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Kızılay Bulvarı No:20/1 Kartal
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Survey Report

09.07.2025 – 10.07.2025

Yet Marina Göcek / Muğla

Admiral 27

Checks

- Sea trial
- Engine performance and parts
- GRP connection metal parts
- Electric and Electronic check
- Battery system situation
- Structural parts of hull
- Thermal camera control
- Hull inspection

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1. General Information

Brand of Yacht	**Admiral 27**
Builder	**Cantieri Navali Lavagna**
CE & RINA Certificate	[redacted]
Hull Number (HIN)	[redacted]
MMSI Number	**NONE**
Builer Country	**Italy**
Engines	**2 x MTU - 12V 396 - 1380kw - 1800hp**
Starboard Engine Hour	**2079**
Port Engine Hour	**2087**
Generator 1 hour (starboard)	**5925**
Generator 2 hour (port)	**4335**
Boat metarial	**Aluminyum + Wood**
Flag	**Türkiye / 2238924 / Göcek**
Layout	**4 Cabin – 1 Saloon – 1 Meeting Room – 1 Crew**
Production year / model	**1995 (?)**
Name of Yacht	[redacted]
Length and wide	**27.13m / 6.90m**
Fresh water Tank capacity	**2500 lt**
Fuel Tank capacity	**14000 lt (?)**
Grey and Black Tank water capacity	**450 lt & 450 lt (?)**
Inspection dates	**09/10.07.2025**
Weather of inspection date	**2 Bofor / 32°C / %41**
Aim of inspection	**Pre Delivery Inspection**

2. Dates of Inspection

The inspection took about two days in Göcek. The boat was staying at anchor on 9th of July. Inspection started at 09:30 am Göcek Marina on anchoring place. The boat was lifted Yet Marina in Göcek at about 10:30 pm for the hull inspection. The hull's tickness test was inspected after the boat lifted. The same day, the boat was launched and moored at berthing anchorage place in marina. The first day, inspection finished at 19:00 pm. 10th of July, the next day, the inspection was started at 8:30 am in Göcek. They sea-trial were started 12:00 am at sea and sea trial finished at 13:30 pm. MTU service was also attend the sea trial and be on board during the engine tests. The inspection was finished at 15:30 pm on 10th of July. Computer was not connected during the engine sea trial. All the functional tests, engine sea-trial, vibration test, hull tickness test was done by the surveyor.

3. Reporting Method

All the inspection remarks were seen, are shown with colours. These colours are red, orange, yellow and green. Remarks are listed as their importance. Major, safety and important remarks are listed with red colour. You can check the remark colour below.

RED : SAFETY All the major, safety and important remarks are listed in this category. Their colour are shown with red. Cracks on rigging system, missing stoppers on rigging, corrosion on keel connection parts, fuel leaks, engine cooling problems, heating on batteries, serious corrosion on underwater valves, steering system problems are listed in this section.

ORANGE : RISK These are second level remarks. Equipment is written on boat's configuration, but these are not working. Autopilot, gps, navigation equipment's, wind speed, depth, battery situations, vhf unit, refrigerators and air conditions etc.

YELLOW : MAINTENANCE These are third level remarks. These remarks are referred to not working properly equipment's or maintenance was needed on systems. These are not directly affecting the navigation safety. For example engine maintenance is listed in this level.

GREEN : MINOR These are fourth level remarks. These are related from the age of the boat, level difference, scratches and cosmetic issues. Most of these are not important level remarks. Furniture, grp, cushions, hatch cosmetic issues is listed this section.

4. Equipments That Used During Inspection

During our checks, Tramex skipper grp moisture meter, Flir C5 thermal viewer, T-Unit voltmeter, T-Unit battery test tool, Led Lenser P7R core hand light, vibration meter, ultrasonic tickness test tool, rigging loos&co tension meter and Shore-D strength test kit.

5. Technical Terms Used On Report

SOG: Speed over ground	CCA: Cold cracking ampere	SOH: State of Health (battery)
TWS: True wind speed	KNOT: Sea mile	GRP : Glass reinforced plastic
AWS: Apparent wind speed	LIFTING: Used on rigging system	EMO: Electrical Engineering Associate
HIN no: Serial number of boat	FURLING: Used on furling sail system	ABYC: American Boating And Yachting Council
CE: Certification of boats. A,B,C,D	GENOVA: Front sail	SOH: State of Health (battery)
RPM: Revolutions per minute	LPG: Liquefied petroleum gas	

6. Configuration of Boat

List of Equipment	Brand / Model	Serial Number
Starboard Engine	MTU - 12V 396 - 1380kw - 1800hp	[redacted]
Port Engine	12V 396 - 1380kw - 1800hp	[redacted]
Starboard Transmission	ZF - BW460S - 2.59	[redacted]
Port Transmission	ZF - BW460S - 2.59	[redacted]
Battery Chargers	Victron Quattro - 24V 5000VA - 120A + SAE / Italian - old type	-
Gyro	NONE	NONE
Invertor	Brondi 820 (inside the strorage)	-
Generator Charger	NONE	NONE
Service Battery	12xSonnenschien 2.2V A602/750	-
Bow Thruster Batteries	NONE	NONE
Bow thruster	Hydraulic (port engine had ptu unit)	-
Stern Thruster	NONE	NONE
Fire System	Double 50kg - Turkish Brand, changed 2018/12,	-
Autopilot	Roberson AP45 (old type)	-
Aft Platfrom	Fixed Platfrom	-

Boiler	2 x Styleboiler 80 SX - (under crew cabin)	[redacted]14040011
Steering system	Hydraulic (no brand was seen)	-
Fresh Water pump	220V – Atlantis & 24V	-
Refrigerator (saloon)		-
Propeller	2 x Four blades, without damage	-
Cooker		-
Oven	Arçelik	-
Windlass	2 x Electric 24V	-
Anchor & Chain	2 x 140kg & galvanized chain	-
Chartplotters	2 x FURUNO - Navnet3D (fly) +	4355-3124
Instruments	NONE	-
VHF	SAILOR - SP RADIO - old type	491610
Microwave	Delonghi (old type)	-
AIS	OK, working	-
Galvanic Isolator	NONE	-
Wipers	three , not tested	-
Bilge Pumps	5 x Rule 3700 (engine room aft 2) -working	-
Current Transformation	Port side of engine room- Turkish brand	-
Bimini	NONE	-
Fridge1 (galley)		-
Fridge2 (FLY)	Vitrifrigo - 90lt	[redacted]
Toilets	Electric / Sanimarin SFA	-
Chain counter	NONE	-
Air condition	Marinecold - 240.000btu (three chillers)	215666
Solar Panels	NONE	NONE
Sound System	Boss & Sony	-

Diesel Heater	NONE	NONE
Radar	FURUNO – DPE25A	4359-0325
Liferaft	2x Lalizas 10 person (fly)	190410167 / 190310394
Generator (starboard)	Onan Marine - MDKBF-5657327 - 22.5KVA	[redacted]
Generator (port)	Cummins Onan- MDKBU-7081785 - 27KVA	[redacted]
Gangway	Hyraulic, no brand	-
Mooring Winches	2 x Lofrans , 24V working	-
Watermaker	Tecnicomar - SAILOR 1000C - (engine room, starboard side)	310809124
Icemaker		-
Night View Camera	NONE	NONE
TV SATTALITE	KVH TRACVISION	-
Underwater light	4 x Sea Vision - 150W	-
Cameras & Security	1 x Engine Room	-
Gyro System	NONE	NONE
Washing Machine	1 x aft locker - Arçelik - 7103D	-
Crane	1 x Fly (working)	-
Foldable Tables	NONE	NONE
Dingy & Outboard	Nautica Led 5 GS – Yamaha 70hp - 2012	-
Softtop	OK, working by remote control	-

7. Hull Identification Number (HIN NO)

Original HIN(hull) number or rina loyd sertification number or plate was not seen on board because of this the boat's production and model year was not known.

10	Serial (HIN) and CE or Loyd registration plate was not seen on boat.

8. General Condition Of Boat

Admiral was designed with three cabin, threedayheads. The both side of hull was not perfectly shined. The antifouling was old and must be maintenanced. The side-hull was not polished and shining. The orginal hull was paint finish. The furniture of saloon's and cabin's furniture's had not any major damage. The chartplotter displays were working properly.

9. Battery System

All the battery connections were good tighten, protected and located their places.

The service batteries were located in the port side of engine room. Service batteries were Sonnenschein A602/750 brand and GEL type. There were not heat observed on service batteries. Their state of health were not be calculated by our test tool because the batteries were box type. All of the service batteries were tied strong enough. The service batteries were non-manintanable. Engine batteries were not tied and put in dedicated box.

The engine and generator batteries were also located in engine room. All the batteries were not AGM type. The aft generators batteries were AGM type.

The boat electric system was 24V DC system. The bow thruster was also working with 24V system with hyrdaulic ptu system.

The engine alternators (not installed) couldn't feed the batteries. The only way charging the batteries with generator and shore cable battery charcing system. There were not solar power system equipped on boat.

The batteries on board were checked by calibrated Uni-T Battery test tool. You can check the results of the test below. Most of the batteries were AGM and GEL type. We didn't put the shore cable and charge the batteries after that because the boat was staying at anchor.

9. Battery System

You can check the condition of the batteries from the table. As seen that all the batteries were in poor condition. Engine and generator batteries must be changed.

Battery Bank	Piece	Brand	Model	Type	Capacity	CCA	SOH%
Service	12	Sonnenschein	A602/750	GEL			**?**
Engine	2	BAS	Deep cycle	AGM	240A	1400 (CCA)	**%22**
Generator1 (Kohler)	1	BAS	Deep cycle	AGM	100A	800 (EN)	**%38**
Generator2 (Fisher Panda)	1	BAS	Deep cycle	AGM	100A	800 (SAE)	**%45**

13	Engine batteries must immadiately changed. Their SOH level was %22 and batteries had battery liquid under them. The charging voltage was about 12.6V and when it stopped charging, the voltage level was about 11.8V. The battery capacity finished.

12	Engine batteries type was deep/cycle. This was not proper for the engine batteries. Deep cycle are used for service batteries.

16	The engine didn't charge the service and engine batteries. Also generator in open and victron is on mode, the service voltage was about 23V during sea-trial. This is very important.

10.Anchoring System

The boat had two 140kg stainless steel anchor. It was said that about 100 meter chain (can not be controled) were installed with 14mm diameter. The chain was galvanised type. The boat had also two electric windlass without rope drum. The windlass was dropped the anchor by loosing it on top by winch handle. There was a windlass handle was located on anchor room. The end of the connection of chain had fixed to boat for safety. There was not chain counter for the windlass remote control on captain console. The windlass was controled by a hand-remote control that was located on the anchor room. Chain and the windlass electric motor was a little bit rusty. The type and size of the chain was proper with the windlass. It worked properly. The both windlass was sitting properly to its base, not moving. The control of both windlass were working. There was no brand or serail number seen on the windlass parts.

11.Structural Hull and Hull

The bilge areas and structural hull of the boat was checked. The hull and underwater hull was made by aluminium. The deck had wooden areas. The sides aft the hull was painted. The underwater of hull's antifouling needs to be manintenanced. The hull's aluminium tickness was calculated by calibrated Uni-T tickness gauge. During the test, the gauge was also tested with an 13mm aluminium part that was located under the water level. The digital electronic caliper and our test tool gave the same result as 13mm. Tap testing was done on hull by a special tap hammer. This was done for understanding previous damage repairs and filler tickness faults of aluminum hull. At about 25 different points were calculated by tickness gauge to understand the aluminium tickness of the underwater hull.

This size of aluminium yachts were normally made by 8mm between 10mm aluminium panels for the underwater hull. If the corrosion on the aluminium hull was more than %20 percent of the original tickness of the hull, the structural of hull will be risky for sea condition.

Too tick filler was detacthed underwater of the hull. Bow side of the boat, the tickness of the filler was about 15mm, starboard aft side 30mm tick of filler was determined. This levels are too high for the normal operations. Normaly for surface flatten, five milimeter filler can be used.

11.Structural Hull and Hull

Many areas tick fillers had cracks and start removing from the aluminium hull. This size of filler couldn't stay longer on the aluminium hull.


We calculated different readings for the tickness of the aluminium hull. We assume that the boat's underwater hull was made from 8 milimeter tickness.


The hull's aluminium tickness was measured with different points. This size of hull, underwater hull's aluminium tickness must be minumum 8mm to 10mm tickness. But during our measurements, we took 5.3mm tickness in some points. These measurements were not safe for the hull. If we accept the minumum amount of 8mm aluminium tickness and the safe ratiom must be minumum 6.4mm tickness. Below this point, the safety will be a risk. Boat industry's comment for aluminium boats, %20 of corrosion of hull, will be risk for the sea conditions. For this boat's hull, below the 6.4mm tickness levels was risk for the hull structural part.

1	Port side of aluminyum tickness was calculated 5.5mm. This is too thin for this size of a boat. 40 feet aluminium sailboats was about 5 mm tickness on therir underwater hull.
2	Port side of the hull, 30mm filler was noticed. The reason soudln't be understoıd but this filler tickness level was too high than the normal filler standards.

19	Thick filler was applied used underwater of the hull. The tickness of filler was about 30mm in some places.

11.Structural Hull and Hull

You can check the tickness of filler used on the underwater hull from the below photos.




As you check the below photo, the same aluminium panel of the aft side of the boat, starboard side was 6.5mm, port side was 8.7mm tickness.

12.Sea Trial with Engine

The Admiral 27 was equipped with two MTU 12V 396 1800HP diesel engines. These engines were located under the cockpit area in engine room. The engines had shaft system. The engines must achieve 2000 rpm ideal rpm level of the engine data sheet. We had reacived 2000 and 2200 rpm during the sea-trial. There was not any blue, white, black smoke seen from the engines outlet. Only the first accelaration, the engines gave black smoke from the engine exhausts.

The wind was about 4 between 7 knots, there was no wave and signifigant current at sea during the sea-trial. You can check the sea-trial result from the below table. During the sea-trial, the vibration was also tested. For the luxury yachts and crusing ships regulations, the vibration levels must be below than 4 mm/s. As it was seen below, this boat's vibration on maximum and lower conditon was ok.

The port engine couldn't make more than 2000 rpm.

RPM	SOG (knot)	VIBRATION (mm/s)
1000	11.2	0.7
1400	14.4	0.8
1800	19.1	1.6
1900	20.2	2.2
2000	21.1	2.4
2000 -2200 MAX	23.2	3.2

13.Navigation Equipments

The boat was equipped with two of FURUNO Navnet3D (fly) and two FURUNO (captain room) chartplotter system. Radar, AIS and chartplotter's were working properly. The depth measurement was not seen chartplotter.

The gps map was also working on the captain room and these chartplotters was located in front of the skipper and steering wheel.

Radar: The boat was equipped with FURUNO radar system. The radar antenna was located to the top of the boat on a stainless steel pole. Radar was working properly.

Chartplotters: The boat was installed with four Chartplotters and they were working properly.

Depth: Depth sensor was working properly. New Raymarine display was installed and depth could be seen from that display. The chartplotter didn't show the depth data.

14.VHF

The boat has old type VHF system that was located on fly helsman area. The brand was Garmin SAILOR - SP RADIO . This was a very old type VHF unit and it had not any digital display on it so the gps coordinates were not seen on VHF unit. VHF was working properly. The VHF antenna was also located on the top of the boat.

15.Autopilot System

Autopiot was tested during the sea-trial. It was not working properly. It directly control the steering system. The brand was Roberson AP45 and it was not working. We didn't understand the problem.

16.Steering System

The boat had hydraulic steering system. On the starboard rudder had an hydraulic piston for steering. The boat had two metal steering rudder. The brand was not determined. The all steering system was checked. The steering wheel nuts were tighten enough. The steering system was working properly. Not any leak was seen on the system.

17. Navigation Lights

The boat has five navigation lights. Navigation lights (bow, stern, anchor and steaming on fly) with anchor light. Starboard and port navigation lights were located on sides of fly and they were woking properly. The port light sometimes didn't work. The navigation lights were old type and they had bulb on them.

18.Engine and Transmission

The Admiral 27, had two MTU 12V-396 model diesel engines inside. The engine's horse power was 1800hp. The engine hours were not so different. Engine hours were about 2000.

Technical data of the engine, the engine can achieve 2000 rpm (rated speed) on maximum condition. During sea trial, the engines maximum rpm were about 2000 and 22000 rpm. The boat's top speed was not proper for the datasheet values.

Engine filters: MTU engines had not original fuel and oil filter on the engine. There was not any leak seen from the filters.

Sea-water filter: Sea water inlet filters and seacocks had located on the engine room panel. There were not any crack on the filter and inside the filter was clean. The big bronze type metal valves were working, all were checked.

Sea-water filter valves: It had two sea-water filters. They were checked and closed by hand. The condition of the valves were modarete condition.

Antifreeze (coolant) : The boat hadn't any coolant tank that were installed on engine room for engines.

Ventilation fans: Engine room had two ventilation fans for the fresh air inside the engine room. They were working with 220V. The fans brand was not determained. It was working properly when the engine starts working.

Flaps: Flpas were located on the aft hull. The flaps were working properly but the level indicator display didn't work preoperly.

Engine oil: MTU engine's oil levels were in good level. The engine oil's colour and the viskosity were in moderate condition. The engine maintenance must be done for this season.

Transmission oil (IPS): Transmission oil's level were in good condition.

18.Engine and Transmission

Engine labels: Engines and transmission systems had original labels. The engines were painted.

Engine Vibration pads: Engine legs were in good condition but they had too much surface corrosion.. Vibration measurements were reported on sea-trial section.

Rpm meter: The engine rpm meter was working properly. But the starboard engine showed 200 rpm higher than the port engine. The rpmmeter must be calibrated. The engine working hours were not seen from the rpmmeter. The engine hours were checked from the engine room MTU boxes.

Alternators: The engines had not any functional alternator system. The engines did not feed the service and engine batteries.

Propellers : Propeller brand was not determained. They had four blades and any damage hadn't seen on them. Propeller was not painted with special antifouling. Their metarial was bronze.

Engines working temperature: Working coolent temperatures were proper for ideal working. The coolant temperature was checked from the engine room.

17	There was an engine alarm was heard during test. Engine service and us couldn't understand the reason.

19.Underwater Saecocks / Valves

The boat's under water valves were in moderate condition. All of them were metal/ bronze type. There was not any water leak from its connections. I checked all the seacocks after launching on water. All of them also were working properly. But cosmeticly, some of seacocks had green surface corrosion.

20.Underwater Systems

Underwater systems, propellers, p-brackets, shafts were in good condition. There was not any galvanic corrosion were seen on metal parts. The anodes were missing on the underwater hull. There were not any damage seen on propellers. It had two flaps were located the aft side of the boat.

21. Fuel System

The total fuel capacity was written about 14000lt but it was not checked. Two fuel service tanks were seen on the sides of engine room. It had total four fuel tanks. The other fuel tanks were located the both sides of under the master cabin. There was not any fuel leak seen during the inspection. The fuel tanks were made from aluminium. The engines had Parker double fuel seperators on each engine.

22. Bow & Stern Thruster

The boat was equipped with bow thruster system. The brand was not known. It was a hydraulic bow thruster and powered by the port engine's ptu system. The boat had not any stern thruster system. Bow thruster's working power seems less powerfull. The bow thruster had one bronze metal propeller. The propeller had three blades. Bow thruster was working with hydraulic system.

23. Boiler System

The boat had a boiler water system. It had two boilers that were located on under crew cabin's bilge area. 2 x Styleboiler 80 SX were located there. These are Styleboiler (Italian) brand and total capacity was 160 liter. The boiler system was working with 220AV AC electric. The boiler was not connected with engine's coolant system. The engines didn't give hot water on fresh water system. We tested the hot water on the fresh water system and the boat could make hot water.

24. Gangway

The gangway brand and model was not determined. It's hydraulic and electric pump was located on engine room. There was not any oil leak was seen from the hydraulic system. The fixed control panel was located on the middle ceiling of the aft cockpit area. Gangway was working properly. The gangway didn't have up and down function. The system only moved forward and reverse.

25. Water System

The boat had fresh water, black water and grey water system. It had two fresh water pump system aft locker, behind the engine room. The fresh water capacity was 2500lt, black and grey water tanks were not any label on them and their capacity couldn't be understood.

Fresh water system: It had two fresh water pump. One of the pump's brand was not seen. The boat had two fresh water pumps. One system was used with 24V DC voltage, the other pump was used with 220V AC voltage The system had not any accumulator tank. Because of missing accumlator tank, the cabin's fresh water flow was changing and not strong enough. Fresh water tanks has paint detachments and some corrosion surfaces. It was not easy to repair the fresh water tanks without removing. Removing the tanks was not possible. All the equipments on the aft locker, like the generators must be removed. This was not easy.

6	Water tank under the starboard generator had a leakage from its aft side, water is coming to the bilge.

25. Water System

There was watermaker installed on engine room. It was Turkish brand and was assemblied after the delivery.

Black water system: The black water tank systems was also located on bilge area in the engine room but the black water tank was not original. The metarial of tank and condition was poor. The toilets were also using fresh water. Black water system had not any level indicator.

11	The black water system was too complicated and not safe . It was not orginal.

7	Black water tank was not original. It had two holes on the tank. The production metarial of tank was not safe. These tanks couldn't pass the pressure tests.


9	Black water was giving out with two 220V electric pumps, they were not safe. You had to put the 220V electric socket on engine room.


8	The cable connection of electric pump between the engines was not safe. It was working with 220V. It is used for the home inside connections. (Black water treatment used for)

25. Water System

69	The two black water pumps on engine room were moving. There was not fixed on their places.

Grey water system: There was a grey water tank between the engines. The tank's cover was not fixed. The tank was made from aluminium. There was not any label seen for the tank. The tank couldn't pass from the pressure test.

23	Grey water tank that was located between the engines. There was not cover on it. It can easily overflow.

26. Air Condition System

The boat was equipped with air conditioning system. The air condition's working voltage was 220V voltage. The brand of the air condition system was Marincold. The capacity of air condition was 240.000 btu. It had three chiller units. The chiller main units of air condition was located in the port side of engine room. The chiller unit was not painted before and it was good-looking. Each cabin and saloon had own air-conditon system. All the fan-coil connections and air flow outles of air condition system were checked by the surveyor. Saloon and cabins's fan-coil drain tests was hold. Water pour down the tray of the fan-coils and it was seen that they were drain easily. The air condition system was worked without shore cable connected. It worked at about seven hours with the port generator working and there was not any electrical fuse problem occured.

Every place had its own air condition displays and could be controlled.

The fan-coils didn't make noise while working. The air condition system's cool down test was done and the result was reported with a graphic below. The results were proper and the system started working properly.

Testing the system; all the fan-coil temperatures were set as 5 celcius and the fan speeds were set maximum level. Starting the test chiller outlet and inlet water temperatures were 30°C. After 20 minutes, the chiller outlet water was 9.4°C and inlet water was 10°C.

26. Air Condition System

Place	Outlet 1	Outlet 2	Outlet 2
Saloon	17.4°C	13.5°C	16.1°C
Meeting room	16.2°C	17.1°C	-
Master (aft) cabin	15.7°C	15.6°C	-
Starboard guest cabin	15.7°C	15.7°C	-
VIP air condition (forward)	16.3°C	15.7°C	-
Twin cabin:	15.7°C	-	-
Crew Cabin	16.1°C	15.8°C	-

31	The air condition's sea water inlet filter was tied with rope and it had one metal clamp, many different flexible pipes connected. This was not safe.

37	Air condition circulation pump was working with high temperature and it smelled bad in engine room. The working temperature was more than 70C. This just be checked.

27. Automation System

The boat had not any automation system. The system of the boat was old.

28. Bilge System

There was not any bilge system was seen on the boat. This was not safe.

29. Fire System

There was fire-system installed for the aft locker that was aft side of the engine room. It was not origial and some of the fire system was changed by Turkish brand. The manufacture year was 2018. The maintenance of this fire system must be checked. The marin fire extinguishing system capacity was 50kg each. It had two fire extinguisers. There was not seen any pressure indicator of fire system. The system must be maintenanced, the next service day was passed.

3	Fire system maintenance must be done. The day was passed (aft locker)

30. Crane

The boat had a electric crane for the dingy on the fly area. The engine was located on engine room and it was working with steel wire. It was working properly and was used three times.

31. Invertor

Invertor (DC TO AC) was located behind the galley's stroge room. This was an old type of invertor. The brand was Brondi 820. The invertor couldn't be tested.

32. Sound System

The was equipped with Boss and Sony sound system. It was all connected and working properly.

33. Battery Chargers

The boat has two battery chargers. Both was for the service and enginebatteries. They were located in the engine area on port side.

34. Generators

The boat had two generators. Starboard generator was older than the port generator. The starboard generator was Cummins Onan brand. Generators had problems. All of them were listed below.

Jenerator	Place	Size
Onan Marine	Starboard engine room (aft storage)	22.5 KVA
Cummins Onan	Port aft of engine room (aft storage)	27 KVA

34. Generators

4	Port generator had fuel leak from its all enjectors. Enjectors was changed before.

36	Starboard generator had white smoke while working. Sea water cooling system had problem.

35. Liferafts

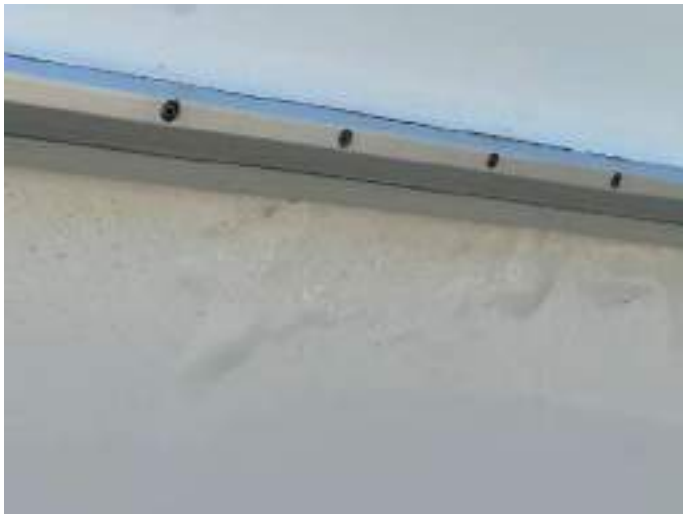
Liferafts were located on the fly area. There were two liferafts on the fly. There had protection cover from the sun light. They were not maintenanced.

14	Liferafts maintenance were passed. APRIL/2024

35. Paint Issues

The boat was painted with white paint. The hull of the boat had paint delaminated surfaces. Starboard, port and stern side of the hull had paint problems. The problem was caused by the lower surface because of this, the lower base surface must be repaired. For this reason side of the hull of the boats must be painted.

18	Paint problems were seen on the starboardside of boat. It was a 30cmx50cm area and 20xm x 30cm area.



36. Watermaker

The boat had watermaker system that was located in engine room's starboard side. It was an Italian brand. It had water leak on the system. It was tested and working properly.

53	Watermaker had water leak on its pressure carbon membran.

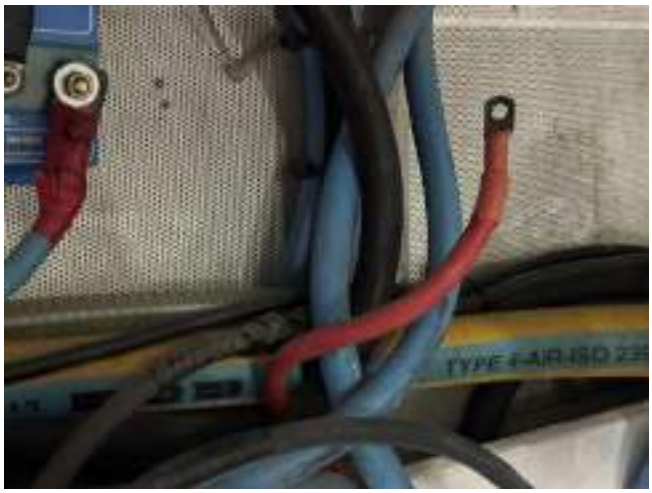
37. Electric System

The boat had many cables that were not ending to somewhere. Some of them was cut, some of them was free. The boat's electric system was changed with a very unprofessional team. The boat's electric system was not safe.




37. Electric System


43	There was not connected red 10mm cable seen behind the engine batteries.

34	There was a not-safe electric socket on engine room for black water outlets.


38. Other Remarks

20	There was a repairement on the hull of port side of the sling place. The surface was wavy also.

22	Starboard side of trim tab sensor was not in its place, missing.

38. Other Remarks

24	Port generator had too much corrosion on it.

26	Black water treatment system sea water pump had crack and leak too much water.

27	Black water treatment system had not tested because the captain said black water tank was full.

38. Other Remarks

39	Side deck from inside was painted with non-proper white paint and surface was wavy. It was look like a wooden fishing boat. It had cracks and broken parts. The wood moisture levels were high for last five meters on bow side.

40	The boat heeled to the port side. We calculated thee points. The platform, aft cockpit and bow side. It was also seen by eye from outside. It was about 0.8 degree. The port aft side of the hull was below the antifouling level.

38. Other Remarks

44	Engine Fuel sepetators was dirty.
62	Port generator fuel filter was very dirty.

45	The voltage indicator of AC, shown in the captain room was not true. The voltage was about 280V and frequency was changing between 0 to 98hz.

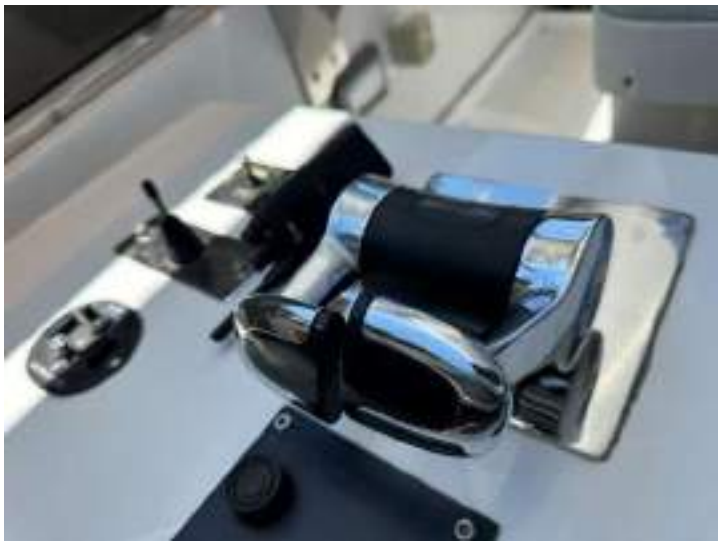
38. Other Remarks

46	Bow thruster's hydraulic system under the crew area had not proper white sealing.

47	Corroded elbow was seen on the crew bilge.

38. Other Remarks

50	Autopilot didn't work.



49	The ZF throttles were not calibrated.

38. Other Remarks

55	Port engines tranmission oil and coolent temperature gauges in engine room showed different temperatures. We checked with thermal viewer. Transmission oil temperature showed 15C more. Port coolent temperature was below than standard.

78	Dark Blue wooden parts of the foredeck staterd cracking. This part was painted with non-proper dark blue paint.

39. Remarks

No	Remark
1	Port side of aluminyum tickness was calculated 5.5mm. This is too thin for this size of a boat. 40 feet aluminium sailboats was about 5 mm tickness on therir underwater hull.
2	Port side of the hull, 30mm filler was noticed. The reason soudln't be understoıd but this filler tickness level was too high than the normal filler standards.
3	Fire system maintenance must be done. The day was passed (aft locker)
4	Port generator had fuel leak from its all enjectors. Enjectors was changed before.
5	Water tank under the port generator had a leakage, water is coming to the bilge.
6	Water tank under the starboard generator had a leakage from its aft side, water is coming to the bilge.
7	Black water tank was not original. It had two holes on the tank. The production metarial of tank was not safe. These tanks couldn't pass the pressure tests.
8	The cable connection of electric pump between the engines was not safe. It was working with 220V. It is used for the home inside connections. (Black water treatment used for)
9	Black water was giving out with two 220V electric pumps, they were not safe. You had to put the 220V electric socket on engine room.
10	Serial (HIN) and CE or Loyd registration plate was not seen on boat.
11	The black water system was too complicated and not safe . It was not orginal.
12	Engine batteries type was deep/cycle. This was not proper for the engine batteries. Deep cycle are used for service batteries.
13	Engine batteries must immadiately changed. Their SOH level was %22 and batteries had battery liquid under them. The charging voltage was about 12.6V and when it stopped charging, the voltage level was about 11.8V. The battery capacity finished.
14	Liferafts maintenance were passed. APRIL/2024
15	Engines were started slowly. The engine batteries were not in good condition.
16	The engine didn't charge the service and engine batteries. Also generator in open and victron is on mode, the service voltage was about 23V during sea-trial. This is very important.
17	There was an engine alarm was heard during test. Engine service and us couldn't understand the reason.
18	Paint problems were seen on the starboardside of boat. It was a 30cmx50cm area and 20xm x 30cm area.
19	Thick filler was applied used underwater of the hull. The tickness of filler was about 30mm in some places.
20	There was a repairement on the hull of port side of the sling place. The surface was wavy also.
21	Starboard side of hull had a possible damage under water.
22	Starboard side of trim tab sensor was not in its place, missing.
23	Grey water tank that was located between the engines. There was not cover on it. It can easily overflow.
24	Port generator had too much corrosion on it.
25	Many of electric box connections were missing on aft locker.

26	Black water treatment system sea water pump had crack and leak too much water.
27	Black water treatment system had not tested because the captain said black water tank was full.
28	Starboard generator had fuel leak from enjectors.
29	Starboard generator didn't give electric to the system. Service came on board and repaired it.
30	The gray water tank's top cover was not fixed. The water can overflow (it was lpcated between the engines)
31	The air condition's sea water inlet filter was tied with rope and it had one metal clamp, many different flexible pipes connected. This was not safe.
32	Bilge area between the engines was full of water, the bilge pump didn't work on engine room. There was not automatic bilge system seen on engine room. Flator didn't work.
33	The port engine's manual fuel pump had fuel leak.
34	There was a not-safe electric socket on engine room for black water outlets.
35	The victron invertor on engine room didn't work.
36	Starboard generator had white smoke while working. Sea water cooling system had problem.
37	Air condition circulation pump was working with high temperature and it smelled bad in engine room. The working temperature was more than 70C. This just be checked.
38	Free cable found on the bow of the deck.
39	Side deck from inside was painted with non-proper white paint and surface was wavy. It was look like a wooden fishing boat. It had cracks and broken parts. The wood moisture levels were high for bow last five meters.
40	The boat heeled to the port side. We calculated thee points. The platform, aft cockpit and bow side. It was also seen by eye from outside. It was about 0.8 degree. The port aft side of the hull was below the antifouling level.
41	The smell of the engine room was too bad. Black water tank was smelling in engine room.
42	The service voltage drop down and all the voltage of the boat was low level. We couldn't use the systems.
43	There was not connected red 10mm cable seen behind the engine batteries.
44	Engine Fuel sepetators was dirty.
45	The voltage indicator of AC, shown in the captain room was not true. The voltage was about 280V and frequency was changing between 0 to 70hz.
46	Bow thruster's hydraulic system under the crew area had not proper white sealing.
47	Corroded elbow was seen on the crew bilge.
48	Trim angle didn't work.
49	The ZF throttles were not calibrated.
50	Autopilot didn't work.
51	There was seen not any bilge pump on the boat.
52	Fuel tank levels couldn't be tested.
53	Watermaker had water leak on its pressure carbon membran.
54	Bow thruster works not strong enough and made a different sound.

55	Port engines tranmission oil and coolent temperature gauges in engine room showed different temperatures. We checked with thermal viewer. Transmission oil temperature showed 15C more. Port coolent temperature was below than standard.
56	Teak deck had some repairements, missing seal areas and surface problems.
57	Antifoiling level was thick.
58	Aft locker, one water pipe was missing, not connected. It may be for shower system.
59	There was one anode missing on the hull.
60	Aft locker, there was a oil tank, one pipe on it was not connected.
61	Port generator had corrosion on coolent tank. It was not well maintenanced.
62	Port generator fuel filter was very dirty.
63	Black water treatment system air ventilation pipe was broken.
64	Black water treatment system cover was broken, not installed.
65	Black water treatment system's sea water pump was rusty.
66	One of the fresh water pump missing on aft locker.
67	Starboard generator was very rusty.
68	There was two pipes were seen not connected between the engines.
69	The two black water pumps on engine room were moving. There was not fixed on their places.
70	Starboard transmission (ZF) had little oil leak.
71	Watermaker's sea water pump was moving, it was old watermaker's pump. The brand was FSM.
72	There was an anti-siphon hose system tied with a rope in starboard side of engine room. Hose was touching the transmission system.
73	There was 220V cable on the bow port side of engine room. Not safe.
74	Black oil was seen on the port engine.
75	Engines started with white smoke. Enjectors must be maintenanced??
76	New air condition system was installed on the port side of engine room behind the hatch, water may come.
77	Shore cable box area, there was empty socket found. This socket couldn't be understood.
78	Dark Blue wooden parts of the foredeck staterd cracking. This part was painted with non-proper dark blue paint.
79	Ceeling and walking panel of the starboard side deck had paint detachments.
80	Two electric sockets were staying on the ceeling in engine room.
81	Starboard genetator battery was deep cycle type. It was not proper.
82	The saloon starboard fan-coil area had not connected cables.
83	The saloon starboard fan-coil area had home type electric socket. Not proper.
84	Air condition couldn't be tested with shore cable.
85	Mastercabin's berthing place furniture cover was not in place.

86	Engine batteries were not tied and installed on a special boxes.
87	Master cabin's fresh water system was not the same pressure working. The system had not water pressure tank. This was caused by this issue.
88	Master cabin's dayhead tap was not strong enough.
89	Some light electric switches on saloon and cabin's didn't work properly.
90	Some pipes were changed, some had cracks, some not proper repairements were done under the crew cabin.
91	Port navigation light didn't work. It worked sometimes.
92	Engines was 1994 model.
93	Accelaration had black smoke.
94	Sancak makina 200 devir az yapıyor
95	Sattelite didn't work.
96	Invertor didn't tested.
97	The boat had paint delamination on the aft stern side.
98	There was a crack on the first step of stairs.
99	Some fiberglass little damages was seen under the dingy.
100	Starboard generator's enjectors was changed before.
101	Air condition system was changed with marincold
102	Dark areas were seen on aft master shower furniture.
103	Original steaming light was broken and new one was assemblied on top.
104	ZF throttles changed with new system.
105	Fresh water tank couldn't be filled.
106	Washing machine in aft locker was rusty.

31. Conclusion

All the systems on boat were checked during the survey inspection. Sea trial, anchoring, hull tickness check, electronics, engine and steering systems were tested. The boat was checked in Göcek / Türkiye. The sea-trial was done. Remarks and photos were attached this report. Sixteen of these remarks were remarked as major and red coloured. Onehundredsix remarks were detected on boat during inspection. These remarks must be repaired for safety reasons.

In general, the boat's aluminium hull was thin aluminium in some place. This was not safe for structural hull. Because of the too tick filler applied underwater hull, it was not possible to check the aluminium hull directly. Engines had not any major problems but during sea-trial engines gave a buzzer alarm. The engine checks were done by service of Şenol Yapıcı. This company was not connected the computer and attanend the sea-trial. The engines were too old to connect computer. Both engine's working temperatures were ok.

In general, Admrial 27's condition was poor maintenanced. Electric system, black and grey water system must be changed and these cost too much. The hull above the waterline must be painted. Many areas start delamination. Painting this boat cost too much. In my opinion the boat needs for these repairs at about 700.000€

The remarks were reported on this reports, gave us a path for the repairs.

This report is prepaired by independent ABYC surveyor of Deniz Giray. Report number is DG2025-50041

Deniz Giray

(American Boat & Yacht Council Member - 68626611)

(search for membership)

Member Directory - The American Boat & Yacht Council

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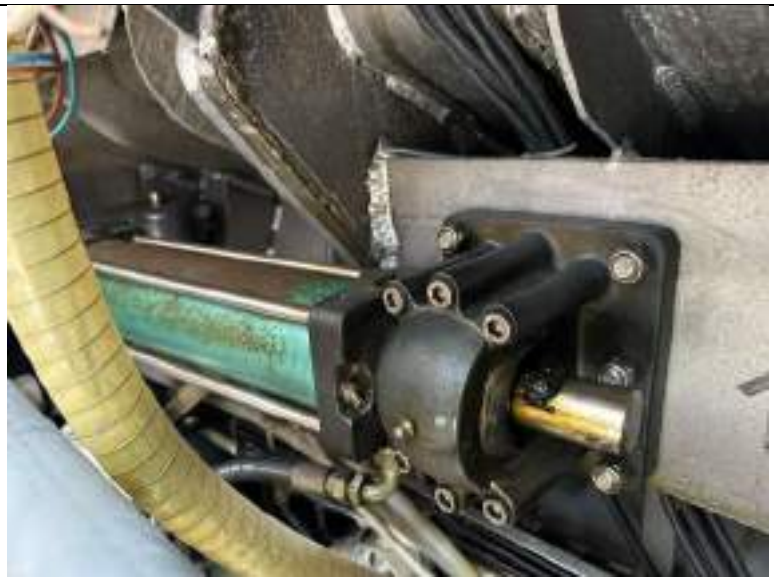

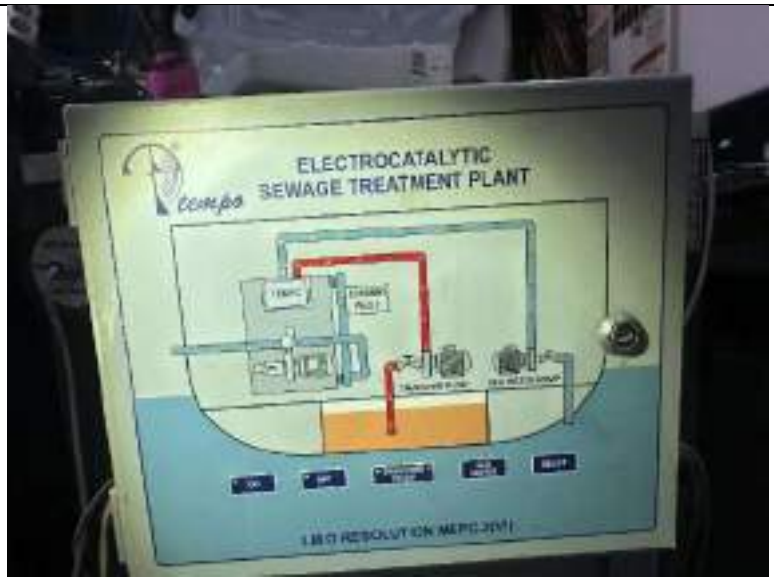

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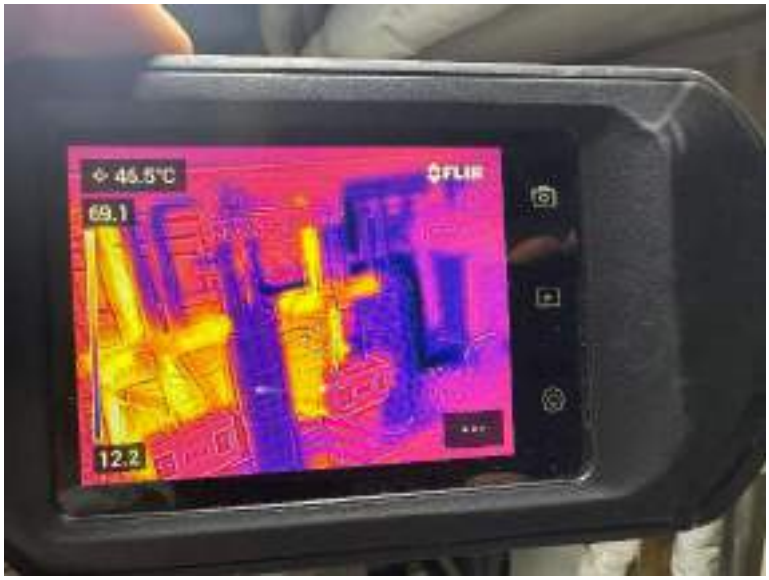

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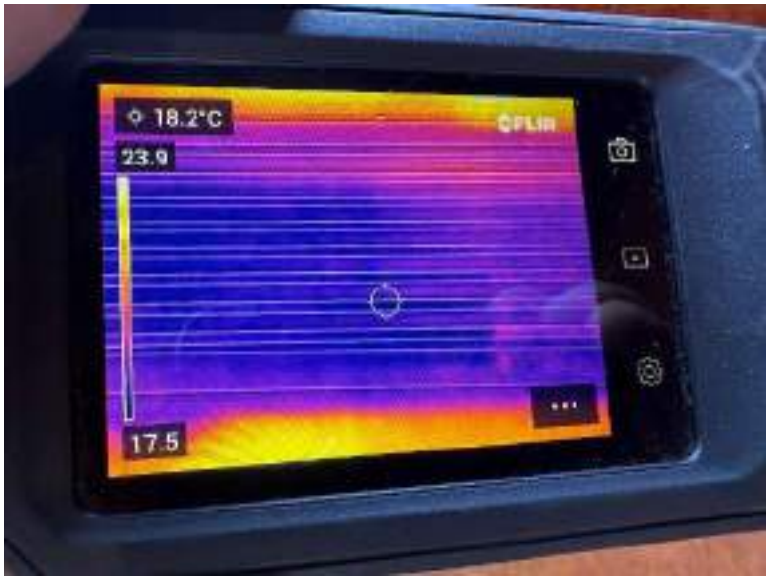

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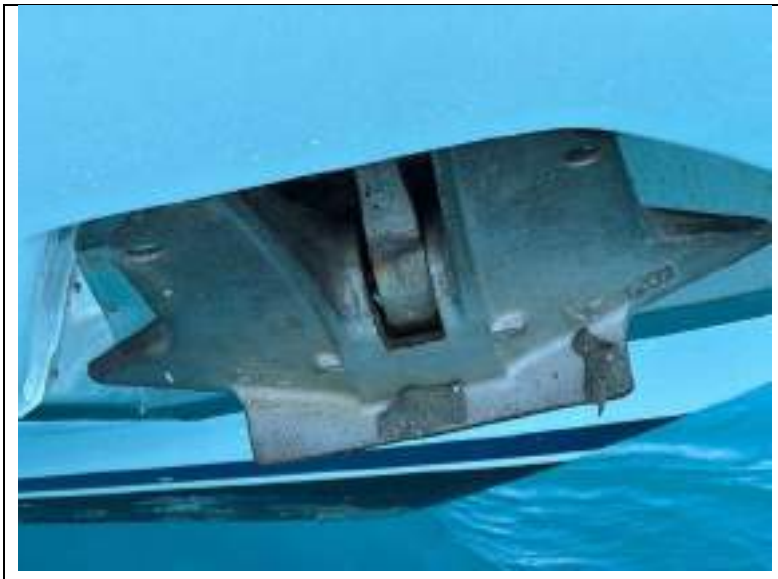

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