VESSEL' S PARTICULARS

NAME OF VESSEL & IDENTIFICATION No	s/y Snow White 2085 ZD		
REGISTERED	YES		
MANUFACTURER	Groupe Beneteau		
TYPE & MODEL	Oceanis 393		
PRINCIPAL DIMENSIONS	Length	Breadth	Draught
	11.62m	3,98m	1.90m
MACHINERY	VOLVO 40kW D2-55		
TRANSMISSION	conventional shaft and propeller		
STERN DRIVES	N/A		
STERNGEAR			
PLACE OF INSPECTION	Marina Dalmacija, Sukosan Croatia		
DATE OF INSPECTION	08 02 2007.		
WEATHER CONDITIONS	Sunny day		

The vessel was not measured in any way. These particulars were recorded as disclosed by the Broker and no guarantee of accuracy can be given.

CLIENT DETAILS

Name: BEMEX MARINE d.o.o. Address: Matika 27, Sukosane Pier 14

Brod Moravice

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INTRODUCTION

Instructions were received from the client (details above) to undertake a pre-purchase condition survey of the vessel whose particulars appear on Page 3 of this report The vessel was examined whilst moored in homeport and on dry berth in marina.

The inspection was carried out using non-destructive techniques. The only surface coatings removed by scraping back were antifoul coatings on the underwater surfaces of the hull, and these were removed in coupon areas to enable the moisture content of the substrate to be determined.

The vessel was not opened-up in any way other than by removal of normally portable panels.

Fastenings, keel bolts, shafts etc were not drawn for inspection.

Electrical, electronic and navigation equipment were not assessed for performance. However, circuits to these equipments were energised where connected to the vessel power supplies.

Machinery operation was not assessed

Defects in and/or under the antifoul, painted or fairing compound coatings on the hull, rudder or skegs, or any other structure, can only be identified by destructive means. Such means are outside the scope of this survey.

NOTE: The abbreviation S, which means L used in this Report to condition an item does not necessarily mean new but suitable for reasonable use.

The abbreviation F, which means “fair”, used in this Report to condition an item does not necessarily mean new but suitable for reasonable use. However, it requires maintenance or attention.

The abbreviation P, which means “poor”, used in this Report to condition an item means that it requires replacement or major repair.

The abbreviation N used in this Report means that the Item was not found on board at the time of the inspection.

METHOD OF DETERMINATION OF HULL WETNESS

The wetness of a vessel’s GRP hull substrate is often used as a indicator of the condition known as osmosis. A high degree of wetness within a GRP substrate is usually, but not always, a precursor to this condition. Moreover, the moisture meters generally used by surveyors can be fooled into detecting a high level of moisture in the substrate where none exists. This may be due to metallic components in surface coatings, internal wiring, other metallic components or free-standing water close to the surfaces being sampled. Condensation on either the outside or inside of the substrate being tested can also affect meter readings. The meter readings therefore need to be treated with caution and collateral physical evidence (e.g blistering) is needed before osmosis can be determined with confidence.

The degree of wetness is determined by comparison of measured wetness metered on hull datum (vessel’s topsides above the boot-topping) to that metered on the hull bottom (vessel’s underwater surfaces) Topsides are considered normally to be “dry” (surfaces not usually immersed) whereas hull bottom is usually considered to be “wet” (surfaces usually immersed with vessel afloat).

An Assessment of the hull’s moisture content as described above was not conducted because the vessel was taken out on dry land just before the surveying on February 8th 2007.

If trusty data need to be acquired of deep fibreglass moisture content of the hull which would point to osmosis, vessel needs to be dried on dry air for at least a month.

ITEMISED CONDITION REPORT

HULL BELOW WATERLiNE

Item	Condition	Comments
Hull Lines	S	
Coatings	F	Need annual antifouling repainting
Damage or Repair	No	
Keel and Hull joint	S	
Rudder(s)	S	Small play
Play in Rudderstock bearings	F	
Prop shaft where visible	S	
P or A Strut(s)	N	
Propellers	P	clean
Cutless bearing	N	Installing cutless bearing - RECOMENDED
Bow thrusters	N	
Skin Fittings	S	
Cathodic Protection	S	
Other Defects	Yes	Bad repaired fiferglass hull damage on stern. Have to be repaired because of partial delamination.

HULL ABOVE WATERLINE

Item	Condition	Comments
HulI lines fair	S	
Damage or Repair	N	
Coatings	N	
Rub rail	S	
Gunwale	S	
Hull/Deck joint	S	
Other Defect	No	

DECK, SUPERSTRUCTURE AND COCKPIT

Item	Condition	Comments
Material	S	
Coatings on Deck	N	

Deck Covering	S	
Deck Fittings	S	
Coatings on Superstructure	N	GELCOAT
Coating Cockpit	N	TEAK
Winches	S	2xLewmar48, lxLewmar3O
Cockpit Drains	S	
Anchor and Chain	S	CQR
Chain Locker	N	stopped over anchor winch
Windlass	S	Leroy Somer
Hatches/Windows, Portlights	F	Turbid plexiglass on all windows due to sun exposure. Left center hatch frame broken
Mast Step	S	
Pulpit, Pushpit, Guard-rails	S	
Other Defects	No	

RIGGING

Note:

1. This rigging inspection is carried out from deck level unless otherwise stated.

Items marked with asterisk can be filly inspected only if mast is unstepped.

Art chain-plates aligned with bottlescrews and shrouds? Yes

Are there any signs of leakage around chain-plates? No

Are terminal fittings free of cracks, bends and rust? Yes

Are bottlescrews sufficiently lubricated to turn freely? NO

Are bottleserew barrels secured to the threads with rings, pins or locknuts? Yes

Is the standing rigging free of broken strands (whiskers)? Yes

Is the mast straight (sighted along mainsail track)? Yes

If the mast is stepped on deck, is it properly supported below (e.g. compression ppst)? Yes

Are there signs of galvanic corrosion at the mast step, or at mast furniture? No

* Are any rivets or screws missing from sail tracks or other fittings? No

Are welds on mast and boom rusted? No

Do spreaders bisect the shrouds at equal angles? Yes

Are spreader ends secured to the shroud? Yes

Are spreader ends protected or boot)?	No
Are all pins taped?	No
Are any clevis pins missing?	No
* Do “T” terminals show any indication of stress?	No
* Are halyard fittings especially the sheaves, crushed, split or badly worn?	No
* Are masthead mounts for masthead gear secure?	Yes
Are potential problems with forestay fittings hidden by roller reefing gear?	No
Other Defects	No

Additional Comments:***MAIN SAIL - F ROLL GENOA - F ‘USED SAILS - WORN OUT ‘***

HULLL INTERNALS

Item	Condition	Comments
Access to Hull Internally	S	
Coating	N	
Corrosion/Rot	N	
Delamination	N	
Bulkheads, Frames, Stringers,	S	
Longitudinals Hull Fittings	S	
Sea Valves	S	
Hoses and Hose C1amps	S	
Chainplates	S	
Water in Bilge	N	
Keel Bolts	S	
Hull/Deck Joint	S	
Other Defects	No	

Notes:

No checks for leaks were performed by hosing down.

Parts of the hull that are inaccessible and cannot be reached for inspection are not assessed and cannot be checked for leaks.

The hull in way of tanks, ballast, thru-hull piping, rudder shafts, skegs. keels, behind joinery, inner moulds or otherwise hidden from inspection cannot be assessed.

INTERIOR

Item	Condition	Comments
Joinery	F	Small damages on veneer
Brightwork	S	
Leaks	N	
Hinges and Locks	S	INOX
Linings	S	Bottom part wood, Ceiling GRP — gelcoat
Upholstery	S	
Sea Toilets/Showers	S	X 2
Other Defects	N	

UTILITIES

Item	Condition	Comments
Fresh Water System	S	
Grey Water System	N	Direct to the sea
Black Water System	N	
Fridge&Freezer	S	
Heating	N	
Air Conditioning	N	
Hot Water System	S	220 V provided by shore power connection 4- engine cooling system +12V

Note:

Tanks were not assessed for tightness nor pressure tested.

LIQUIFIED PETROLEUM GAS (LPG) INSTALLATION

The LPG installation was not surveyed. Incorrectly installed or faulty LPCI appliances

and systems are dangerous to use. This installation should be inspected by a CORGI registered LPG Engineer.

ELECTRICAL INSTALLATION

Item	Condition	Comments
DC Voltage	S	
Battery Master Switches	S	
Master Switch Fused	Yes	

Circuits Fused	S
Standard of Wiring	S
Battery Installation	S
Lighting	S
NavigationLights	S
Shore Power Connection	S
Inverter	S
Battery Charger	S
Generator	N

Notes:

Wiring and/or connections that cannot be reached for inspection are not assessed.

The electrical system is only assessed on its on/off functions during and at the time of the survey.

Conductor cross-sections, number and rating of fuses, bonding, grounding, wire specifications and connections are exempt from this survey. This alsoapplies to condition and capacity of batteries.

ELECTRONIC EQUIPMENT

Item	Condition	Comments
Compass(es)	S	Plastimo
VHF/DSC	S	Simrad RD 68
GPS	N	
Log/Speed	S	RaymarineTridata ST 60
Navtex	N	
Autopilot	S	Raymarine ST6001-
Autopilot	P	Rusty hydrolic pipes and mounts
Radio/Cassette/CD	S	JVC KD S733R
Depth Sounder	S	Raymarine Tridata ST 60
Wind Indicator	S	Raytheon ST 60
Instrument Repeaters	N	
Chart Plotter	S	Furuno GP 1650

STEERING GEAR

Item	Function	Comments
Wheel/Tiller	S	

Stearing Gear	S
Rudderstock Seal	S
Play in Steering Gear	S
Rudder Stops	S

PROPULSION

Item	Function	Comments
Engine Mounts	S	
Vibration Dampers	S	
Flexibile Shaft Coupling	S	
EngiñeBeds	S	
Engine Leaks — OillWater	S	
Corrosion	No	
Transmission	S	
Thrust plate	S	
Cooling System	S	
Seawater Strainer(s)	Yes	
Antisyphon Vent	Yes	
Exhaust System	S	
Muffler/Water Lock	Yes	
Exhaust Insulation	S	
Fuel Tank(s)	S	
Fuel Shut off valve(s)	S	
Stern Gland Leaks	No	
Oil/Water Levels	S	

Notes:

The engine was not dismantled and its internals, transmission and tankage were not surveyed. Oil samples were taken for analysis only if requested by the client.

SAFETY AND EMERGENCY EQUIPMENT

Item	Function	Comments
Fire Extinguisher	NO	
Life raft	N	

EPIRB	N
Lifeline and Quoit	N
Lifejackets	N
TPAs	N
SOLAS Signal table	N
Pyrotechnics	N
Boarding ladder	S
Emergency steering	S
Bilge Pumps	S
Other	N

Note: The condition of the lifesaving and emergency equipment on board was not established during this survey only its presences on board.

SEA TRIAL (Instructed: YES)

Note: A sea trial was not undertaken in navigation at sea, only moored along side, engine running in neutral.

Item	Function	Comments
Bowthruster	N	
Sternthruster	N	
Handling/Steering	S	
Engine Cold start	S	
Exhaust Gases	S	
Oil Pressure(s) Indicated	N	No instruments
Engine temp. indicated	N	No instruments
Engine Alarms	S	
Vibrations/Resonance	No	
Propulsion	S	
Transmission Operation	S	
Engine Controls ops.	S	
Alternator Output	S	
Other	N	

ENGINE PERFORMANCE TABLE

RPM	Oil Press. Bar	Water Temp.C	Exhaust Emission	Vibration Noise	Boat Speed (GPS)
Neutral	N	N	N	N	0
1000	N	N	N	N	3.2
1500	N	N	S	N	5.0
2000	N	N	S	N	6.5
Max 2500	N	N	S	N	8.0

Gearbox pressure cannot be measured because no instrument connections are intended
Engine temperature cannot be measured because no instrument connections are intended
Engine oil pressure cannot be measured because no instrument connections are intended.

SURVEYORS ADDITIONAL COMMENTS

After performing the detailed survey of the vessel, it is my opinion that this is the vessel that hasn't suffered any larger damage during the years and that it has been very well maintained.

Reported defects are minor and can be easily removed in the procedure of preparation for delivery.

Engine condition is satisfactory, however I have to point out that the operating engine control system is poorly equipped (instruments that are not installed: engine's oil pressure instrument, engine temperature instrument).

This s is a factual report on the inspection carried out and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of the survey. It implies no guarantee. no safeguard against latent defects, subsequent defects, or defects not discovered at the time of the survey in woodwork or areas of the vessel which were covered, unexposed or not accessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc or agreement and permission and instructions given to the surveyor to gain access to closed-off areas. I am. therefore, unable to report that any such part of the structure is free from defect.

Signed:

Srecko Favro M M Eng.

Surveyor

Date: 14 February 2007