohelm

CHART PLOTTER: Functional/operable - 1 x Raymarine MFD at Navigation station

RADAR SCANNER: Functional/operable - Raymarine

ELECTRONIC CHARTS: Charts for South East Asian cruising waters are on board for both the Raymarine MFD and iPad

PAPER CHARTS: Charts for Hong Kong (all areas) are on board and regularly corrected with NTMs

ANTENNAS: Functional/operable

VHF: Functional/operable – ICOM M424G DSC

SSB: Functional/operable – ICOM M710

SATELLITE PHONE: None

AIS: Functional/operable – Digital Yacht AIT3000

GPS: Functional/operable – Raymarine

COMPASS(S): Fair condition - 2 x compass mounted at steering pedestals
- There is a deviation card for each compass

STEREO: Functional/operable - Sony CDXGT630UI

INTERNAL SPEAKERS: Functional/operable

EXTERNAL SPEAKERS: Functional/operable

MAST, SPARS AND RIGGING

MAST:	Fair condition - Seldon double spreader aluminium mast with in-mast furling
BOOM:	Fair condition – Seldon boom aluminium
GOOSENECK:	Fair condition
MAST STEP:	Fair condition – Coach roof stepped
MAST JACK:	None
SPIN POLE:	Fair condition
BOWSPRIT:	Fair condition
BOOM VANG/STRUT:	Fair condition – Seldon gas strut
MAINSAIL TRACK:	Fair condition
OUTHHAUL:	Fair condition
BACKSTAY:	Fair condition – Seldon manual unit
HEADSAIL ATTACHMENT:	Fair condition – Seldon roller
TRYSAIL TRACK:	None (uses same track as 2 nd mainsail)
RUNNING RIGGING:	Fair condition
CHAIN PLATES:	Good condition
DECK GEAR:	Winches: - Fair condition - regularly maintained by crew. 2 Self tailing Harken 56 electric genoa sheet winches 1 Self tailing Harken 33 secondary winch 1 Lewmar 40 winch 2 Self tailing Harken 44 mainsheet & halyard winches Deck hardware – Rugerson & Lewmar - regularly maintained by owner
LIFELINES:	Good condition – Dyneema ties replaced 11/2019
STANCHIONS:	Fair condition - large diameter stainless steel tube mounted in male spigots in deck
PUSHPITS & PULPITS:	Fair condition - large diameter stainless steel tube mounted in male spigots in deck
STANDING RIGGING:	Fair condition - Original wire standing rigging other than D2s and lower backstay replaced 2017.



RIG INSPECTION: MSES recommends replacement of the remainder of the 20-year-old standing rigging.

SAFETY EQUIPMENT

Sirocco has been maintained to a high safety standard with safety equipment suitable for the Category One requirements of the Royal Hong Kong Yacht Club. She has previously taken part in World Sailing Category 1 offshore races and cruises trips to Taiwan in recent years.

The following items were viewed on board -

- Flares – 6 x handheld (08/2023), 4 x parachute (11/2022), 2 x smoke (11/2022)
- Fire extinguishers – 3 x 2kg Gloria powder, 1 x 5kg Gloria powder – all new 11/2019
- Fire blanket – fair condition
- 2 x Smoke alarm – good condition and tested (in aft cabins)
- 1 x Gas alarm – good condition and tested
- 2 x CO2 alarms – good conditions and tested
- Life raft – current raft due servicing, new raft on order, arrives June 2020
- SART – good condition
- Throwing line – fair condition
- Jon Buoy – good condition and serviced 10/2019
- 8 x Life jackets – good condition, auto-inflation, serviced 20/05/2020
- 2 x Life ring – good condition with lights, whistle and drogue
- Life-sling man overboard recovery module – fair condition
- 2 x Buckets & lanyards – good condition
- 1 x Manual bilge pumps - functional/operable
- 3 x Electric bilge pumps - functional/operable
- Storm Drogue – good condition
- Boarding ladder – good condition
- 3 x black balls
- 1 x motoring cone
- Signalling horn
- Radar reflector (fitted to mast and inflatable one of grab bag)

SEA TRIAL

No sea trial was conducted

DEFICIENCIES

Deficiency	Recommended action	Status
Rudder	Monitor at each annual haul out	NU
Forward bulkhead	Monitor for any further movement	NU
Standing rigging	Replace remaining 20 year old standing rigging before proceeding offshore.	I

C – Critical

I – Important – complete within 3 months

NU- Not urgent – complete at Owners discretion

CONCLUSION

Sirocco is well designed, engineered and well-built yacht. She has been very well maintained by the current owner since her purchase in 2014. The vessel remains sound and will be able to continue service as an ocean-going sailing yacht for many more years.

During the survey, the hull structure was thoroughly inspected externally from stem to stern and internally where access permitted. No obvious sign of failure or delamination was detected.

The stability of the vessel is not assessed as part of this report and should always be considered before proceeding from safe haven as well as the vessel's full compliance with the COLREGS.

This survey report expresses the opinion of Marine Surveys and Engineering Services Ltd.

All reasonable attempts have been made to detect any defects present, however there may exist hidden or latent defects, or those that cannot be discovered without interfering with the vessel's structure.

We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect.

The machinery, electrical and fuel system have been inspected visually only and no guarantee can be given for their satisfactory operation.

This survey was carried out on behalf of the owner for insurance cover and the report is intended solely for their use. This survey was carried out to the best of our knowledge and ability and the report issued without prejudice to the interests of any concerned party. Neither Marine Surveys & Engineering Services Ltd, nor the undersigned, shall be held responsible for any error of judgment or omission of facts.

Issued by Marine Surveys & Engineering Services Ltd at Hong Kong 16th June 2020

A handwritten signature in black ink, appearing to read 'Richard Lamble', is written over a light blue horizontal line.

Richard Lamble
CEng CMarEng FIMarEST MIIMS DipMarSur

Attached: Glossary

Photographs

GLOSSARY OF TERMS

Anodes, or 'sacrificial anode' is an anode attached to a metal object, such as a boat or underground tank, to inhibit the object's corrosion. The anode is electrolytically decomposed while the object remains free of damage. In a sea-water environment they are usually made of zinc.

Bilge pump, a pump that pumps out bilge *water* that has collected at the lowest part in the bilge.

Bilge, the deepest part in the boats' hull. Usually under floorboards.

Black water, liquid discharged from toilets.

Bulwark, The part of a ship's side that is above the upper deck

Cleat, device made of metal, having two arms, around which turns may be taken with a line or rope so as to hold securely and yet be readily released. It is bolted by the middle to a deck or mast etc.

Float switch, a switch that is activated by a raised bilge water level. Usually switches on bilge pumps and high water alarms.

Gelcoat, a material used to provide a high-quality finish on the visible surface of a boat.

Grey water, water discharged from sinks, faucets and showers.

GRP, Glass Reinforced Fiber.

Heat exchanger, a device used to transfer heat from a fluid on one side of a barrier to a fluid on the other side without bringing the fluids into contact with each other. E.g. Engine coolant can be cooled down with sea water in a heat exchanger and thus not having corrosive saltwater cooling the engine directly.

Port, Left side of boat when looking from aft to bow.

RPM, revolutions per minute

Seacock, a valve on the hull of a boat, permitting water to flow into the boat, such as for cooling an engine.

Starboard, right side of boat when looking from aft to bow.

Stern, the rear or aft-most part of a ship or boat

Sump box, a box in which wastewater is collected in which usually an automatic activated bilge pump is installed that pumps the wastewater out and overboard.

Through-hull or 'thru-hull', fittings attached through the hull to which a sea cock and hose, a transducer, or other device is attached.

PHOTOS



Sirocco in the travel hoist at Royal Hong Kong Yacht Club



Deck



Forward Cabin – Navigation station



Engine – Sail-drive



Chainplates (port & starboard)



Boom vang attachments at boom and mast



Boom gooseneck