



REBULLA SURVEYORS SAS

Cargo & Yacht Surveyors

Our ref.: [REDACTED]

Trieste, 21/06/2022

SURVEY REPORT-DRAFT

As per request received from the Marina Monfalcone on behalf of Mr Trent Spencer [REDACTED]
[REDACTED] our surveyor Mr [REDACTED] inspected the
catamaran

" LIGER "



SURVEY DATA

Date: 09/06/2022
Place: Marina Monfalcone (Gorizia, Italy)
Present: Mr Trent Spencer [REDACTED]
and two crew members
Our surveyor: M [REDACTED]

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**DATA OF THE YACHT**

As per Certificate of Registry of [REDACTED] in [REDACTED] as well as assessments during the survey

Name	LIGER
Flag	[REDACTED]
Homeport	[REDACTED]
Official no.	[REDACTED]
Type	Leopard 45
Building yard	Robertson & Caine (South Africa)
WIN	[REDACTED]
Building material	GRP
Building year	2021
Length o.a.	13,72 m
Breadth	7,36 m
Depth	3,50 m
GRT/NRT	39/36 tons
Engine(s)	
Type	2 x inboard
Manufacturer	Yanmar
Manufactured	(Presumably 2021)
Fuel	Gasoil
Power	2 x 33,1 kW total
Owner	[REDACTED]



INTRODUCTION

We have been asked to carry out the survey of the catamaran at issue in the Marina Monfalcone, in order to check a list of warranty issues (enclosure 03) before the beginning of the reparation works.

Having received the assignment on 06/06/2022, we arranged the inspection for the 09/06/2022 at the Marina Monfalcone in presence of the manager of the owner company and two members of the crew.

ASSESSMENTS

Our surveyor performed the inspection with the yacht ashore (picture 1) in the Marina Monfalcone in not ideal weather conditions (rain); furthermore, the surfaces had not been cleaned and a lot of stuff was stored on board, which did not allow a complete and easy check.

During the survey several items (55) were identified which need to be repaired (as per defect list, enclosure 4). In this regard, it was noted that the hull is built in compliance to the CE directives and therefore subject to the regulations and legal obligations for newly built hulls.

Considering that the owner already reported some problems to the shipyard during the first navigation performed from South Africa to Gibraltar, the following findings were made:

- The damages on the gelcoat have only been partially reported in the list as the condition of the surfaces did not allow a complete check of all the components. For this reason, it is recommended to wash and polish the hull in order to identify other defects (holes, cracks and/or surface damages) in hidden areas. Since parts of gelcoat defects are visible below some equipment, the same must be removed for a correct repair.
- Some cracks on the gelcoat nearby the reinforcements appear structural and, after dismantling, the traverse beam and bolts, must be checked considering the lamination plans and in case replaced or changed (Remarks n. 30-31).
- On the entire superstructure the stainless-steel equipment/fillings such as handrail, cleats, reinforcements, screws, etc. show a high presence of oxidation, probably caused by a poor-quality material and poorly executed sealings.
- The port rear cleat is loose, and it is a safety issue. It actually moves when tied off (Remarks n.08);

All the accessories must be either replaced or made completely watertight at the contact base with the bridge.



- Most of the deck hatches are not waterproof as required and show various water infiltrations both during navigation and at the ashore mooring/anchor place. The same thing applies to the doors and windows of the deckhouse and the hull, as the procedure indicated in the specifications does not appear to have been followed in the construction phase.

For this reason, both the glass of the windows and the frames of the central salon door towards bow must be removed to check and modify the installation and bonding of the same, as they show important leakages during navigation, which compromise the safety of the catamaran and do not comply to the requirements of the building regulations.

What above described is relevant since – based on the information received from the owner on board - approximately half of the windows of the entire yacht have already been replaced in Cape Town in order to avoid leaking and detachment. Apparently, none of them were installed as per the builder's SOP (provided to the surveyor in digital format).

However, all the outer external hull windows and the leaking saloon windows must be replaced as they have a high probability of future failure.

The glasses have no UV protective coating inside the bond or outside on the external hull windows Sikaflex bonds, this by itself is inadequate as there is no protection for the Sikaflex joint from the sun as required by Sikaflex's own installing procedure for Sika 295UV.

According to the owner, the port forward outer hull window had already a repair attempt in Cape Town.

The port rear outer hull window is leaking and grinding on the fiberglass frame which has obviously torn the Sika join due to thermal expansion (Remark n. 38)

The starboard forward outer hull window has torn out part of the Sikaflex and even if not leaking yet, it will probably soon, as it is visibly detaching.

Many of the windows have inset Lewmar hatches, these could be very difficult and almost impossible to remove without damaging the hatch or cracking the Perspex window. It is almost impossible to replace these Perspex windows without cracking them.

- Several problems are present on the left engine (black smoke which can only be verified with the hull afloat). It is advisable to have an ordinary service performed before launching the yacht in order to allow the official Yanmar service to verify the problem (Remark n. 51).
- The engine STB alternator must be checked and/or replaced as the owner detected charging problems (Remark n. 52).
- For safety reasons, the metal structures of the bow area must be removed and checked since some welds are cracked (Remark n. 28).
- The mast must be dismantled to check and replace Raymarine electronic cables and fix the internal duct and the deck light.



COMMENT

Given the several repair works concerning important structural parts and the need to remove several equipment, hull and deckhouse windows, it is recommended to dismantle the mast first and then move the catamaran under shed to check the support bases of the windows and then carry out the repair as per procedures issued by the manufacturer/shipyard.

Since some of the defects noted are related to safety issues during sailing and not in compliance with the CE Directive, it is highly recommended to proceed with the reparations as soon as possible.

ENCLOSURES

- 1-Permanent Certificate of Registry
- 2-Certificate of incumbency Apostille
- 3-Liger Warranty list
- 4-List of deficiencies

Information gained from provided documents have not been checked and we cannot vouch for its accuracy. The assessments are carried out as carefully and professionally as possible, but it is not granted that any anomaly and/or dissimilarity at the moment of the intervention has been discovered, taking in consideration that the assignment was limited to the bow thruster tunnel. The report is based on the best of our knowledge and ability, with the exclusion of any liability, and issued only for the intended purpose (checking a collision damage) and for the use of the customer.