



Marine Surveys UK

"Pragmatic Surveys in Plain English"

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[Yacht surveyor](#), Affiliate member

YDSA, Full member BMSE, MECAL

MCA coding surveyor

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Fairline Targa 44, FRP Motor vessel

Type of survey: Pre-purchase

At the request of:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

This survey was carried out on [REDACTED] ashore at Hamble River Boatyard, Bridge Road, Swanwick, Southampton, SO31 7EB, UK. The above named being a prospective purchaser of the vessel.



Limitations:

- ✚ Where access is restricted by fixed panels, linings etc. it was not possible to examine and I cannot say those areas are free from defects.
- ✚ This report has been prepared for the use of commissioning client and no liability is extended to others who may see it.
- ✚ In some cases it is not possible to detect latent and hidden defects without destructive testing which is not possible without the Owner's consent.

Scope of Survey:

- ✚ This is a Pre-Purchase Survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- ✚ Camera equipment was used in places to view normally inaccessible areas and the pictures analysed to identify any issues.
- ✚ A general inspection of the engine and installation will be made. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run for a long period of time. The purchaser advised that the engines are being serviced and warranted by the broker and that they only require a visual check by the surveyor.
- ✚ The hatches and port lights were not leak tested with a hose and cannot be guaranteed not to leak, however visual evidence will be reported.

Recommendations:

- ✚ These will not be made concerning cosmetic or other minor defects, although relevant advice may be made in the text.
- ✚ Recommendations will be restricted to those defects which should be rectified before vessel is used, (or within a given time span if specified), and items which may affect insurability.
- ✚ ***Recommendations will be printed in bold italics for quick reference.***
- ✚ The recommendations are contained in the body of report in order that they may be read in context, and are also listed as part of the Conclusions at the end of this report.

Conditions of Survey:

The vessel had been taken from the water on [REDACTED] and was seen sitting wooden blocks supported by 4 yacht stands. No special conditions affected the survey other than as described in the text.



Information is reported in the Sections below, followed by Recommendations and Conclusions.

Hull, Deck and Structure.

1. Details of Subject Vessel, (General Description, Dimensions, Registration etc.).
2. Keel.
3. Hull below Waterline.
4. Topsides above Waterline including Rubbing Strake etc.
5. Deck Moulding.
6. Coach roof.
7. Cockpit.
8. Hull/Deck Join.
9. Bulkheads and Structural Stiffening including Internal Mouldings.

Steering, Stern Gear, and Skin Fittings etc.

10. Rudder and Steering.
11. Stern Gear.
12. Cathodic Protection.
13. Skin Fittings and other through Hull Apertures.

On Deck.

14. Main Companionway and other Accesses to Accommodation.
15. Ports Windows etc.
16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays.
17. Ground Tackle and Mooring Arrangements.
18. Other Deck Gear and Fittings.
19. Davits and Boarding Ladders.

Safety.

20. Navigation Lights.
21. Bilge Pumping Arrangements.
22. Fire fighting Equipment.
23. Lifesaving and Emergency Equipment.

Engine.

24. Engine and Installation.
25. Fuel System.

Accommodation and onboard Systems.

26. Accommodation General.
27. Gas Installation.
28. Fresh Water Tanks and Delivery.
29. Heads.
30. Electrical Installation.
31. Electronic and Navigation Equipment.
32. Heating & Refrigeration



1. Details of subject vessel:

Manufactured by Fairline boats Ltd, Barnwell Road, Oundle, PE8 5PA, UK, the Fairline Targa 44 Gran Turismo is a deep V fast hull designed motor vessel.

Manufacturers' information not verified by measurement (from manufacturers' website)

Length Overall: 13.68m / 43'1"

Beam: 4.04m / 13'3"

Draft: 1.01m / 3'4"

Dry Weight 11300 KG

CE Marked Cat B 12 Persons

Which means Offshore, significant wave height up to and including 4m and wind up to and including force 8 beaufort.

Boat specific Information

Registration "██████" British Registry London ██████ – marked in galley

HIN Number GB-FLN11█████E808 – taken from hull

Year of Build May 2008 Model year 2008

Serial Number Boat number 32 – in owners hand book

Engines 2 x Volvo Penta IPS-500

2. Keel

a) The keel is part of the hull moulding and has been considered such below. The centre line and forefoot viewed externally found in satisfactory condition with no serious abrasion damage noted.

3. Hull below Waterline:

- a) Deep V single chine with 3 spray rails of solid and foam cored FRP construction
- b) The vessel was sat on wooden blocks supported with yacht stands. There are no signs of distortion in the hull.



- c) The hull was coated in one layer of primer and antifouling which comes away easily. The gel coat has not been roughened so the primer doesn't stick so well but leaves the option for it to be removed and dry sailed.
- d) Light hammer sounding was carried out (not heavy enough to damage gel) of hull at regular intervals approximately 500cm spacing all over to identify any areas of delaminating. No areas of delaminating were noted
- e) The antifouling was removed to the clean white gel in 18 patches approximately 70mm x 70mm at random around the hull and transom below the water line. While scraping I was looking for signs of moisture ingress like wicking or blisters. None were found.
- f) The chines and spray rails were checked under 10x magnification; no signs of stress crazing were noted.
- g) There are no signs of major damage or repairs to the hull. One minor gel chip was noted on the starboard chine amidships. This should be cleaned and filled with epoxy filler before antifouling.
- h) Moisture readings were taken using a capacitance moisture meter of Sovereign Quantum model, operating in both shallow and deep reading modes.

The meter was first checked for correct calibration.

The readings recorded below are from the meter operating in the shallow and also deep mode on the relative scale 0-100. (It should be noted that the earlier Sovereign Meter scale was 0 – 25 and the Sovereign Quantum Model 0 -100).

The conditions prevailing when the readings were taken were as follows:

Air Temperature:	9.3°C
Surface temperature:	9.3°C
Relative Humidity:	61.4%
Time ashore	3 days
In summary the weather conditions for obtaining moisture readings were fair	

Readings were as follows:

Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale 0-100 Shallow mode	10 – 16	10 - 13
Deep Mode	11 - 16	10 - 13

The interpretation of the readings in shallow mode range;

- 0 – 15: Can be considered dry for all practical purposes.
- 16 - 20: Some moisture present at low levels but of no great concern.
- 21 - 30: Considered medium, but those at the top of the range i.e. 30 are at the point where the risk of moisture related defects developing is significant.



- 31- 45 Considered high and at a level where the risk of moisture related defects being present but not yet physically detectable is significant.
- 46 – 60 Very High and will usually be accompanied by physically detectable signs. Likely to be accompanied by a significant increase when switching to deep mode.
- 61 – 100 extremely high and indicative of possible laminate damage in addition to osmotic blistering. Likely to be accompanied by a significant increase when switching to deep mode.

These readings need to be considered in conjunction with the period the vessel has been ashore and the weather conditions when obtained. As a rule of thumb you can expect the levels to drop by one range after a few weeks ashore.

Always storing the boat ashore to allow some natural drying out to occur and keeping the hull clean will contribute significantly to maintaining this condition.

4. Topsides (hull above the waterline up to and including the Rubbing Strake:

- a) Topsides constructed of cored FRP as per the hull below the water line.
- b) Topsides moulding found fair, although you can see the FRP mat pattern through the gel coat and some moulding marks. It is finished in white and blue gel coat. No signs of major damage or repairs.
- c) No stress crazing or cracking noted in way of bulkheads or other re-enforcing members
- d) A chrome rubbing strake with rubber insert runs around the hull and deck joint, there are no signs of damage. Some of the fixing bolts under bathing platform are showing corrosion stains. These should be cleaned and treated with inhibiting fluid or grease to prevent further deterioration.

5. Deck moulding:

- a) The deck is solid and cored FRP. Access to the underside is greatly restricted by headlining panels.
- b) The gel coat is white with moulded in non slip and has teak faced ply stuck onto the side decks. There are no signs of splits and the joint compound is securely adhered to the wood where tested.
- c) The whole deck was carefully tested underfoot. No sign of delaminating or other structural defect found.
- d) The anchor locker windlass mounting is moulded into the deck.
- e) There is a locker on the bathing containing the swimming ladder and a second for life raft stowage. These are securely hinged and uses own weight to stay shut. The life raft locker could not be opened due to Passerelle tied down.

6. Coachroof:

- a) The coach roof is integral with deck moulding and is reported above.
- b) The hand rails were tested with a lever and found secure.



- c) There are two life buoy stowage lockers on the coach roof securely hinged. The starboard lid has the aft outboard corner of solid gel coat broken off and filled.

7. Cockpit:

- a) The cockpit is integral with the deck moulding and constructed in the same way. It has teak faced ply securely attached.
- b) The cockpit can freely drain through the aft transom gate area and has drains in the aft edge of the gully under the electrically operated engine cover as well as drains in the numerous stowage lockers, all draining overboard through the transom under the swimming platform.
- c) The cockpit sole (base) is structurally strong and supported from below.

8. Hull/Deck joint:

- a) The hull and decks mouldings are bonded and screwed together and laminated in places.
- b) Access to view was restricted to the anchor locker and engine compartment.
- c) Internally no signs or evidence of any leaks on linings from the joint.
- d) There are no signs of damage to the joint externally.

9. Bulkheads and structural stiffening including internal mouldings:

This is a monocoque (single box) construction.

- a) The hull and deck mouldings are robustly built.
- b) A number of floors (moulded FRP foam or wood filled boxes running across the hull, not to deck level) are moulded into the inner moulding along with longitudinal stringers constructed in the same way running fore and aft.
- c) Various bulkheads are bonded to the hull and deck giving extra strength. These were carefully inspected and no signs of stress or cracks noted.
- d) Access to the hull and deck inside is restricted by mouldings inside of lockers and cupboards and deck headlining panels.
- e) Where I was able to access the inside of the hull, this being in the engine compartment, under saloon & aft cabin there were no signs of cracks or stress noted.

10. Rudder and steering:

- a) Steering is via the IPS drives by joy stick, steering wheel and autopilot.
- b) Hydraulically operated trim tabs are securely fitted.
The above was not tested, as a sea trial has taken place with the owner aboard.

11. Stern Gear:

- a) These are two Volvo Penta Bronze IPS drives with duo prop type propeller systems.
- b) The propellers were scraped and found shiny with no evidence of dezincification or damage.
- c) The legs were scraped and also no signs of dezincification noted.
- d) No signs of corrosion noted.



Advisory notes

- It is strongly advised that the IPS units be inspected and tested by a qualified Volvo engineer as repairs and even routine servicing can be expensive with these units.

12. Cathodic Protection:

- a) There are 3 hull anodes fitted on the transom, all partially wasted.
- b) They were checked for continuity with the IPS drives and are connected to the metals they are protecting.
- c) Each of the 4 Trim tabs (two adjustable) has anodes attached directly to the metal they are protecting.

13. Skin Fittings and other through Hull Apertures:

Some thru hulls may not be reported below but will be with relevant systems sections and have been tested the same way.

No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:

- ✚ Examination from outside and inside the boat. Checked for de-zincification
- ✚ All valves open and closed to their full extent where possible.
- ✚ Any fixing bolts hammer tested where accessible.
- ✚ Bodies of metal valves or sea cocks tested with a hammer inside the boat and external parts hammer tested outside the boat.
- ✚ Fittings aggressively tested inside the boat for security in the hull.
- ✚ Hose clips inspected and hoses aggressively tested for security. 2 clips correctly fitted on outlet spigot unless noted.
- ✚ Lying fair to hull unless noted

Below Waterline:

- a) Starboard side engine compartment - Generator silent exhaust – Bronze thru hull with DZR (De Zincification Resistant) valve.
- b) Starboard below steps to saloon, access from aft cabin - Aft toilet outlet direct to sea option – Bronze thru hull with DZR valve
- c) Aft engine compartment – Plastic log fitting.
- d) Port side engine compartment, engine and generator seawater inlet – Bronze thru hull with bronze DZR valve with bronze strainer above.

Above the waterline:

- a) Port side amid ships chrome bronze outlets for Grey water and bilge pump centre.
- b) Port side heater outlet chrome bronze
- c) Port & starboard side large engine vent, FRP box with electric fan.
- d) Starboard engine compartment Generator 2nd exhaust outlet – Chrome bronze thru hull.
- e) Aft cabin starboard side – 3 Chrome bronze outlets, grey water outlet and breather, holding tank breather
- f) Cockpit Locker drains exit the transom through chrome bronze fittings



- g) Aft bilge pump exits through transom , chrome bronze fittings
- h) Engine hatch cover gulley drains exiting the transom thru chrome thru hull.

14. Main Companionway and other Access to Accommodation:

These were all checked;

- ✚ to be lying fair to the deck
- ✚ fixings were randomly tested with screw driver for tightness
- ✚ frames checked for damage
- ✚ a secure method of closure
- ✚ correctly fitted hinges
- ✚ glazing checked for damage
- ✚ gaskets checked

All found ok unless noted. The hatches were not hose tested for leaks.

- a) Main access into saloon through sliding door, acrylic "glass" in alloy frame, secure in runners with secure means of locking and holding open.
- b) Fore cabin and saloon have a Trend Marine round hatch and square hatch respectively with aft hinge and two latches that can be locked.

15. Ports, Windows etc.:

The same checks as section 14. above were carried out. All found ok unless noted. The ports and windows were not hose tested for leaks.

- a) There are 2 fixed toughened glass Trend Marine portlights in the topsides below the weather deck and 7 opening Chrome framed port lights with 4 catches fitted in cabins. All checked.

Advisory notes

- Aft cabin starboard side forward port light is leaking slightly around aft catch causing the catch attachment to corrode. This should be cleaned and the catch tightened.

16. Pulpit, stanchions, Pushpit, lifelines and jackstays:

- a) Pulpit and side guard rails are combined stainless steel tubing with single wire. Secured through deck with stainless bolts, metal plate and large nut. Limited access to underside, all found secure when body weight applied.
- b) No life line attachments seen.
- c) Hand rails were all rigorously pulled and found secure.

17. Ground Tackle and Mooring Arrangements:

- a) Main bow anchor. This is a Delta type, 35lb. 8mm galvanised chain. Not laid out and examined link by link but checked in locker. Specification states 46m chain. Bitter end is attached with rope (so it can be cut and chain released in an emergency). Found in clean condition.
- b) Lewmar pillar windlass, operated not under load and worked well. Separate isolator switches fitted. In good clean condition.



- c) Stainless steel stems head with single bow roller. Pin to put over chain to stop jumping off is fitted.
- d) Vessel has stainless steel cleats fore, centre and aft of adequate size through bolted the laminate. All hammer tested, levered and found secure.
- e) Second anchor not seen.

Advisory notes

- Second kedge anchor 9KG if not supplied is advised with 10m 8mm chain as back up depending on intended use.

18. Other Deck Gear and Fittings:

- a) Radar arch, moulded with deck, sliding roof. Fitted with lights. All working.
- b) Fitted cockpit cushions, appear good condition.
- c) Main screen is Trend marine toughened glass, no signs cracks or stress indications.
- d) The boat has cockpit covers with windows. Plastic glazing, no signs cracks or splits. Blue canvass in good condition. Zips appear sound.

19. Davits and Boarding Ladders:

- a) Vessel fitted with folding stainless steel boarding ladder with metal steps, extending below water line for easy boarding from water. No signs of wear and secure when pulled out and climbed on.
- b) Passerelle boarding plank fitted with hydraulic arm.
Advisory note: - The Hydraulic arm has been removed. Broker advises for repair as has leak and will be refitted. One of the fixing bolts is mild steel and corroding under the bathing platform, it should be replaced when the ram refitted.

20. Navigation Lights:

Vessel fitted with

- a) All round white light and steaming light on arch seen working. Securely fitted.
- b) Stern light on arch seen working and secure.
- c) Port and starboard lights mounted on side of arch - seen working and secure.

Advisory note: - Compass light and chart table light could not be switched on. These should be checked.

21. Bilge Pumping Arrangements:

- a) 2 x Manual bilge pump mounted in cockpit and picks up from engine compartment and saloon, discharges from transom through Chrome bronze thru hulls noted above. Operated dry.
- b) Automatic and Manual bilge pump fitted in bilge below aft cabin with exit above waterline portside
- c) Automatic and manual pump fitted in engine compartment with exit through transom. Both heard working but without water.
- d) Audible and visual alarms fitted to automatic pump at helm station. Heard working.



22. Fire-fighting Equipment:

- a) There were the following fire-fighting appliances found onboard and all showing green on gauges.
 - a. 1 x FD500 automatic fire extinguisher mounted in engine compartment with manual override at helm station
 - b. 1KG dry powder mounted at helm station under helm seat
 - c. 1KG dry powder mounted under galley.

Advisory note:-. Fire extinguishers should be serviced or replaced every 5 years. The MCA recommend one Fire extinguishers at every exit to open space, fire extinguishers for engine plus 2 buckets with lanyards.

23. Lifesaving and Emergency Equipment:

The following was found aboard –

- a) 2 Horse shoe life buoys
- b) Throwing line

Advisory notes

- The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment (SEA Check) and can be contacted on 08003280600 or via the RNLI website, www.rnli.org.uk.
- The RYA also publishes a booklet, G16, "The Boat Safety Handbook" and this specifies levels of Safety Equipment for different categories of use. Booklet is obtainable from nautical bookshops or direct from the RYA, www.rya.org.uk.

Recommendation - this vessel be equipped with safety equipment to the level appropriate to proposed use.

24. Engine and Installation:

2 x Volvo Penta IPS500 Diesel engines. Engine hours on gauges- 118

Engine numbers Port 200603 [REDACTED] & Starboard 200603 [REDACTED]

- a) Engines were visually inspected with mirrors to access underside of areas.
- b) Engines are very clean and appear maintained.
- c) The engines are mounted on flexible mounts forward and aft, bolted to laminated engine bearers. No signs cracks or stress to bearers. Mounts were tested with crow bar and found secure.
- d) The bilges were fairly clean with no signs of oil or diesel leaks.
- e) Seawater cooling water comes via outdrive legs. No signs weeps or leaks on water system hoses and all correctly clipped. No signs of corrosion around intercooler.
- f) Throttles and gear control is electronic. The levers operate smoothly.
- g) Exhaust is via legs, all clips checked, no signs corrosion on exhaust system.



- h) Purchaser advises that engines will be serviced and warranted by broker before purchase.

Advisory Notes

- Purchaser advised during sea trial starboard seawater strainer top came off and flooded engine bay. Broker advised engine bay has been cleaned and engine sprayed with lubricant. This has been done. Broker advised seawater strainer tops have been replaced with bolt down type. This is confirmed. The starboard engine port forward mount is slightly corroded. It is possible the starboard strainer has leaked before.

25. Fuel system:

- a) Two metal diesel tanks, fully wrapped with fire retardant insulation mounted on laminated bearers in engine compartment. Secured with stainless steel strap securely bolted. Area is completely dry. No signs corrosion on tanks.
- b) All hoses securely fitted and marked ISO 7840 – Marine fuel grade quality.
- c) Remote fuel shut off cables mounted at helm position and operated.
- d) Deck fillers securely fitted.
- e) Two Volvo Penta clear bowl separators mounted by tanks, separate CAV metal filter for generator. All pipes securely fitted.

26. Accommodation General:

- a) Interior is clean and tidy.
- b) Carpet in aft cabin is damp and being dried with heater. Possibly caused by hatch left open.
- c) No obvious damage or breakages noted.

27. Gas Installation:

There is no gas systems fitted.

28. Fresh Water Tanks and Delivery.

- a) Water tank fitted under cabin. Pressure system with accumulator tank. Push connection plastic plumbing pipe. Secure where seen.
- b) Stainless steel hot water calorifier heated from port engine and 240V. All fittings found sound and secure.
- c) Toilet is fresh water flush, no water aboard to test. Motor operated.

29. Heads:

- a) Toilet is an electric Lee sanitation, fresh water flush, connected to holding tank with option for aft toilet direct outlet or tank. Electric macerator fitted in outlet pipe. Access to holding tank from aft cabin. All clips correct and no signs of leaks.

30. Electrical Installation:

12v circuits



- a) Each engine has alternator which charge the batteries.
- b) Engine, generator and domestic batteries are mounted in FRP sealed boxes front side of engine compartment. No access to batteries. Boxes are securely mounted. Ventilation is via 25mm hose running to starboard engine vent in topsides.
- c) All wiring appears original manufacturers; all circuits have RCD breakers.

240v Circuits

- d) 240V Shore power socket on transom with RCD breaker and earth check in aft cockpit locker.
- e) Master volt battery charger and Inverter for TV mounted in engine compartment.
- f) Cummings Onan generator is mounted in engine compartment. This operates from main switch panel. Fuel and exhaust are correctly mounted. Water intake could not be seen, presume connected via engine intake.
- g) Electric hob, and cockpit griddle seen operating
- h) Microwave – seen operating
- i) Hot water immersion heater system.
- j) 240V socket circuit
- k) Fitted with RCD circuits in engine compartment and on switch panel.
- l) All professionally installed and no modifications noted.

31. Electronic and Navigation Equipment:

- a) Ray marine E80 radar and plotter with GPS seen operating
- b) Ray240E VHF seen working
- c) Volvo Penta multi function display including speed and sea temperature.

Advisory note: No depth sounder sensor or display seen. Suggest one is fitted.

32. Heating and refrigeration

- a) Eberspacher Heater system. All securely fitted with correct exhaust and seen operating.
- b) Front loading upright refrigerator 12v and 240v seen working. Second fridge in cockpit.

Relevant photos



New cover to strainer





RECOMMENDATIONS and CONCLUSIONS:

Maintenance Overview:

Cosmetic maintenance: Has been kept generally clean and tidy throughout.

Technical Maintenance: No invoices seen but appear to be well maintained and service is scheduled for engines and IPS units. There is some minor corrosion stains around fittings below bathing platform which could be cleaned off and protected with water inhibitor spray before launch.

List of Recommendations:

The Recommendations made in the Report are listed below with their respective section numbers. ***All Recommendations should be carried out before use of vessel or as stated.***

23. Lifesaving and Emergency Equipment:

Recommended this vessel be equipped to the level appropriate to proposed use.

Conclusions:

The boat is in excellent condition with no major faults noted and very few minor ones. The purchaser should consider the advice on a second anchor and depth sounder depending on area of intended operation and the compass light should be attended to.