



for.Inspectors (DEMO)

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Client
Falk Mayer (demo)
Milbertshofener Str. 23
80336 München
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Inspection report (final)

Boat data

Type	Sailboat/Sailing yacht
Name	Protector
Model	Bay 400
Year of construction	2012
Oder date	24.07.24
Boat type	Catamaran
Shipyard	Grand Boat SRL
Registration	SSR 1234456
WIN	XE-GBSAB400B112
Hull no.	112
Means of propulsion	Sailing vessel with auxiliary engines
Engine	2X Yanmar 3JH5E
Engine no.	E12345&E22345
Engine power	2X 28kW
Engine hours	450
Gearbox	2x Yanmar SD50
Gearbox no.	2345&3345
Fuel	Diesel
Fuel tank	2x 200 Liter
Fresh water tank	2x 200 Liter
Black water tank	3x 40 Liter
Generator	Fischer Panda
Generator power	12 Alva
Generator hours	1450 h
Flag	Austrian Virgin Islands
Port of registry	Seehausen
MMSI	22111444668
Callsign	FZ4HG
Length over all	12,53 m
Length water line	11,91 m
Beam	7,35 m
Draft	1,21 m
Bridge clearance	24 m
Displacement	Full load Cat A 15345
Hull material	FRP
Deck material	FRP
CE category	A

Additional information

Order number: 2024-0123

Oder date: 24.07.24

Boat image



Introduction

This report has been prepared following a detailed two-day evaluation of the yacht Protector, commissioned by AlpineWave Yachting. The inspection was carried out by for.Inspectors, represented by Gregory Franco and Luca Meier.

Purpose of the Inspection

The primary purpose of this inspection was to review the existing warranty and maintenance lists for Protector and to assess its current condition. During the inspection, all areas of the yacht were thoroughly examined in order to identify and document any items that may be covered under warranty, as well as those that fall under regular maintenance tasks. The final decision regarding warranty items will need to be discussed and agreed upon with the build yard—in this case, Grant Yacht Srl.

This report offers a comprehensive overview of the yacht's condition, accompanied by a detailed list of findings categorized by warranty and maintenance requirements.

Important Disclaimer

This document does not constitute a full vessel survey and should not be interpreted or relied upon as such. for.Inspectors does not provide registered marine surveys. The report was carried out by professionals with expertise in yacht systems and maintenance, but it should not be viewed as a certified survey. While every effort has been made to ensure accuracy, the findings in this report are limited to the scope of this inspection.

If any observations are determined to require further investigation by a registered surveyor or certified specialist, this will be clearly highlighted in the report.

Report Limitations

All observations outlined in this report are valid only at the time they were documented. Each observation is clearly dated to reflect the specific conditions noted during the inspection period.

The yacht was inspected while moored and partially shut down for the winter off-season. As a result, sea trials were not possible, and some of the yacht's equipment and systems could not be tested. These limitations should be borne in mind when reviewing the findings presented here.

Our goal is to ensure that all outstanding issues are properly addressed and to support the ongoing maintenance and operational readiness of Protector.

List of observations

ID Details

#1 **Location:** **Port engine room**

Observation: Water in gearbox oil
Advice: Needs to be checked (root cause) and repaired.
Result: ■ Serious flaw
Date: 29/12/2024 04:08 PM



ID Details

#2 **Location:** **Starboard hull / main bilge compartment**

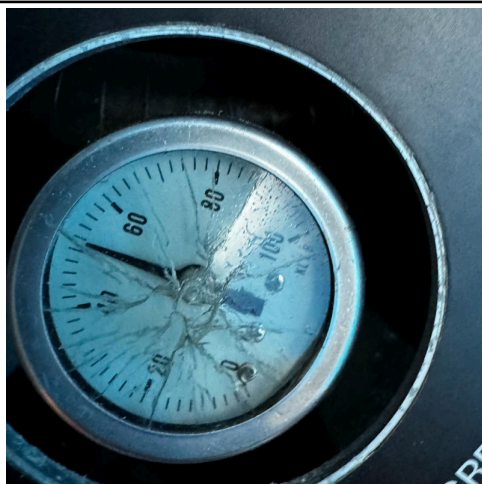
Observation: Heavy corrosion
Advice: Needs to be replaced.
Result: ■ Serious flaw
Date: 29/12/2024 04:08 PM



ID Details

#3 **Location:** **Starboard engine room**

Observation: Broken glass on manometer of the water maker
Advice: Needs to be replaced
Result: ■ Serious flaw
Date: 29/12/2024 04:10 PM



ID Details

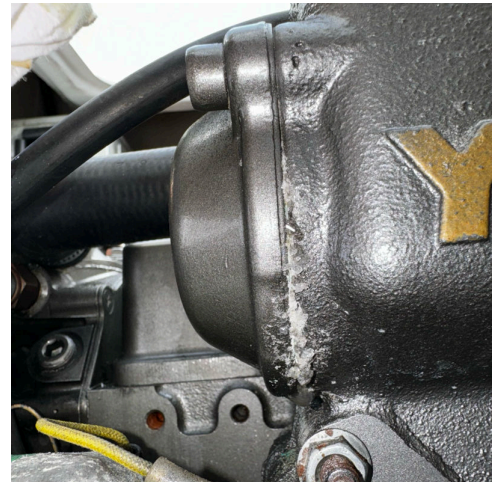
#4 **Location:** **Port engine room**

Observation: Leaking cooler

Advice: Warranty: needs to be fixed by shipyard under warranty

Result: ■ Serious flaw

Date: 29/12/2024 04:09 PM



ID Details

#5 **Location:** **Port hull / bilge compartment under aft cabin**

Observation: Heavy corrosion on sea valves

Advice: Needs to be replaced

Result: ■ Serious flaw

Date: 29/12/2024 04:10 PM



ID Details

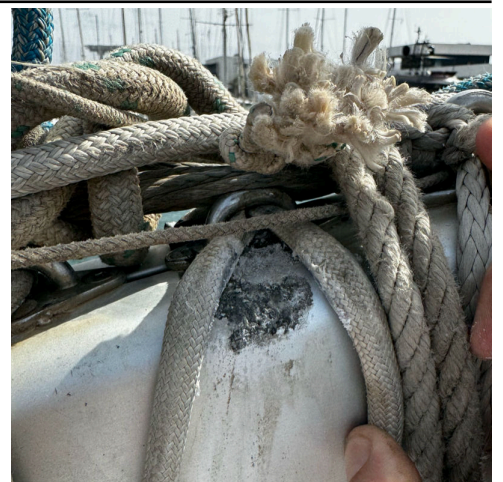
#6 **Location:** **Boom**

Observation: Heavy corrosion aft side of the boom

Advice: Working and stable, but price reduction recommended

Result: ■ Flaw

Date: 29/12/2024 04:10 PM



ID Details

#7 **Location:** **Starboard hull**

Observation: Hairline cracking around porthole

Advice: Seal and polish

Result: Flaw

Date: 29/12/2024 04:11 PM



ID Details

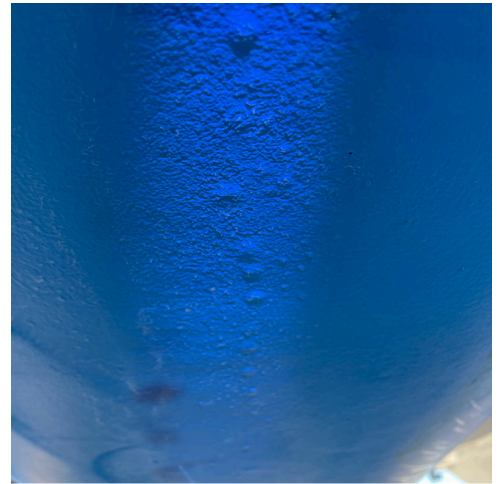
#8 **Location:** **Starboard hull**

Observation: Osmotic blisters along the hull joints of starboard hull

Advice: Needs a detail inspection and measurement of the humidity in hull. Serious flaw

Result: Serious flaw

Date: 29/12/2024 04:12 PM



ID Details

#9 **Location:** **Starboard Saildrive**

Observation: Heavy galvanic corrosion

Advice: Replace saildrive completely

Result: Serious flaw

Date: 29/12/2024 04:12 PM



ID	Details	
#10	Location:	Starboard front locker
	Observation:	Leaking exhaust knee generator
	Advice:	Warranty: Replace completely under warranty
	Result:	 Serious flaw
	Date:	29/12/2024 04:12 PM



General Comments and Conclusions

The yacht Protector is still from 2012 and remains covered by partial warranty from current shipyard. During the inspection, we identified a considerable number of defects that appear to be warranty-related. These concerns should be communicated to the build yard, Grant Yacht Srl., as soon as possible to ensure the maintenance schedule is upheld and that the yacht is prepared for the upcoming season.

Overall, Protector is in good condition and was appropriately secured for the winter, with sails removed and the necessary covers in place. However, we did discover some moisture in a few compartments, and many doors were kept closed while ventilation was turned off. We also noted that ventilation in certain bilge areas was not functioning, indicating a possible system fault. To address these issues, we recommend specific measures aimed at enhancing ventilation and reducing moisture.

One effective step would be to keep heads (bathroom) doors open and towel rails running, promoting airflow and discouraging further moisture buildup. Likewise, opening deck lockers more frequently on dry days will help air out these compartments and minimize dampness.

It is critical to give the hull sides and superstructure a thorough polish and protective treatment to preserve the gel coat. Neglecting this task now could lead to surface deterioration, shortening the finish's lifespan and compromising the yacht's appearance.

During the inspection, it was evident that Protector lacks an adequate supply of onboard spare parts; certain essential items, such as primary fuel filters (Racor Filters), were missing. We strongly advise that a comprehensive review of all spare parts is undertaken early next year, allowing sufficient time to acquire and organize replacements ahead of the next season.

We also noticed that some regular maintenance schedules—specifically for primary fuel filter checks—are not being followed as part of normal operations. This omission should be rectified before the next season to ensure the vessel remains in peak condition and fully ready for service.

In summary, while Protector is currently in good shape, prompt attention to warranty items, ventilation improvements, spare parts availability, gel coat preservation, and maintenance planning will be crucial for the yacht's ongoing readiness and reliability. Marine Focus Ltd will remain available to assist in any discussions with Skyreef or to offer guidance in resolving the identified issues.