

**Sir Bruno's (Skipper and Owner of the BAVARIA 38)
Analysis & Comments
of & to the
Surveyor's Report**

A: Hull under Water

(1) Agree to all Points pointed out by the Surveyor, whereby the high Moisture Content measured at the Rudder may be due to the Fact, that the Skipper, living on Board while trying to accomplish all the required Maintenance Works stated also in the Surveyor's Report, usually uses the Swimming Platform for washing his small Laundry and doing the Dishes, so that the Water naturally flows onto the Rudder. The Zinc Anode for the three bladed folding propeller will be installed.

B: Hull above Water

(1) Agree to all Points pointed out by the Surveyor!

C. Deck

- (1) Lifelines will be tightened.
- (2) Fasteners of the Bow Anchor Roller Bracket will be strengthened.
- (3) The galvanized Danforth Bow Anchor (45 lbs) will be attached to the galvanized Chain and stored in the Bow Anchor Roller Bracket.
- (4) The Mounting of the 12 V Lofrans Windlass for the Bow Anchor will be improved.
- (5) The Standard Horizon GPS Chart Plotter's Display Unit has to be renewed.
- (6) The Energy Tower (4 x 75 W Solar Panels) and Cockpit Roof Steel Frame (3 x 280 W Solar Panels) will have the joints welded and polished to remove all Corrosion Stains.
- (7) The LPG Tank will be secured on its Bracket and an approved Hose leading to the interior Cooker will be installed.
- (8) The permanently fitted Dodger (Deck House) is under Repair, and will be ready in several days.
- (9) The Stern Anchor Windless accommodates a galvanized Danforth Stern Anchor (25 lbs) is attached to Chain & Rope and stored in its Stern Bracket, and its Wiring to the Starter Battery and Engine is under Way.
- (10) Some of the Engine Gauges were newly installed, and must be wired (see (9) above).
- (11) The German made Self-Steering works on Wind only (no Electricity required) and works best in strong & following Winds, when the electrical Auto Pilot seizes its Function.
- (12) The Interphase PROBE Forward Looking Sonar is provided with a Stern-mounted retractable Signal Transducer to reduce Drag if not required.
- (13) The 4 hp YAMAHA 2-stroke long-shaft Outboard Engine needs adjustment of its Carburetor, and fits the provided PVC Dinghy.

D: Below Deck / Accommodations

- (1) The Stainless Steel Keel Bolts were originally provided only with Washers. After the Loss of the Keel of another BAVARIA Vessel was reported during a Race in Croatia 2006/7), the Skipper had 3/4" (20 mm) Mild Steel Plates installed under the Washers. Re-tightening may be required, after Rust Removal.
- (2) The Fire Extinguishers in the Galley and Engine Room have to be renewed!
- (3) Stove is working properly, as the Skipper cooks daily his Meals, if on Board. The internal Fan of the Refrigerator has to be wired.
- (4) The Head (Toilet) is under maintenance, as the Shower & Galley Sink Water Supply (cold & warm Water), may need a new Water Pressure Motor (brand new as Spare on Board) installed and the System overhauled.
- (5) With the new wiring of the Stern Anchor Winch, also the Wiring of the QUICK 55 Amp Battery Charger as well as of the Solar Chargers (x2) may have to be modified.
- (6) The two 12 V Bilge Pump's Wiring has to be confirmed.

E: Safety Items

- (1) New Flares have to be acquired.
- (2) The TOYO (6 Person) Lift Raft would have to be professionally maintained or (cheaper) renewed.
- (3) Wooden tapered Plugs are on Board and available!
- (4) The EPIRP has to be renewed for a New Owner.
- (5) Life Jackets are stored in the Cockpit Lockers!
- (6) A well-stocked Medical Kit is on Board (Bow Cabin) and may require replenishing!

F: Engine Room / Steering Compartment

- (1) Rubber Gasket of the Sail Drive should be replaced in accordance with the Manufacturers Recommendation (to promote sale).
- (2) Exhaust Riser will be checked prior to starting of the Engine.
- (3) Hose Clamps will be replaced.
- (4) Wiring is performed and will be appropriate.
- (5) Batteries will be installed in Boxes and secured with Hold Down Ties.
- (6) Auto Pilot will be checked and is in proper working condition.
- (7) Exhaust Water Trap will and must be checked before Starting of the Engine.
- (8) The Survivor 80-E Water Maker is installed, but not wired and was never used! A lot of Spare Parts on Board.
- (9) Main Battery Switches have to be checked in accordance with the new Wiring.
- (10) Steering Cables have to be checked and greased with proper Marine Grease.

G: Mast and Rigging

- (1) The intermediate Stays have to be re-tightened.
- (2) Some Spare Halyards as well as Spare Mooring Lines are provided in a Cockpit Locker.
- (3) The Sails include: Main Sail (in-mast furling), 160% Genoa with FURLEX Furling Unit, plus a Spare 120% Genoa (brand new), as well as Spinnaker with Sock for easy setting and lowering.

H: Recommendations

- (1) Most of the recommended Items were already covered in the above assessments.
- (2) A huge Box of Spare & Maintenance Parts for the 55 hp Diesel Engine is on Board, including a Spare Starter Motor / Alternator / Impellers / Oil Filters / Fuel Filters, etc.

Best regards
BRUNO (Skipper and Owner)

PS: In the Surveyor's Report the Sales Price in an "AS IS" condition is mentioned with US\$ 45k, whereas the BAVARIA 38 in a "Ready for Sailing" Condition should be approximately US\$ 65k, as also verbally mentioned by the Surveyor. The Skipper was drawn back in his Efforts to perform the required Maintenance, Repair and Renewal Jobs by Frustration and a broken right Leg, which occurred on 2019-12-23 and needed two Weeks Hospitalization, plus Rehabilitation Therapy at least until the End of February 2020. In spite of these drawbacks, the Skipper is three times weekly on the BAVARIA 38 and conducts the required Jobs, so that the professionally renewed Deckhouse (permanent Dodger) should be in Place within Days, which will of course also influence the Sales Price!