


PRE-PURCHASE CONDITION SURVEY REPORT

Concept



Surveyor	Patrick Clissold
Signature	
Date	30/03/25
Report No.	025/PSS/003

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1. General Information

This survey report is for the expressed benefit of Phil Wright (the client) and may not be relied upon by any other person without written consent of the surveyor or the above client. Acting upon the request of the client, the vessel was attended to on the 31st March 2025 at Naval Point, Christchurch, NZ.

The survey report represents the condition of the vessel as inspected on the date of the survey. It is based on the inspection of the surveyor as well as information provided to the surveyor at the time.

This report shall not constitute a warranty, guarantee, or assurance of seaworthiness.

2. Survey Limitations & Exclusions

The survey is subject to the following limitations:

- A. The Surveyor's inspection is a non-invasive visual survey and does not include disassembly, testing of internal components, or invasive inspections. The Surveyor will not be responsible for any hidden or latent defects that are not visible during the visual survey.
- B. It is in the nature of marine vessels for deterioration, wear and accidents to occur and as such, this report represents the condition of the vessel only at the time of this survey.
- C. Inspections of electrical fittings are a visual check only. If any issues are evident, a full electrical survey by a qualified marine electrician is advised.
- D. Inspection of engines is visual only and will include an overview of maintenance carried out. If a more in depth analysis of the engine condition is required, a full survey by that engine manufacturer's representative is advised.
- E. Inspection of rigging is carried out from deck level only. If a more in-depth look at rigging equipment is required a specialist rigging report is advised.

No valuation will be provided as part of this survey.

3. Defect Categories

DEF A: Defects which acutely endanger the seaworthiness, navigation safety and/or the safety or health of those onboard. This requires **immediate rectification**.

DEF B: Defects that don't pose an acute threat however may develop into a DEF A in the future if left unaddressed. An agreed timeframe for their planned rectification should be put in place.

DEF C: Defects that are predominantly cosmetic, however they may affect the value of the vessel.

4. Vessel Particulars

Name	Concept
Make & Model	Chris Robertson 36
Length Overall	10.9 m
Beam	3.2 m
Draft (Max)	1.77 m
Hull Type	Finn Keel
Material	Kauri – Triple Diagonal
Launch Date	1980
Engine	Bukh DV20
Engine Hours	Unknown

5. Summary of Defects

DEF B: Anti-foul peeling in areas, indication that it was applied in damp conditions.

DEF B: Much of the wiring is exposed, which whilst most of it is low voltage and low risk, is not good practice and could cause fault and safety issues.

DEF B: Recommend full gas system inspection carried out.

DEF B: Unable to test bilge pumps. No marked switches. Owner to confirm they are working.

DEF B: Unable to test as engine needs to be running to operate. Owner to confirm.

DEF B: Flares carried however out of date.

DEF B: EPIRB & PLB carried however both batteries expired.

DEF C: All windows are in sound condition with no signs of leakage, however crazed.

DEF C: Sink in fwd cabin not connected to FW system.

DEF C: Port aft bunk light not working

DEF C: Light cover above chart table missing.

DEF C: engine hrs clock reads 533 hrs, however this is most likely broken as this a low number of hours for an engine of this age.

DEF C: Fin keel has crack in gel coat. At point of highest stress concentration (upper leading edge). Usually an indication of keel bolts not quite tight enough. Recommend repair before it gets worse.

6. Overall Condition Appraisal

The following is the accepted marine grading system of condition:

Excellent Condition - A vessel that is maintained at new or better than factory condition and equipped with a large amount of extra equipment.

Above Average Condition - A vessel that has had above average care and equipped with extra electrical and electronic gear.

Average Condition - Ready for purchase and normally equipped for a vessel of her size. May require some maintenance and wear & tear remediation.

Fair Condition - Require repair to prepare for sale or after purchase.

Poor Condition - Substantial yard work required and devoid of extras.

Restorable Condition - Enough hull and engine exists to restore the boat to a usable condition.

*As a result of the surveyor's investigations the overall condition can be rated as **Average**.*

7. Hull, Coatings & Submerged Fittings

Hull is glass over triple diagonal Kauri. No major signs of damage, deformation or rot.

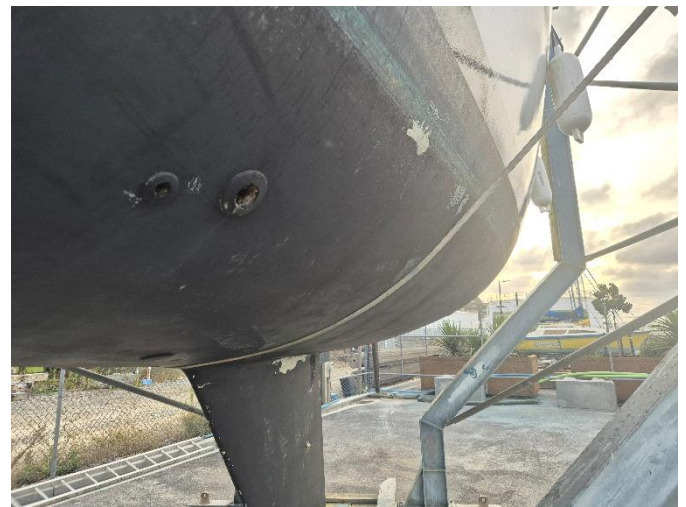
DEF C: Fin keel has crack in gel coat. At point of highest stress concentration (upper leading edge). Usually an indication of keel bolts not quite tight enough. Recommend repair before it gets worse.

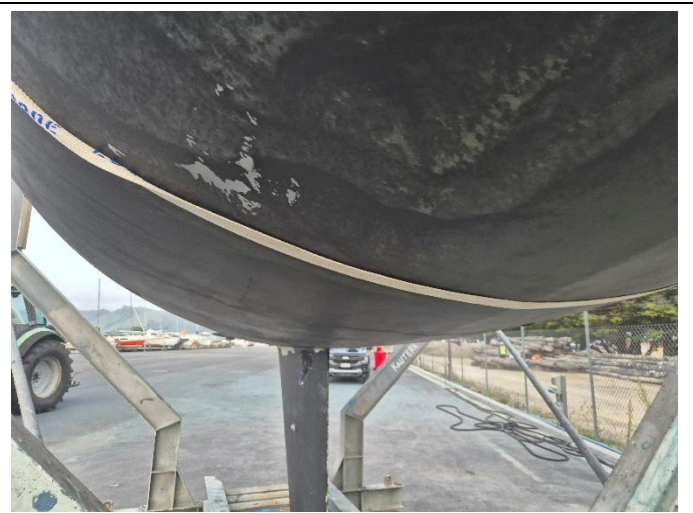
Inlets and discharges in good condition and free from biofouling. Suitable backflow protection in place.

Echo sounder transducer appear in sound condition.

Sum log spinning correctly.

DEF B: Anti-foul peeling in areas, indication that it was applied in damp conditions.



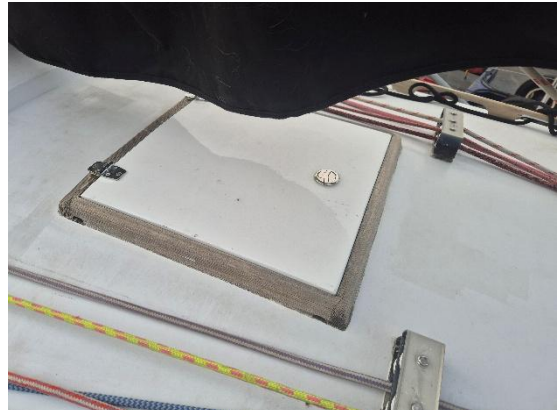
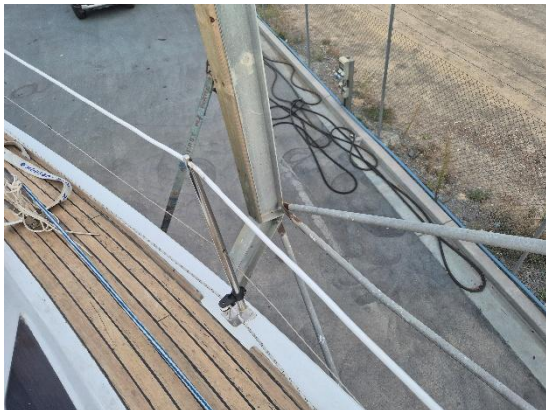
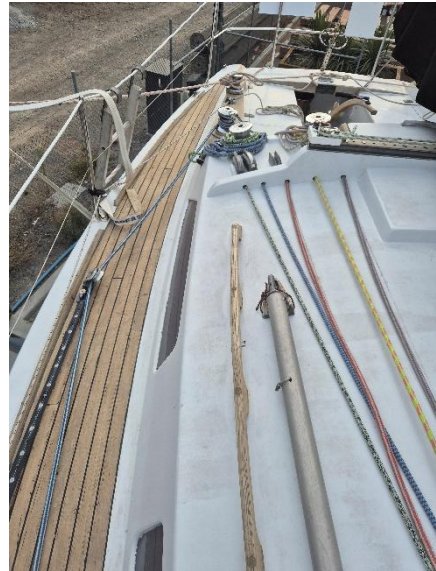


8. Decks & Superstructure

Deck appears in structural sound condition.

Top deck and superstructure in good condition with no signs of damage, deformation or corrosion.

Guard rails appear in good condition, no damage to stanchions.



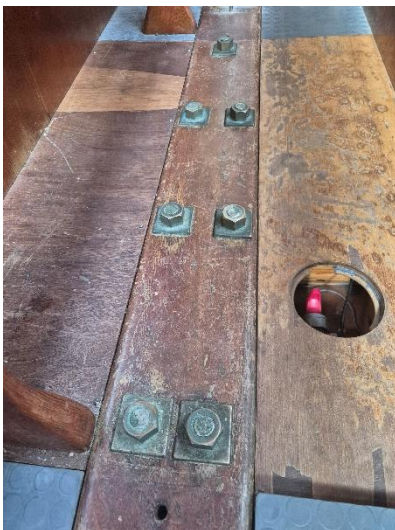
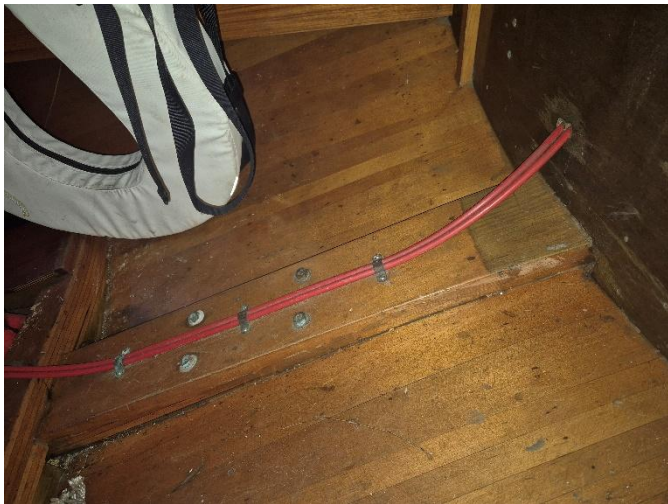
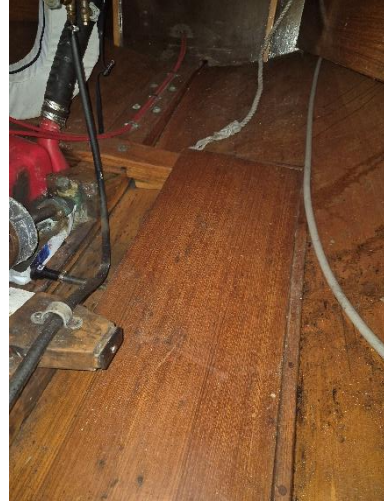
9. Internal Hull

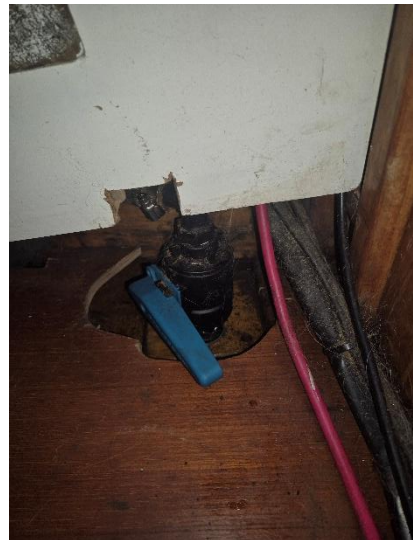
Internal hull in good condition where seen with no signs of damage, deformation or rot.

Bilges seen clean and dry.

Keel bolts seen and appear in good condition.

Sea cocks in good condition and operate with ease.



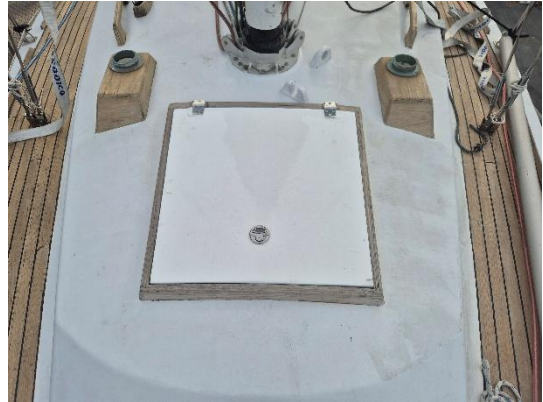
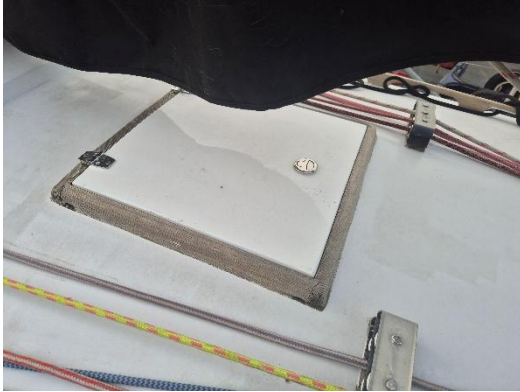


10. Doors, Hatches & Windows

Companionway in good condition.

DEF C: All windows are in sound condition with no signs of leakage, however crazed.

All hatches in good condition with no signs of leakage. All securing arrangements are working correctly.



11. Drive Train & Steering

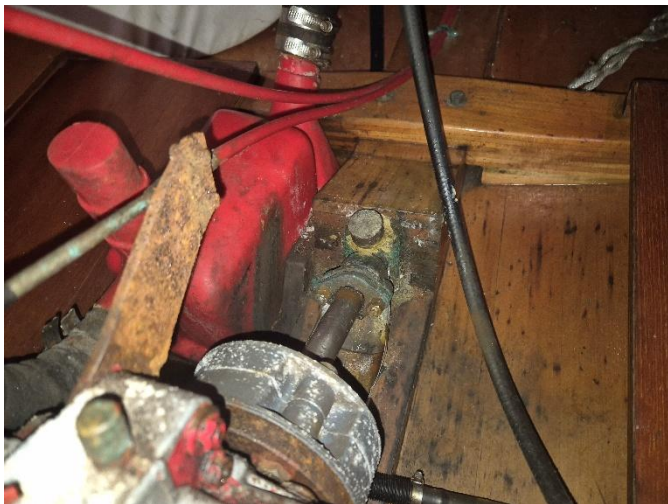
Shaft seen in suitable condition. No undue play in bearings.

Propeller seen in fair condition. Coated in propspeed.

Rudder seen in good condition with no undue play observed in bearings.

Shaft seal see in good condition with no signs of leakage.

Gearbox and coupling seen in good condition.



12.Engine & Associated Systems

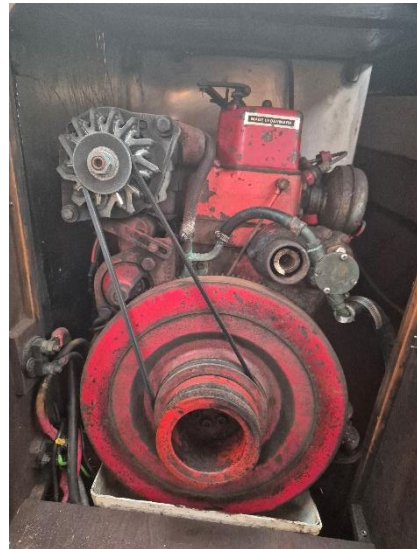
Bukh DC20 20HP engine fitted. No service records available.

Engine appears in good order with no signs of oil leakage and mounts in good condition.

DEF C: engine hrs clock reads 533 hrs, however this is most likely broken as this a low number of hours for an engine of this age.

Exhaust system appears in good order with no signs of leakage.

Fuel tank (90l) observed externally with no leakage evident.



13. Electrical Systems

Electrical system is aged, however in working order.

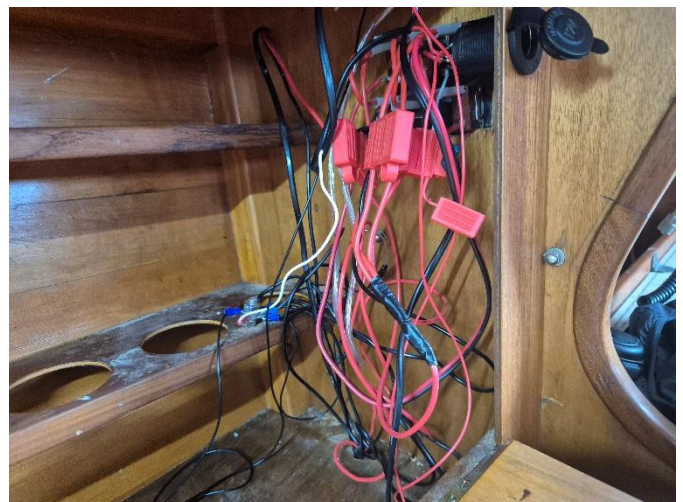
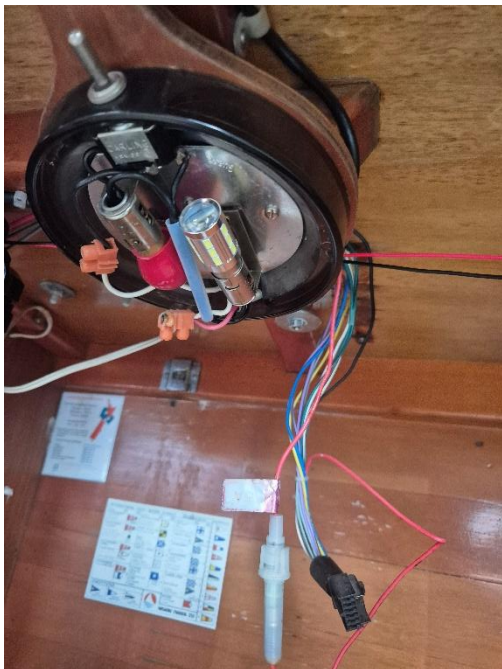
DEF B: Much of the wiring is exposed, which whilst most of it is low voltage and low risk, is not good practice and could cause fault and safety issues.

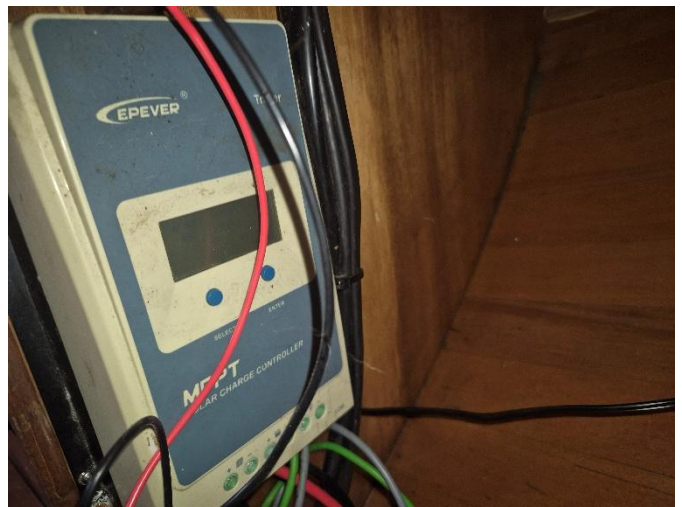
DEF C: Port aft bunk light not working

DEF C: Light cover above chart table missing.

Batteries in good visual condition. Suitably housed and secured.

Solar panel on upper deck appears in good order.





14. Galley, Bilge & Sanitary Systems

DEF B: Recommend full gas system inspection carried out.

DEF B: Unable to test bilge pumps. No marked switches. Owner to confirm they are working.

DEF C: Sink in fwd cabin not connected to FW system.

1 x Manual pump fitted.

Small kitchenette appears in good condition. Cooker not gimballed.

Gas bottles stored on upper deck, but no gas installation inspection carried out. Appears in good order where seen.

Fresh water tanks (2 x tanks, 200l total) seen externally and no issues observed.

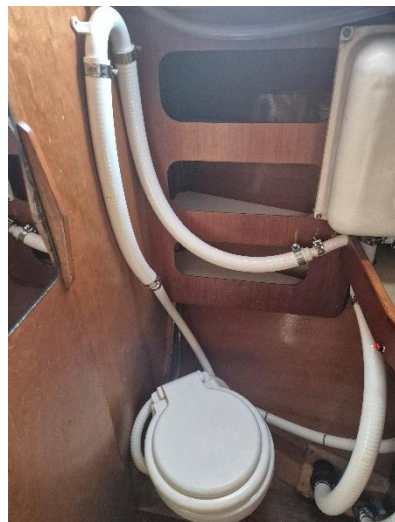
Sinks and fresh water working correctly in galley.

Fridge/Freezer and refrigeration system aged but in working order.

Toilet system in working order.

1 x 600 GPH and 1 x 500 GPH submersible pumps fitted in main cabin. Unable to test.





15.Accommodation

Bunk spaces in overall good condition. No signs of mould or dampness.

Mess square in clean condition, upholstery in fair condition. No signs of damp or mould.



16.Mast, Sails & Rigging

Standing and vertical running rigging replaced in 2024.

Mast, boom and spars appear in good order from deck level. Mast step observed in good condition.

Chain plates seen in good condition.

Mast securing arrangements appear in good order.

All winches appear in fair condition.

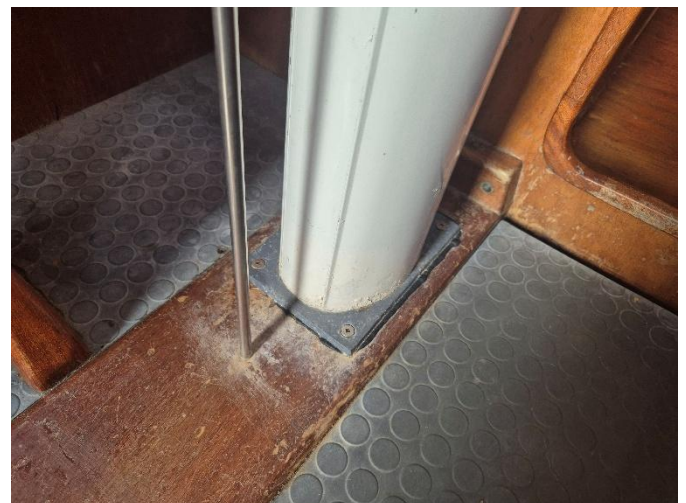
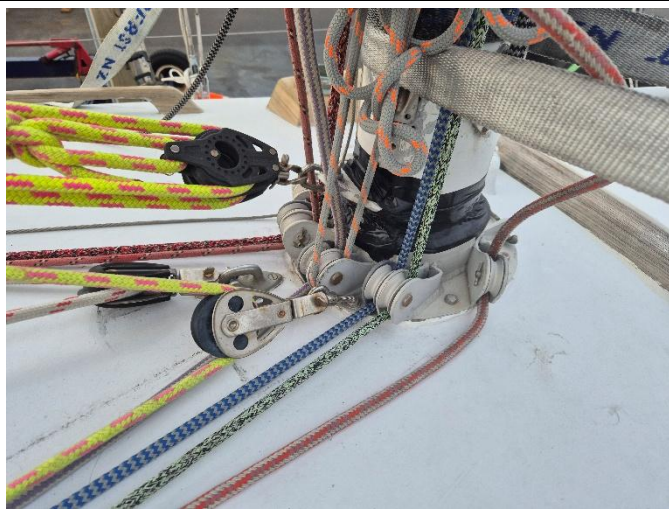
All blocks, cleats and chain plates appear in fair condition.

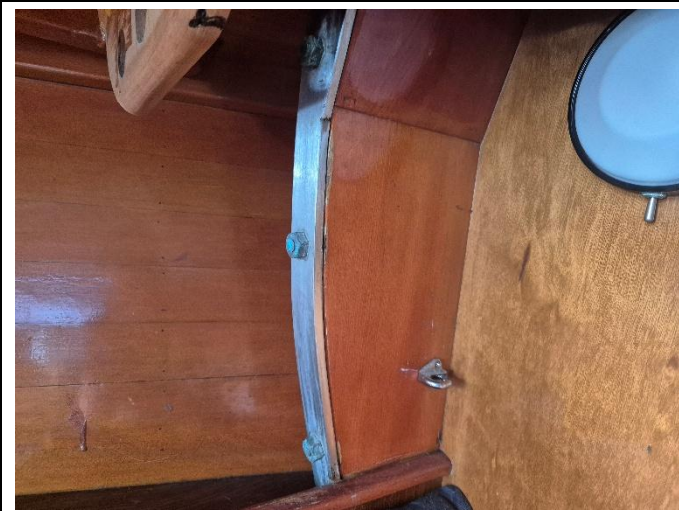
Running rigging aged however in acceptable condition.

Main sail new in 2024, appears in good condition.

Head sail on furler installed in 2022. Seen in good condition and furler working correctly.

1 x storm jib seen in good condition.







17. Anchoring Equipment

DEF B: Unable to test as engine needs to be running to operate. Owner to confirm.

Fairlead in good condition.

1 x 15kg Rocna anchor carried and 1 x Danforth spare. In good condition.

Chain seen in good condition.

1 x Anchor winch installed.



18.Navigation & Communication Equipment

VHF radio working correctly.

Depth and speed log appears to be working correctly.

Compass fitted and in good condition.

Navigation lights tested and working correctly.

No other navigational aids seen.



19.Safety & Miscellaneous Equipment

DEF B: Flares carried however out of date.

DEF B: EPIRB & PLB carried however both batteries expired.

Life jackets carried, aged however seen in good condition.

Old 1 x kg Halon extinguisher and 1 x 1kg dry powder fire extinguisher carried.

1 x fire blanket carried.

1 x first aid kit carried

2 x Small horseshoe life ring carried.



