

# EXPERTISEBURO R.C.SCHUIJT BV

• AANKOOPKEURINGEN • TAXATIES • BOUWBEGELEIDING •  
SURVEY'S • VALUATIONS • CONSTRUCTION MANAGEMENT •  
GUTACHTEN • WERTGUTACHTEN • BAUBEGLEITUNG

Report number: R20183



## GENERAL DETAILS

Type of report : Partially survey

Contract description : Construction / Centreboard / Sails / Propulsion

Client : M. B.

Phone / fax / e-mail address : \*\*\*\*\*

Date of survey : 23<sup>rd</sup> December 2020

Place of survey : Monnickendam Holland

Attendees : mr. Jacob Giezen and mr. Bauke ? (representatives of the vendor)

Vessel name : -

Type of vessel : sailing yacht

Make / type : Van de Stadt 44 Satellite

Dimensions : Approx. 13.30 x 4.16 x 1.64 / 2.84 metres

Yard : GCB Composietbouw / by owner and consultants.

CIN code : no

CE Mark : Builder's plate present no  
Owner's manual available no  
EC Declaration of Conformity no

Hull number : .

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Van toepassing zijn de HISWA ( expertise)  
Algemene Voorwaarden gedeponoerd ter griffie  
van de arrondissementsrechtbank te Amsterdam  
op 15 november 2012 onder nummer 96/2012  
BTW nr. 8149.54.418.B.018240

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Official number register : 6893 ZG 2001  
Year of construction : 2008  
Hull shape : round bilged  
Material : several types of core cell  
Rigging : fractional  
Engine make : Volkswagen Marine  
Type : SDI 60-4  
Model : sail drive  
Engine number : M 03 003 01  
Engine year of build : 2008  
Engine power ( kW / hp ) : 60 hp  
Engine hours : 460  
Make of reverse gear : Volkswagen Marine.  
Fuel : diesel

The aforementioned information was provided to us by third parties and we cannot guarantee its accuracy.

Since June 16 1998, all newly delivered ships need to comply with the requirements of the EU Recreational Craft Directive. Visible features of this include the CE builder's plate, CIN code, owner's manual and EC Declaration of Conformity.

The stated engine hours are no guarantee for the actual number of operating hours.

The following defects and/or damages or events have been reported by the buyer / seller / broker to the undersigned:

-  
-  
-  
-  
-  
-

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Hull above the waterline

Deck, superstructure and cockpit

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Conclusions

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## Introduction

- The surveyor will work to the best of his knowledge and ability, and is obliged to do so under the terms of the contract.
- The survey is a random inspection in which the surveyor cannot exclude that, despite his careful research, there could still be (hidden) defects in the vessel that were not detected by the surveyor during the examination.
- Insofar as there is no intent or gross negligence in the realisation of the contract, the surveyor rejects any liability regarding any undetected (hidden) defects.
- During his survey, the surveyor will restrict himself to those components of the ship that are part of the contract.
- If the surveyor should include costs for restoration or repairs, they will count as an estimate from which no rights can be derived.
- The surveyor's report can only be used by the client and is therefore not transferable to third parties by the client.
- The surveyor's report can only be used by the client for the purposes as defined in advance.
- The survey is not a CE compliance survey.
- The HISWA inspection report is available exclusively to members of the HISWA association, which is underlined by the copyright that applies to various texts.
- The surveyor will state whether there are any fundamental defects present.  
A fundamental defect is a deficiency in a material, part or set of parts that causes it to lack or lose the property or properties it may be expected to possess and prevents the proper functioning of the material, part or set of parts and/ or the safe use of the vessel as a whole

To ensure readability, survey items which are not present on the vessel or do not apply have not been included in this report. This report summarises the findings as a result of the survey and, where applicable, sea trials. The applied subdivision is listed in the table of contents.

A five-point system was used in evaluating the various components:

G	=	Good	P	=	Poor
MA	=	More than adequate	B	=	Bad
A	=	Adequate			

## Description of the evaluations

Good

No comments

The inspected item is fully within the limits of use (Almost) no visible wear marks

Meets the requirements

More than adequate

The inspected item is well within the limits of use  
Meets the requirements

Adequate

The inspected item is just fit for use

Continued use is possible but maintenance / repair is needed in the near future

Poor

The inspected item is not fit for use

Continued use is possible, replacement or repair is recommended

Bad

Further use of the inspected item is not safe and not recommended  
Does not meet specifications / requirements

**This document is a report of the (partial) survey performed by the surveyor. The contract includes a contractual obligation for the surveyor to perform to the best of his ability.**

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## Hull below waterline

Hull-keel joint	MA/A	1)
Condition of keel / centreboard / sideboards	MA/A	2)
Coating	MA	
Corrosion		
Moisture measurements performed Meter type: Sovereign	yes	Moisture level: 10- 11scale parts under the waterline
Hull hammer sounded	yes	3)
Propeller	MA/A	folding propeller 4)
Lower unit sail / stern drive leg incl. water flow seal / bellows	MA	
Sail/ stern drive oil colour correct	yes	
Rudder stock, insofar visible	MA	
Rudders	MA	
Too much play in rudder bearings	no	
Other comments	no	

clarification:
1) the case of the centreboard is made of stainless steel, but the epoxy filled came loose of the case At the front side of the case the joint is finished with a sealant. The reason is not clear.
2) the lower part of the centreboard is made of lead, the upper side is made of cast iron. There is a small trace of rust on the joint. We did not found dents in the front of the keel.
3) we did not found signs of delamination in the keel section
4) is dirty and needs maintenance. There is some play on the mounting, usually the nut can be tighten.

With regard to moisture and thickness measurements, the paint system should be removed locally if necessary and restored by the client. In GRP vessels, the underwater hull is visually inspected for blistering caused by osmosis. This does not guarantee the non (latent) presence of osmosis or that blistering could become visible shortly after the survey. It is noted that the risk of osmosis generally increases at higher moisture levels (more scale parts). Osmosis blistering can become visible shortly after a survey, in which case the surveyor is not liable. The results of skin thickness measurements are an estimate of the material thickness, and do not guarantee that there are no discrepancies in material thicknesses in other spots, such as the location of (concrete) ballast, internal framework, hull pipes, propeller shafts, rudder shafts, cooling pipes, wedges, and (box) keels. Problems in and/or underneath the applied paint system and filler layers of the underwater hull, rudder(s) and wedge(s) as well as problems in and/or underneath the laminate can only be determined after destructive testing, which are not part of the standard inspection.

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## Hull above waterline

Coating	MA	
Rubbing strake		
Gunwale / toorail		
Other comments	no	

clarification:

## Deck, superstructure and cockpit

Material		cell core
Deck coating	MA	
Deck fitting mountings	MA	
Superstructure coating	MA	
Cockpit coating	MA	
Cockpit drainage	MA	
Anchor/ chain well	MA/A	drain:
Hatches / windows / portholes	MA	acrylate
Deformation near mast foot	no	stepped on the keel ( through stoke mast)
Pulpit/ pushpit & guardrail	MA	
Other comments	no	

clarification:

The interior condition of the laminate of the (sandwich) deck, superstructure and cockpit, as well as the condition of the fixation and base of the teak components cannot be established without destructive tests. The surveyor cannot guarantee the quality of the sandwich core. The destructive tests are not included in our standard inspection. Water tightness of frame and window seals are not tested or guaranteed.

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## Rigging

Mast	MA	Material: aluminium
Boom	MA	Material: aluminium
Other spars, spinnaker pole	MA	Material: carbon
Headsail furling	MA	
Standing rigging	MA	Material: Stainless steel / rod rig
Running rigging	MA	
Winches	MA	
Sails	MA	
Other comments	yes	1)

### Clarification:

1) we cannot guarantee that the running rigging is complete

The sails are not assessed for cut and size but for general condition, provided that they have been laid out in advance in a suitable location. We recommend having the sails checked annually by a sail maker. In case of a standing mast, the rigging and mast can only be partially inspected. The mast and rigging are inspected visually from the deck up to eye level. The surveyor cannot guarantee the tensile strength of the standing and running rigging. The furling installation is only assessed for performance, insofar as the circumstances allow it. We recommend having the standing rigging checked once every three years by a recognised ship rigger.

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## Inside the hull

Accessibility inside hull	MA/A	1)
Chain locker	MA/A	2)
Coating	MA/A	3)
Parts deteriorated and/ or impaired	no	
Bulkheads, longitudinal and transverse frames	MA	
Chain plates	MA/A	Inspect able: yes 3)
Joinery joints	MA/A	4)
Floor covering	A	5)
Mast support	MA/A	6)
Water in bilge / on bottom	yes	6)
Keel attachment / construction	MA/A	Visible leak traces: no 7)
Deck-hull joint	MA	
Centre board and hydraulic system	MA/A	8) 9)
Other comments	no	

### Clarification:

- |  |
|--|
| 1) the water tanks are a part of the hull  |
| 2) needs some coating on the pulpit mountings  |
| 3) some joinery joint filled need to be finished with a coating  |
| 4) some joints need to be finished with a coating, there is a crack in the filled by the companionway  |
| 5) the synthetic floor covering is not professionally done   |
| 6) the underfloor around the mast support is wet as a result of water from the mast inlet-equipment.<br>Advice: the area around the mast support needs to be protected.          |
| 7) the aft side of the centre board part / traverse frame need to be finished with a coating, it looks like a repair.  |
| 8) the centre board case is not inspect able, the inspection holes are bolted with a sealant.  |
| 9) the hydraulic system has a manual operation with 2 adjusting knobs. The lower knob is poorly accessible through the hydraulic hoses ( It is easy to change the hose mounting) |

No leak checks have been made by hosing down or dousing. For vessels of over 10 years old, we recommend having thru-hull pipes, sea cocks, hoses and hose clamps checked by a specialised company as a precaution. If water is found beneath the floors, both the water and the cause need to be removed.

The surveyor cannot assess the construction for possible leakage if the condition of the inside of the hull (such as in keels, closed tanks and in standpipes) is inaccessible for testing or inspection.



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## Steering

Steering	MA	wheel	mechanical
Sealing of rudderstocks	MA		
Too much play in steering gear	no		
Rudder stops	yes		
Other comments	no		

Clarification:

## Mechanical propulsion system

Sea trial	yes	
Installation	MA	flexible
Accessibility	MA	
Engine support	MA	
Traces of leakage on engine	none	
Traces of corrosion on engine	none	
<b>Installation fuel tank(s)</b>	MA	Cell core / epoxy and part of hull
Fuel lines	MA	
Shut-off valve(s) in fuel lines	yes	
Fuel filter / water separator	yes	
Oil / coolant level:		
- engine	good	
- transmission	good	
- expansion tank	good	
Cold engine start	MA	
Smoke in exhaust gases	None	Colour:
Acoustical alarm	no	1)
Oil Pressure Indicator	no	1)
Coolant temperature indicator	no	1)
Charge indicator	no	
<b>Cooling system</b>	MA	indirect
Seawater strainer	yes	
Anti-siphon vent	yes	

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<b>Exhaust</b>	MA	wet
Muffler / water lock	yes	
Gooseneck	yes	
<b>Vibration / resonance</b>	no	
Vibration mounts	MA	
Operation engine controls	MA	
Lower unit Saildrive	MA	
Saildrive seal /bellows/ (visual assessment only)	MA	date: seal / bellows 2008
Other comments	yes	2)

Clarification:

- 1) only through alarm lights on the panel
- 2) during manoeuvring the sail drive is audible ( probably adjustable)

The interiors of the engine, gearbox and tanks have not been inspected and reservations apply. During the survey, the propulsion installation is only assessed for its performance. Seals of sail drives and stern drives must be replaced periodically (see instructions from the manufacturer and/or insurer). The goal of the sea trial is to gain insight into the performance of the mechanical propulsion system and the steering installation.

## Conclusions

Our inspection of the vessel and the information above leads us to make the following (final) assessment:

-The yacht is not yet ready for cruising! Needs to be completed e.g. autopilot, warm water system, shower, gas installation, shower, coating hull parts inside etc.

-The centre board:

During the inspection of the centre board construction inside –and outside the hull there seem to be indications of running aground because repairs seem to have been made .

After evaluation: the representative of the owner explained to me that these are no repairs of damage or whatever but are a parts which still needs to be taken care of / finished.

Date: 23<sup>rd</sup> December 2020

Kind regards,

A handwritten signature in black ink, appearing to be 'R.C. Schuijt', written over a light blue circular stamp.

Ing. R.C. Schuijt

- Qualified Yacht Surveyor®, member of HISWA
- Register- Taxateur VRT, member VRT

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- EMCI Registered Surveyor ®
- RYA /MCA Yachtmaster Offshore



**Additional information/remarks from owner following survey report.**

**Building material:**

Various types of Corecell densities with glass epoxy infusion laminate of various thickness.

**Keel construction / material:**

The casted lead bulb is made of lead with an internal steel frame. The lead bulb is bolted to the steel centreboard.

***Steel keel movable part. - left attachment for bulb - temporary studs for welding support.***



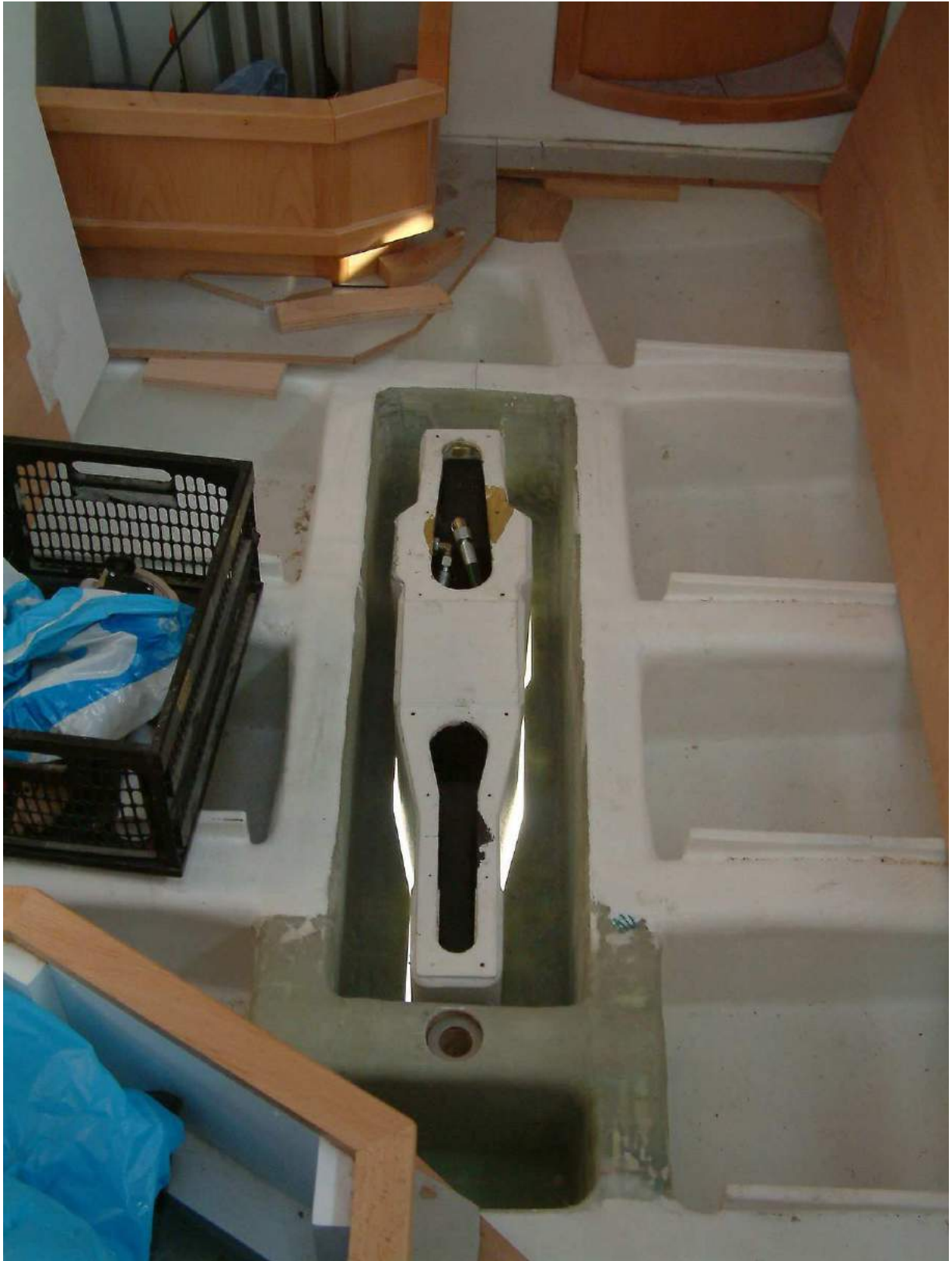
***Lead bulb with steel internal frame - foam mold of bulb***







*photo taken during construction process*



*photo taken during construction process*





*photo taken during construction process*



*photo taken during construction process*

