

Survey report m/y "La Calypso"

Bibione – Porto Baseleghe 16/07/2024

Builder Ancora Yachts – Model 44

Registration number 921774 UK

Serial number n/a – Year of building 1973

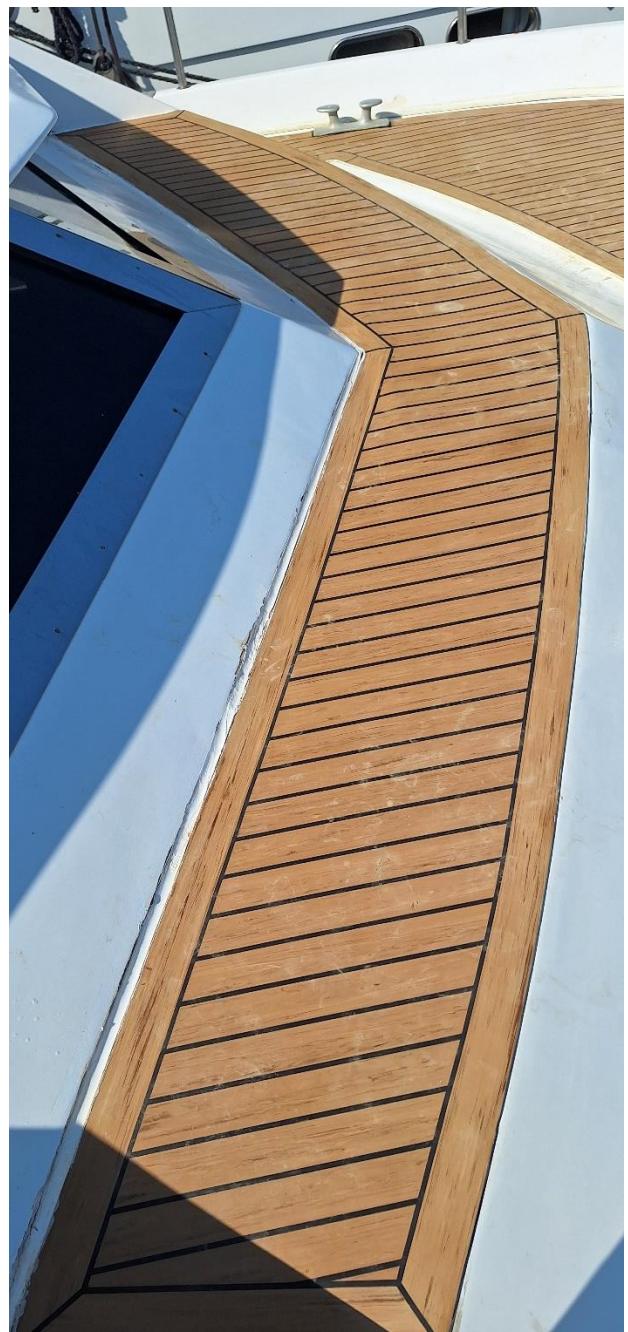
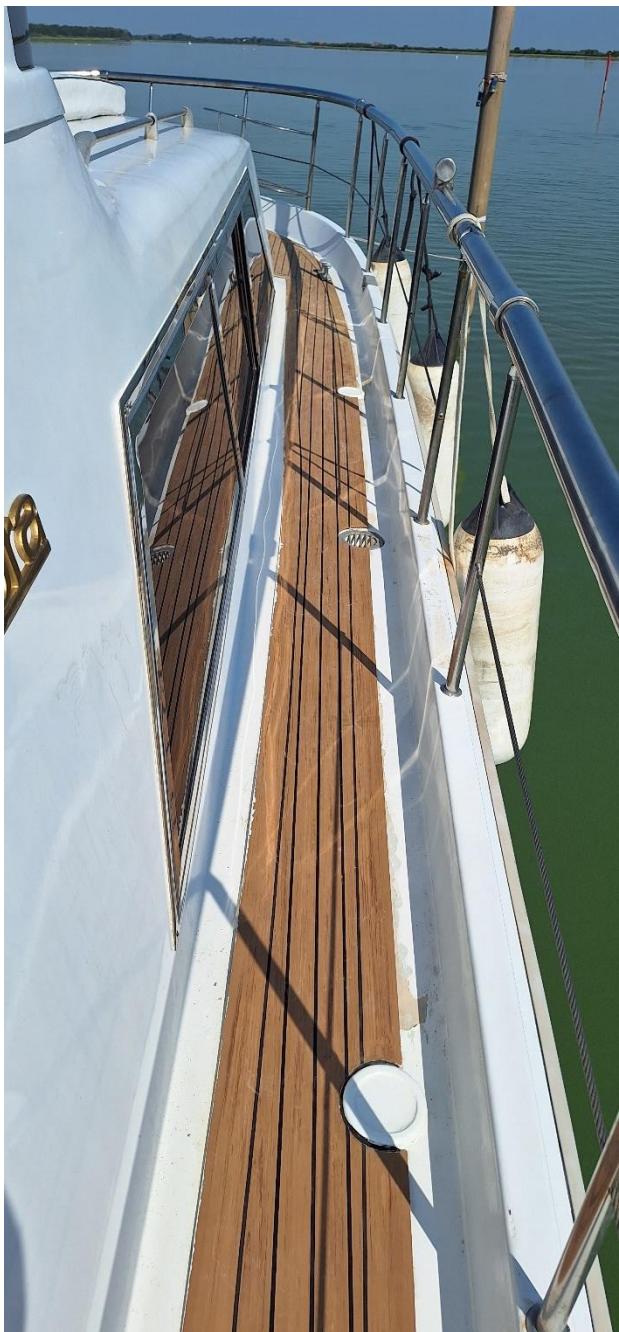
LOA 13,30mt - Beam 4,55mt - Draught 1,25mt

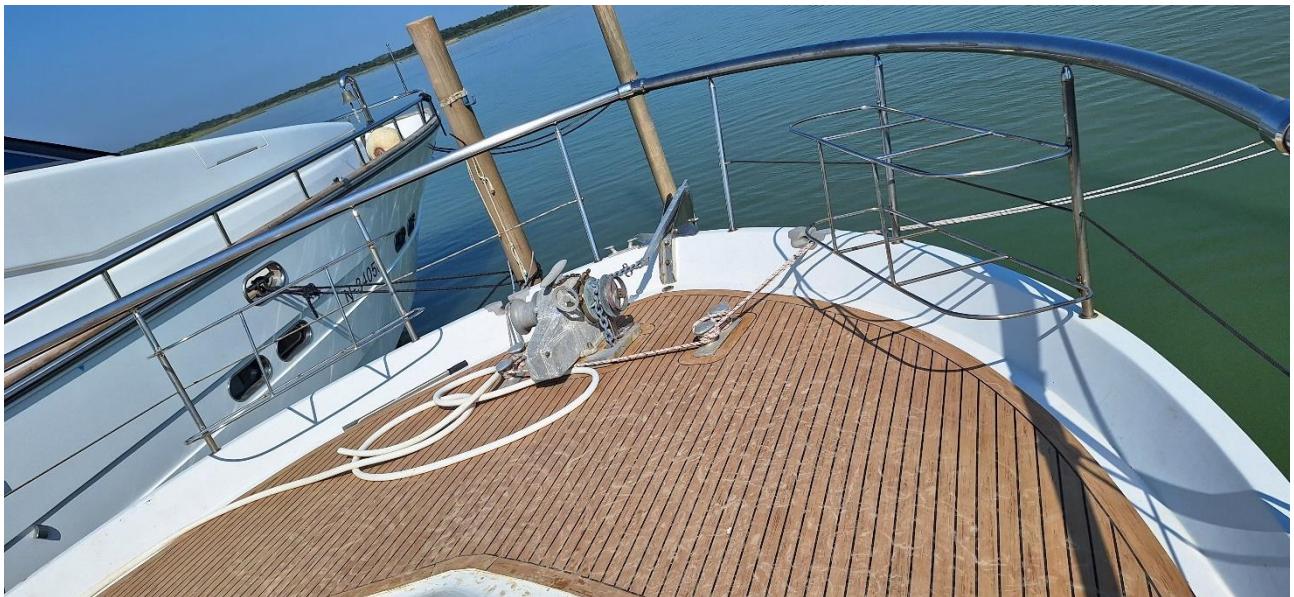


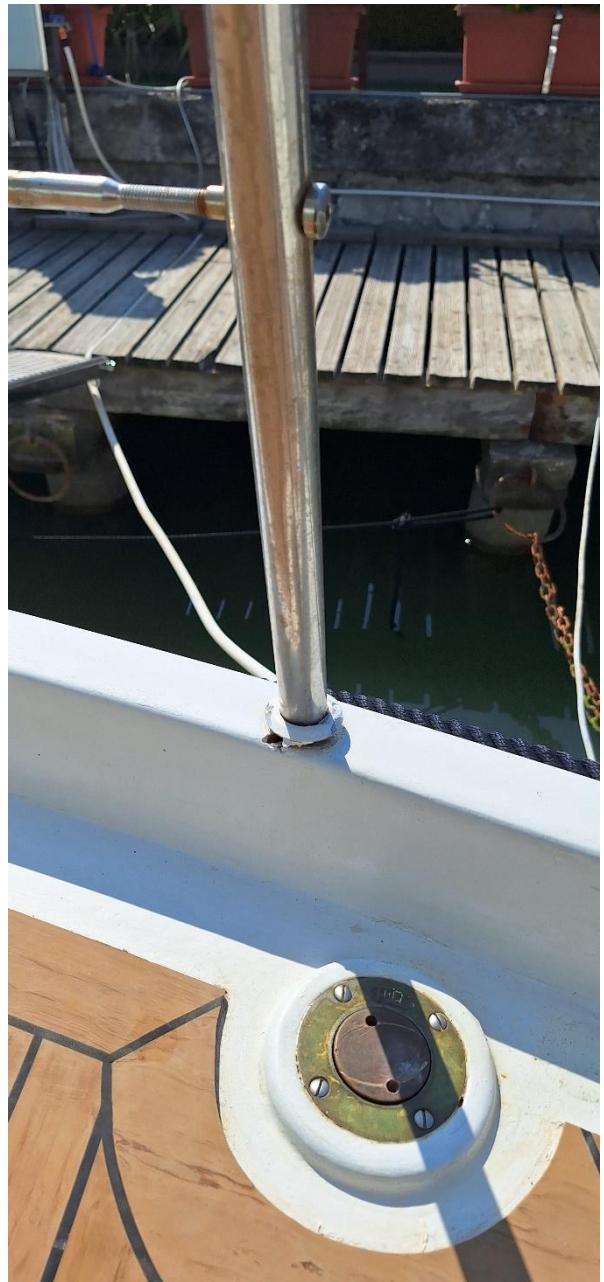
Boat has been inspected while in water; last time out of water april 2024 (seller declares nothing to report)

External inspection

Superstructure has been recently renewed but there are some fractures in the structural corners of the hard top, fiberglass is fine, synthetic teak has been installed, some parts are curved, some parts are detached from the below surface, the handrail is not properly fixed to the deck and this causes water leaks to the below area of the hull. The front window is not properly sealed and this also causes water leaks in the front cabin.





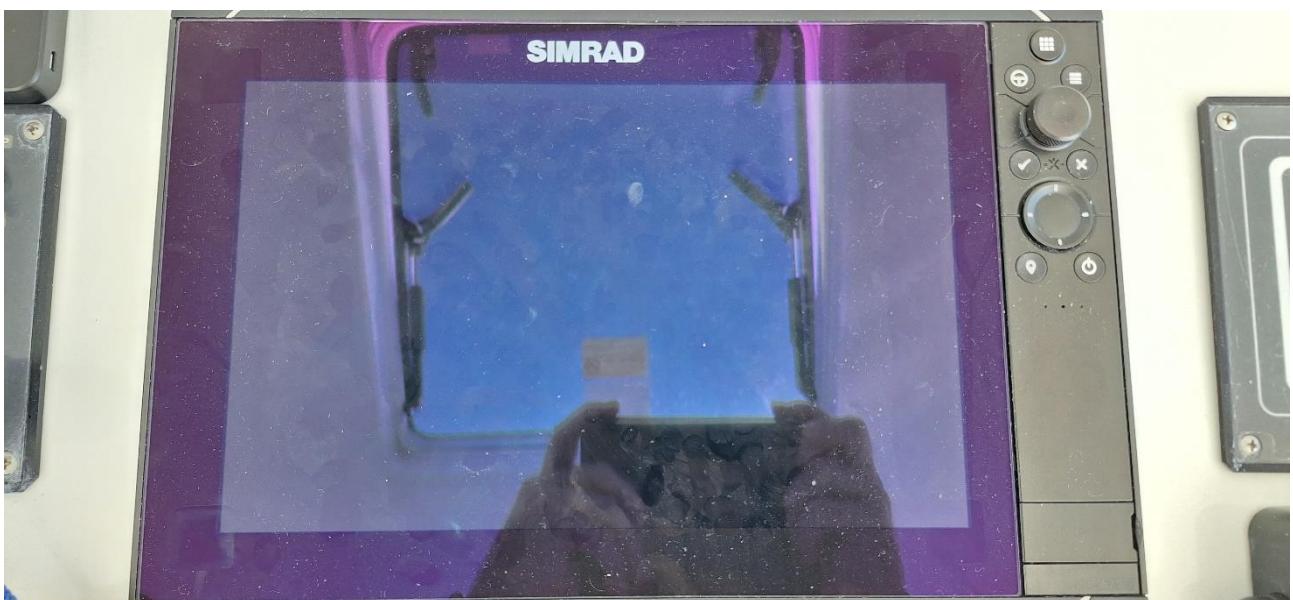


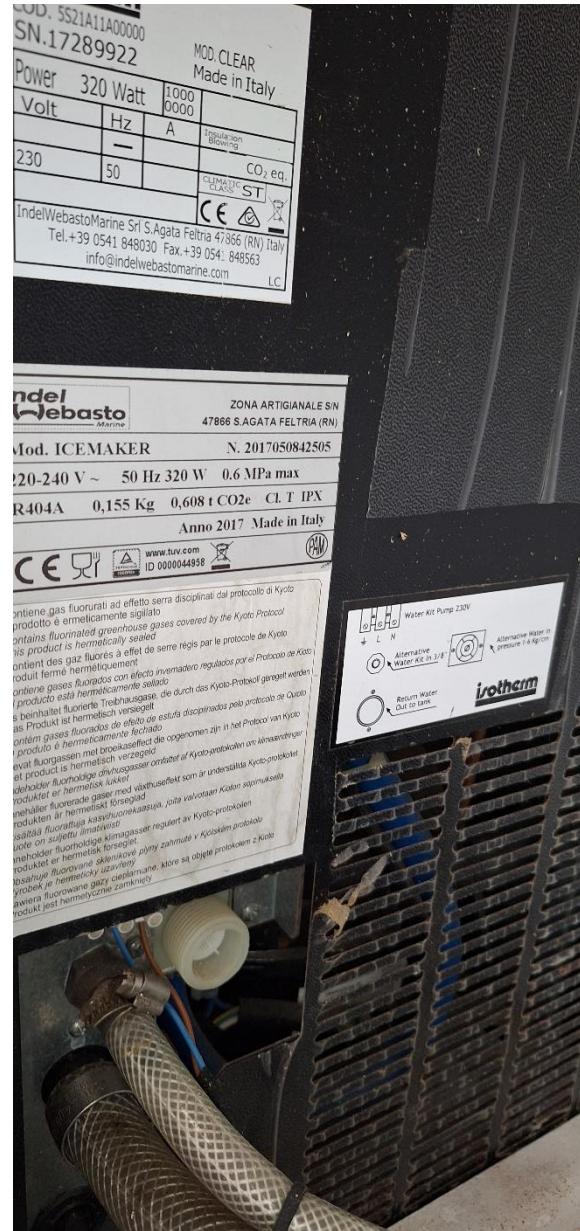


DECKHOUSE

All the instruments are working properly; port/starboard engine panels are fine, VHF is fine, generator panel, bow thruster, autopilot, winch anchor, icemaker are ok.







WHEELHOUSE

This area is in quite good conditions compared to the age of the boat but a strong maintenance will be necessary even if there's no water leakage.



AFT CABIN

Below the two beds there are the diesel tanks. There are no leaks but the owner should consider the option to replace them with more new INOX tanks in near future. The valve seems to be blocked.





Internal overview

All the wood construction appears in good shape considering the age of the boat; there is evidence of leakage from almost all the windows and from the upper deck that should be checked and solved. Lights, water pump, toilet pumps are working properly.





The battery system should be reconsidered. The batteries are in a closed space with no ventilation, would be recommended to open some holes for air circulation. The position of the battery charger should be changed too, it's close to the bed.

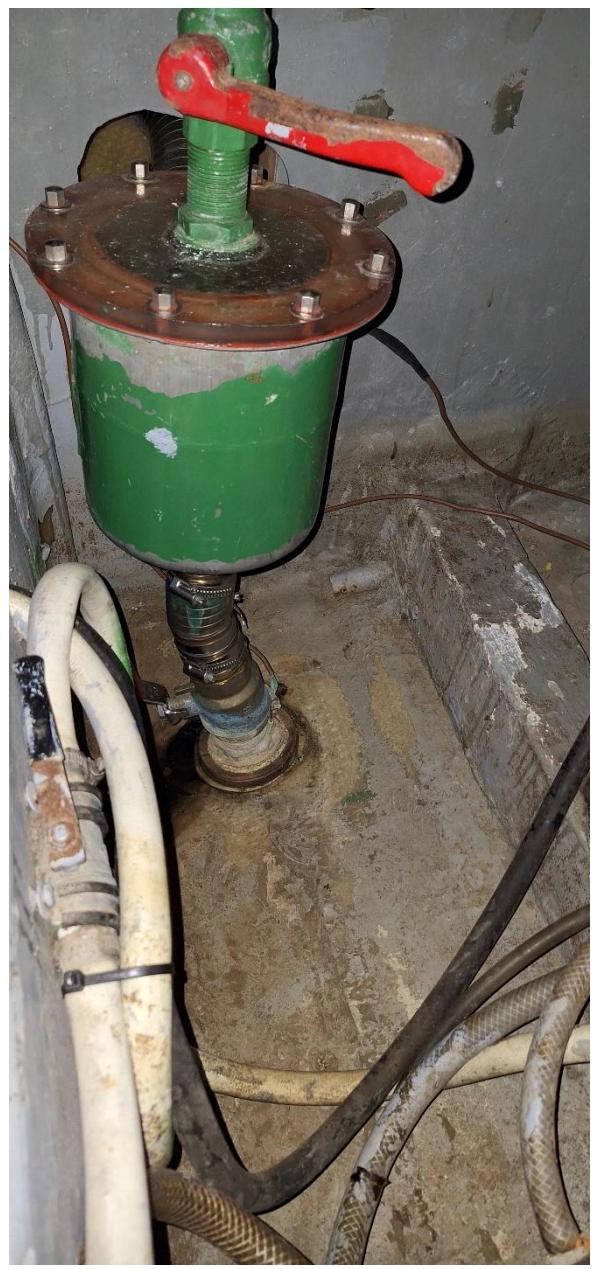
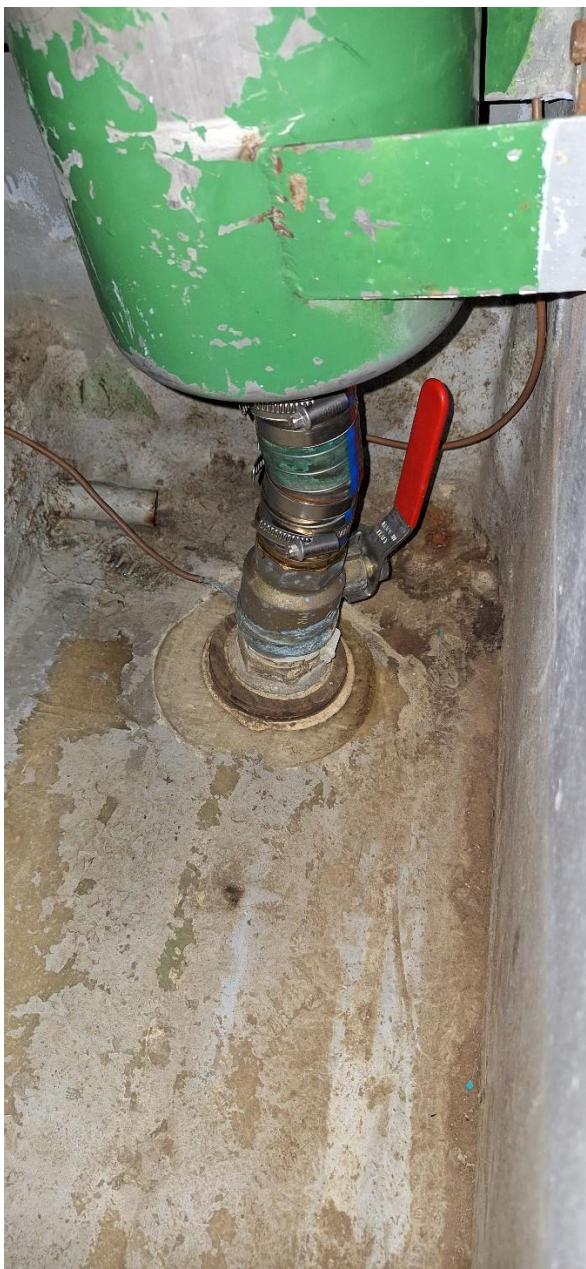




Bilge inspection

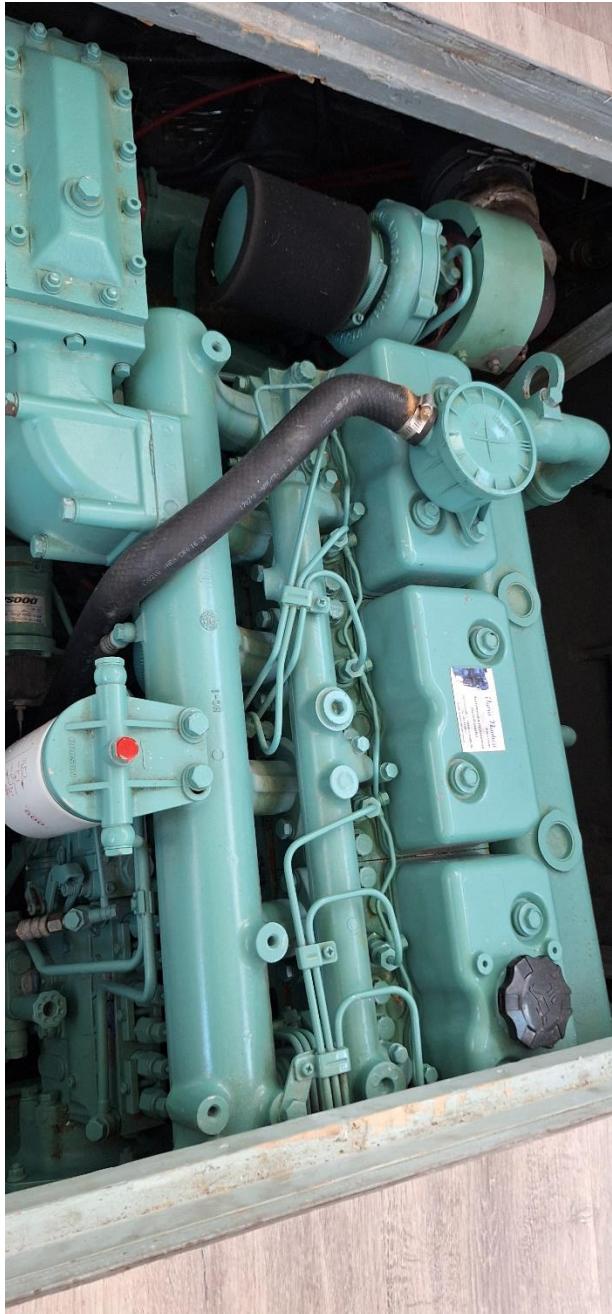
Overall the bilge is dry with no signs of salty water inside even in the more hidden areas. The seacock are almost newly replaced and working properly. There is a presence of humidity and mold that must be cleaned to prevent smell. There is sweet water in the keel area of the aft cabin. Installation of salt dehumidifiers in the bilge area would be recommended too.



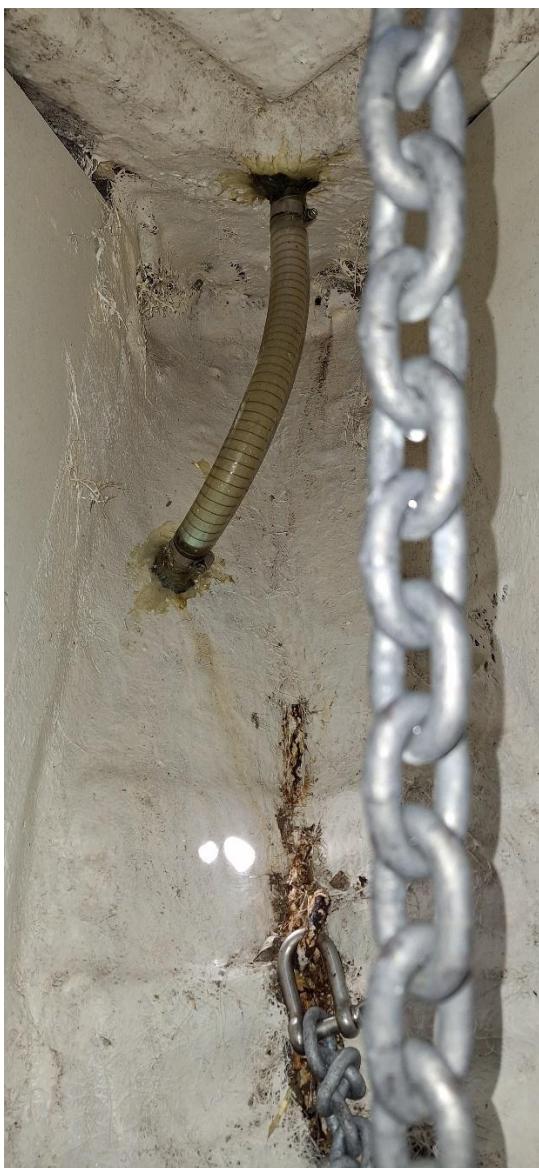


ENGINES

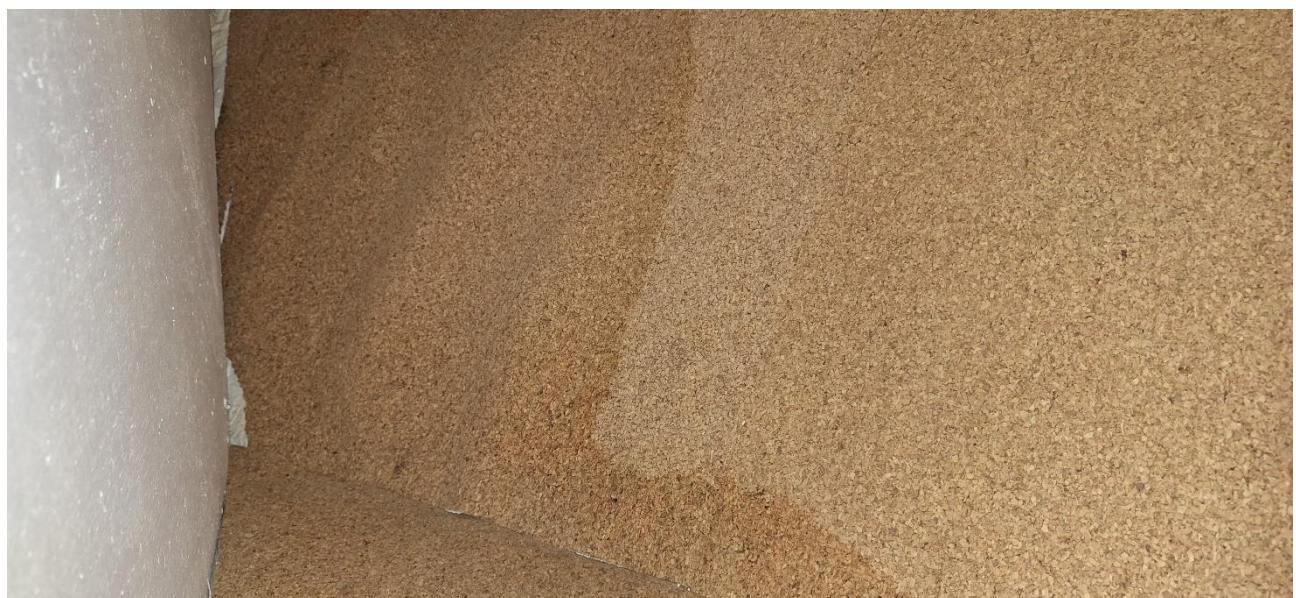
Engines are brandly new and in very good conditions. Boat has been moved for a seatrial and all is fine and working properly.



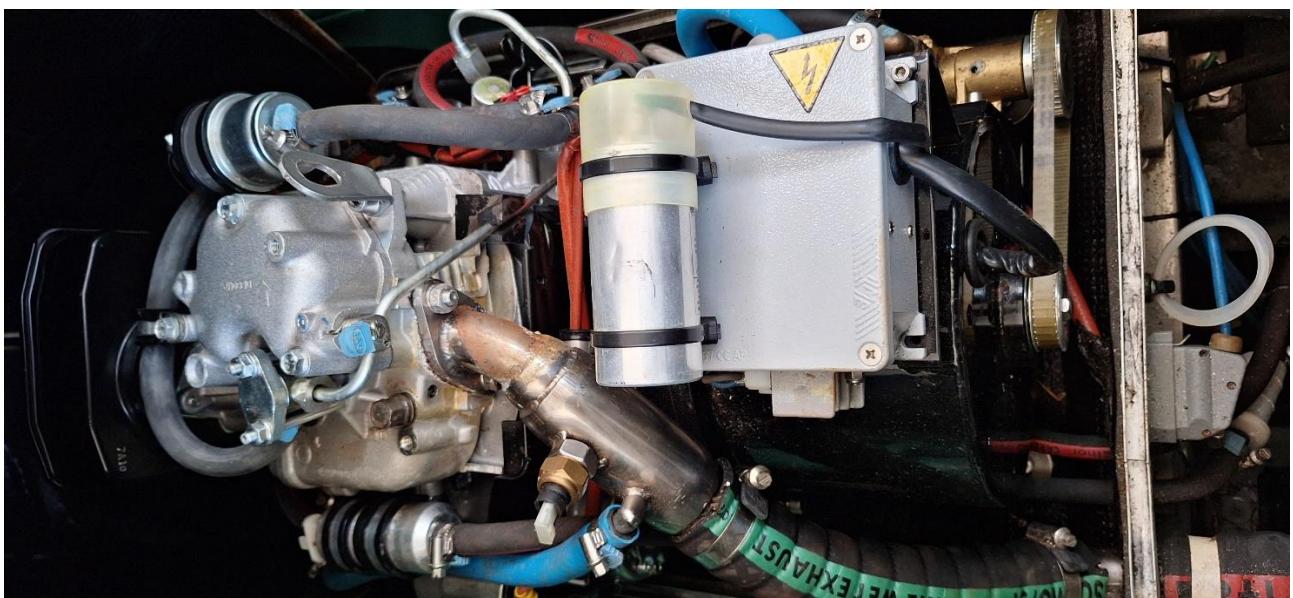
Bow thruster tunnel is also fine with no stress signals at all. Same for anchor winch (behind the front cabin mirror) and chain.



In the front area there are signs of leaking in the cork on both sides that must be fixed to prevent mold.



Generator Paguro 4SY is well maintained and working properly.



In overall, the boat is in general good structural conditions but several works are required to bring it in a good shape for normal use and living on board.

Would be recommended to remove all the teak to check the conditions of the deck and make a proper installation. The rail should be tightened and sealed as the windows to remove all the leaks. It was not possible to check the hull because boat was in water but it's highly recommended to pull the boat out of the water, let it dry for a few weeks and make a deep check of humidity to prevent and be sure that no osmosis or delaminations of the hull are present.

The commercial price of the boat can be estimated in a price range of 60/65000 euro considering all the works that should be done to have a boat which is safe for sailing and living.

Marine Consultings di Ivan Gregorig

Iscrizione CCIAA di Udine e Pordenone

CTU presso il Tribunale di Udine