

1. General data on the vessel



Make:	BAVARIA
Type:	motorboat
Model:	27 SPORT
Boat design category (Dir. 94/25/EC):	B
Hull Identification Number (H.I.N.):	DE-BAVL27F2A808
Length over all (L.o.a.):	8.95 metres
Length hull (L.h.):	8.35 metres
Beam of hull (B.h.):	2.98 metres
ugrez (D. max):	0.90 metres
Maximum displacement (M.d.):	5,000 kg
Displacement (M)	3,800 kg
Fresh water capacity:	120 dm ³
Fuel capacity:	520 dm ³
Year of manufacture:	2008
Construction material:	GRP (glass-reinforced plastic)
Drive type:	Z-drive
Drive make:	VOLVO PENTA
Drive model:	DPS-A
Drive serial number:	4202213324
Engine make:	VOLVO PENTA
Engine model:	5,7 GXI-J
Engine power:	239 kW
Engine serial number:	4012226230
Engine working hours:	98
Inspection carried out at:	***
Prepared at the request of:	***

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2. Approach to the inspection

The inspection of the »Bavaria« vessel, model »27 sport«, hull identification number: »DE-BAVL27F2A808«, was carried out on 18 March 2009 at 4.00 PM at municipal berth in *** at the request of ***, authorised ***; authorisation by ***, received via e-mail on 20 March 2009.

The entrance on the board was enabled by ***, in the role of representative of the company ***, who attended the inspection.

3. Purpose of the inspection

The purpose of the inspection is to estimate the market value of the vessel under examination on the basis of its actual state and the in-built equipment.

4. Description of the vessel

During the inspection it is ascertained that the object of inspection is a »Bavaria« motor boat, model »27 sport«. On the basis of manufacturer's data, the boat's technical characteristics are as follows: Length LOA 8.95 metres, Length Hull (L.h.) 8.35 meters, Beam Hull (B.h.) 2.98 metres, Draught 0.90 metres, Displacement (W) 3.8 T, Maximum Displacement (M.d.) 5.0 T. Gross Tonnage is 5.92 GT.

As may be seen from the hull identification number, engraved on a permanently affixed aluminous plate on the outboard side of the starboard (enclosed picture

N. 3), according to ISO standard 10087:1995, the boat was built in January 2008 and is model year 2008. The boat was built in the »Bavaria Yachtbau GmbH« boatyard, BavariastraRe 1, D-97232 Giebelstadt (Germany) (enclosed picture N. 4). Construction material is glass-reinforced plastics (GRP).

The boat is built in accordance with the requirements laid down in Directive 94/25/EC of the European Parliament and of the Council and is categorized with type certificate in the boat design category »B« (enclosed picture N. 4).

The vessel has 4+ 2 berths in interior cabins in the extreme forward and aft parts of the under deck. There is a toilet with electric WC system on the starboard side of the under deck (enclosed picture N. 9).

The fuel tank capacity is 520 dm³ while the fresh water tank capacity is 120 dm³. The vessel has two distinct groups of batteries built in: two starter batteries and one service battery. There is a »Volvo Penta« petrol engine built-in, model »5,7 GXI-J« (enclosed pictures N. 18 and 20). The boat has a »Volvo Penta« drive, model »DPS-A«, serial number 4202213324.

5. Inspection of the external surfaces of the vessel

The inspection starts with the examination of the external part of the vessel. Deck surfaces are examined and no visible traces of any damage or repairing works can be noticed on them. The surfaces are in good order and show a good standard of maintenance. The underwater hull surface is covered with fouling material and appears to need maintenance works. There is a blue painted line on the hull surface from bow to stern; its surface is shiny and with no traces of any damage (enclosed picture N. 2). On the bow, a bruce anchor, cca. 10 kg, and a

»Quick« electric anchor windlass, model »RMI 40 FI C18 M1 «, are built in (enclosed pictures N. 5 and 6).

The sealing surfaces on the windscreen are examined and no traces of any in-leakage can be noticed.

In the cockpit backside, there is a small-size refrigerator built in to starboard, with a kitchenette above it (enclosed picture N. 8).

On the left side, there is a movable saloon table built in, with upholstered seatings which are in good condition and with no traces of any damage.

The access to the interior is provided by an opening in the middle section of the vessel. The horizontal sliding door is made of polycarbonate.

The whole cockpit is covered with a protective impermeable blue canvas which appears to be in good order as there are no repairing works observed (enclosed picture N. 2).

6. Helm station

At the helm station, there are the following original analogue instruments built-in: RPM gauge, engine temperature indicator, speed gauge and oil pressure indicator.

The remaining engine working parameters can be seen in digital format on the Volvo »EVC« system gauges LCD display. To the left of the helm, there are bow-thruster switches built in. Below them, there are low-voltage transfer switches to control electrical blocks built in.

There is a »Geonav« LCD display, model »7 VVids«, built-in in the middle section to display boat's location on the electronic navigational chart. To the right, above the engine control there is a boat fixed VHF radio »Cobra«, obligatory DSC integrated.

The engine testing is carried out from the helm station. The engine starts easily and performs a faultless operation. During a visual inspection of exhaust gas no smoke appears and there are no oil traces in the outcoming cooling water.

7. The interior of the vessel

The inspection proceeds to the inner part of the boat. There is a single-coloured dinette seating in the saloon, with no visible traces of any damage on it. Wooden surfaces are high gloss varnished and show a good standard of maintenance. The ceiling cover in the saloon is examined and no visible traces of any in-leakage can be noticed. Sealing surfaces are clean and dry.

On the right side of the saloon, there is the entrance to the toilet which is equipped with an electric pump. The toilet is in good order and in a good state of repair (enclosed picture N. 9).

On left side of the saloon, there are the following appliances built in: high voltage cutouts, battery charger control device and a radio receiver (enclosed picture N. 10).

A wainscot on the left wall of the aft cabin has been removed and it may not be found elsewhere on the vessel (enclosed picture N. 14).

8. Engine room

The access to the engine room is from the cockpit through a power-operated liftable cover (enclosed picture N. 18). The engine surfaces are clean and in good order. There are no visible traces of any mechanical repairs. The engine room is clean and in good order, no traces of excessive thermal stress can be noticed. Drive sealing is checked, its surfaces appear to be dry and clean. Bilges are clean and in good order (enclosed picture N. 21). The engine control plate is

checked — it has the inscription of the engine serial number »4012226230« and the engine model »5.7 GXI-J« (enclosed picture N. 20).

As can be registered from the LCD display that is built in the analogue instrument showing values of engine RPM with hour counter, the engine has completed 98 working hours (enclosed picture N. 23).

A fresh water heater is built in on the starboard side of the engine room. The electrical installation in the engine room is properly fixed (enclosed picture N. 22). There are no other particularities noticed in the engine room

9. The interior of hull bottom

Wooden floor battens in the bow part are removed to enable a detailed examination of the interior of hull bottom. There is a »Side Power« bowthruster, model »SP 40 Sk, built in. Surfaces are clean and in good order (enclosed picture N. 11). A wooden floor batten in the central part is removed as well. A bilge pump is built in in this area (enclosed picture N. 12). A wooden cover is removed in the backside, below the aft cabin berth, and the interior hull of bottom is examined. Surfaces in this area are dry and in good order (enclosed picture N. 13). Minor deficiencies at endings can be observed on the port side of hull bottom (enclosed picture N. 16).

There are no other particularities noticed in the interior of bottom hull.

10. Conclusion of the inspection

The inspection is concluded at 5.30 PM at the same day.

11. Final opinion

At the time of the inspection, the boat is in good order and in good state of repair. There are no visible traces of any repairing works in the interior of the hull bottom. The engine performs a faultless operation, the engine room is clean and in good order. On the basis of vessel's condition and its equipment, a conclusion can be drawn that the vessel under examination is in a fairly good condition



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