



'56 point' Independent Pre-sale Assessment of a used Sailing Yacht

In this MIA report up to 56 critical areas of the vessel are assessed and commented upon by an experienced, independent, marine surveyor.

Inspection date: 2015-05-18

MIA report no: Y2015/86/29

Surveyor's details:

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Vessel Details

Make & Model	Mirage 28 Built 1987
No. of Compartments	x 4: Engine/Saloon/Heads & Forepeak Compartments
Hull Identification Number (HIN)	On No 379664. Manufactures build, Thames Marine, number not confirmed.
CE Certification	None Found
Type of Rig	Sloop

Survey Details

Vessel in/out of water	Out of water, blocked off on hard standing.
Mast stepped/unstepped	Mast Stepped.

Unless otherwise stated in the footnotes, all of the observations, comments and remarks below are based upon visual checks only

Hull

Under Water Hull Observations ¹ Good Clean condition well coated in Black antifouling
Topside Condition ('ashore' or 'not ashore') ² Good Topsides repainted in Red two pack Polyurethane by Coombes yard, indicated by yard office, as 2001. In good general order, some minor chafe and chalking at the transom areas.
Keel Type Fair Fair visual condition, some surface rust.
Keel to Hull Joint Fair No visual signs of movement or leaching at joint. Bolt heads & nuts visible internally in good visual order. The backing plates are heavily corroded blown and flaking.
Hull to Deck Joint ³ Good No visual signs of movement or fastening failure.
Rudder Type Fair Spade rudder to skeg, in reasonable visual order.
Rudder and Hangings Fair Play to top, bottom bearings and at the skeg shoe fitting. There is a crack line, showing signs of leaching at the skeg to hull joint and is a little flexible.
Internal Stress ⁴ Good There are no visual signs of failure. The hardwood mast compression post is in good order.

¹ Visual check for damage and blisters. No removal of antifoul. No meter readings

² Visual check for damage and to observe general condition (subject to access ashore/not ashore)

³ Visual check. Restricted access if vessel is afloat

⁴ Visual check of bulkheads, tabbing and mast support when 'walking through' vessel. No lifting of cabin sole boards or berths/cushions

Deck Moulding ⁵ Good In a good visual order, firm under foot, some minor abrasions & gel coat damage that can be expected in a vessel of this age.
Deck Joint Good No visual signs of failure or fastening/bonding failure.
Cockpit Good In a good visual order, no signs of failure.
Mast Step ⁶
Mooring Fittings ⁷ Good Firm, secure and in a good visual order.
Windows ⁸ Good Windows & hatches are in a good visual order. The side coach roof tinted windows have been renewed and correctly fitted by the yard; it is said, in 2007/8.
Canvas Condition N/A None found.
Sails: Main ⁹ Fair Old (1978) but seems serviceable for light use. Advise replacement in the near future.
Sails: HeadSail ¹⁰ Good x 1 Furling genoa fitting in to the foil track of the headsail reefing is in good serviceable order and was replaced in 2001 along with the new furling gear. x 1 old hank on Jeckells jib & x 1 old hank on Genoa, serviceable as spares. Found in loft area, there may be others, to be confirmed by owner/yard.
Sails: Spinnaker ¹¹ Good Indicated as in good order but not found for inspection during this survey period. Refer to owner/yard.
Sails: Cruising Shute ¹² N/A
Sails: Others ¹³ Fair As previously mentioned above in head sails.
Pulpit and Pushpit Good Good visual serviceable order, firmly fixed. The pulpit is in good order, if a little flimsy in construction.
Stanchions Good Firm & well secured, in a good serviceable visual order.
Chain Plates ¹⁴ Good Cabin linings prevent an adequate internal inspection; however, chain plate pad eyes are in a good visual order, viewed from the exterior. Fixings condition unknown.
Ground Tackle and Windlass ¹⁵ Good x 2 small CQR type, found in a small cabin locker (as kedge & spare) x 1 Main 20lb CQR type anchor & chain, all in good serviceable order.
Mast and Boom (deck level) ¹⁶ Good In a good serviceable visual order, black anodising in reasonable condition.
Spars (deck level) ¹⁷ Good Spinnaker pole is in good serviceable order.
Standing Rigging ¹⁸ Good In a good visual order, age unknown. Rotastay headsail furling system, in good order, I understand new and fitted by the yard in 2001.
Backstay Adjuster ¹⁹ N/A
Running Rigging ²⁰ Fair The running rigging is old mainly dirty with some evidence of UV degradation, mainsheet poor. sheets stored in lockers, in good order.
Deck Winches (not under load) ²¹ Good Lewmar No 16 cockpit winches, Lewmar No 7 Main mast halyard winch, anchor windlass etc operate freely; however lacking in recent lubrication.
Car Tracks and Blocks Good Good serviceable visual order.
Steering Gear ²² Fair Play in bearings as previously indicated.
Cockpit Cover/Spray Hood N/A
Deck Lighting ²³ Fair

Mast? foredeck lights in reasonable serviceable visual order. Not tested , no battery on board at time of survey.

- ⁵ Visual check for damage, distortion and stress cracking. Walk over deck to check for movement under body weight
- ⁶ Visual check for stress cracking or movement
- ⁷ Visual check for stress cracking and manual test for movement
- ⁸ Visual check for obvious leaks
- ⁹ Visual check as stowed. Sail covers are not fully removed
- ¹⁰ Visual check as stowed. Sail covers are not fully removed
- ¹¹ Visual check as stowed. Sail covers are not fully removed
- ¹² Visual check as stowed. Sail covers are not fully removed
- ¹³ Visual check as stowed. Sail covers are not fully removed
- ¹⁴ Visual check, external only
- ¹⁵ Visual check on deck only. Cable has not been laid out
- ¹⁶ Visual check from deck level
- ¹⁷ Visual to bowsprit and spinnaker pole as accessible
- ¹⁸ Visual check from deck level
- ¹⁹ Visual check and possible operational check, if appropriate
- ²⁰ Visual check from deck level
- ²¹ Visual and manual movement check only
- ²² Check movement of wheel, or visual check of tiller
- ²³ Switch test only for visible lights

Mechanical Systems

Engine ²⁴ Fair

The Yanmar YS8 series Diesel motor, In a reasonable visual order for the age, said to be original factory fitted unit in 1978. The yard have correctly laid up the unit (fully winterised) & there is no reason that the operational condition it was left in on decommissioning, is not still good and serviceable. The Raw water cooling inlet valve is seized as are the cock pit drain cocks, stiff to Starboard & seized to Port.

Exhaust Good

In reasonable visual order x 1 muffler water trap & pipework, single clipped.

Engine Controls ²⁵ Fair

Operate but a little still, lacking in recent lubrication and servicing.

Stern Gear ²⁶ Good

Reasonable visual order, cutlass bearing a little worn, propeller in good visual order, hammer soundings a little dull.

Sternland ²⁷ Good

Good visual order, stern tube greaser operates freely.

Fuel System ²⁸ Fair

Reasonable good clean order, stainless steel tank in reasonable visual order.

Bow Thruster ²⁹ N/A

²⁴ Visual exterior check. Includes engine run if owner or responsible person is present

²⁵ Manual check of lever only

²⁶ Visual check, if easily accessible

²⁷ Check for signs of water ingress

²⁸ Visual check in engine space only

²⁹ Visual exterior check only

Interior and Domestic Systems

<p>General Condition of Headlinings/ Joinery/Upholstery etc Good Good serviceable order. Linings were renewed by the yard in 2005, it is indicated.</p>
<p>General Condition of Heads ³⁰ Fair Reasonable visual order. Inlet and outlet cocks are seized.</p>
<p>Signs of Water Ingress Fair Reasonably clear but evidence of leaks from Starboard saloon window, possibly old, raining on day of survey, later on , no severe water ingress observed.</p>
<p>Bilges ³¹ Fair Reasonably clear and clean order.</p>
<p>Gas Locker ³² Fair Water in locker suspect vent or vents are blocked. Gas pipework is old. No gas service certificate or record found on board.</p>
<p>Batteries ³³ Fair The battery was not on board; however, has been stored in the yard vented store and kept charged, may well be serviceable but old.</p>
<p>Grey and Black Water Systems ³⁴ N/A</p>
<p>Interior Lighting ³⁵ Fair Reasonable visual order, not tested.</p>

³⁰ Visual check only. No testing

³¹ Visual check for water

³² Visual check from deck only. Appliances or pipework not tested or checked. Locker drain pipework not checked

³³ Exterior visual check if easily accessible

³⁴ Visual check from inside heads compartment

³⁵ Switch test only

Fire and Safety Systems

Fire Extinguishers: 1 ³⁶	N/A	In-date: Yes No
Fire Extinguishers: 2	N/A	In-date: Yes No
Fire Extinguishers: 3	N/A	In-date: Yes No
<p>Life Raft ³⁷ N/A No in date serviceable extinguishers found.</p>		

³⁶ Visual in-date check

³⁷ Visual external check.

Navigational Equipment

<p>VHF / DSC ³⁸ Fair Seavoice RT 650 set in fair visual condition , not tested.</p>
<p>Chart Plotter ³⁹ N/A</p>
<p>Radar ⁴⁰ N/A</p>
<p>Wind Speed/Direction ⁴¹ Good Reasonable visual order, Raymarine unit, not tested</p>
<p>Depth ⁴² Good Raymarine, reasonable visual order. Not tested.</p>
<p>Log ⁴³ Good Raymarine, in reasonable order, not tested.</p>
<p>Navigational Lights ⁴⁴ Good Reasonable visual order, not tested.</p>

³⁸ Visual external and switch test.

³⁹ Switch test

⁴⁰ Switch test

⁴¹ Switch test

⁴² Switch test

⁴³ Switch test

⁴⁴ Switch test

Surveyor's preliminary recommendations (if any):

1) Pipework should be further checked before going to sea, double clipped where required. 2) Skin fitting & seacocks should be serviced, renewed where required, advise that at least one through hull fitting is drawn for inspection. 3) Keel bolts should be checked within the maintenance schedule; however, the corroded internal backing plates under the nuts should be renewed. 4) The standing rigging, unless other evidence is forthcoming, is over 9 years old and would be viewed by most insurance underwriters, as time served & require replacement. 5) Running rigging should be reviewed and replaced where required along with other warps and cordage. 6) The rudder shaft bearings and skeg should be attended to. 7) The cutlass bearing should be serviceable, however, will require renewing in the near future. 8) Keels: clean off rust, coat keels in primer. 9) Install battery & commission engine, run up to establish serviceability. 10) The gas system should be serviced, tested and certified by a qualified gas engineer, unblock the gas locker vents. 11) Correct fire extinguishers and fire fighting equipment should be installed. 12) An appropriate distress flare pack should be carried along with adequate life buoys etc, when the yacht is in commission. 13) Electrics should be checked and commissioned.

Conditions of Inspection

This report is a preliminary assessment of the vessel and items observed, based upon a walk through of the vessel whilst she was lying afloat, in a berth, or ashore as identified, on the date given above. The Surveyor cannot be held responsible for damage which occurs subsequent to the inspection date or defects which become apparent post inspection. It is intended to give an independent overview of the vessel and the equipment listed, prior to sale, but does not have the scope of a structural survey and must not be relied upon to show the vessel safe to operate afloat and free of defects. The report has been prepared for the owner of the vessel: whose IPA reference number is Y2015/86/29; liability is to this client alone and is subject to UK jurisdiction. The report should not in any way be used as a pre-purchase or insurance condition survey. Although every care has been exercised in the preparation of this report the surveyor accepts no responsibility for defects not discovered due to the limitations of the inspection and a full inspection not being carried out. The surveyor has not inspected woodwork or any part of the structure which was covered, unexposed, or not easily accessible. He is therefore unable to report that any such part of the structure is without defect.