



STANDARD CONDITION SURVEY SCOPE LIMITATIONS AND PROCESS

Our surveys are based on a risk assessment, using the MCA Small Commercial Vessel Code of Practice as a reference. This does not imply that the vessel is required to meet all aspects of the Code but it does provide a relevant standard for vessels of this class based on the following:

- *Prevention & Mitigation of Flooding*
- *Prevention & Mitigation of Fire*
- *Prevention & Mitigation of Injury*
- *Emergency Escape & Rescue*

1. Typical Survey process:

An out-of-water survey on a standard GRP vessel in good condition and up to 12 m LOA will typically take 6-8 hours.

2. Reporting:

- A verbal report of key issues found at survey will be made to the client/agent either in person or by telephone, normally on the day of the survey.
- The written report will be dispatched or emailed to the client, normally within 5 working days of the survey.
- The report will cover all items inspected with comments on condition and faults evidenced with colour photographs and/or instrument readings as appropriate. Defects or Deficiencies identified will be prioritised both in the report body and listed in an appendix.
- Recommendations will be made for method of repair of defects found where possible.
- A valuation search and certificate will only be produced if commissioned at extra cost.

3. Making the most of the survey opportunity-Client/agent preparation:

Please ensure that:

- ✓ Owner/agent, marina/yard/mooring/land owner(s) have given permission for the survey.
- ✓ Keys are readily available for full access to the vessel, its cabins, lockers, battery switches and engine starting panels. Are there any combination locks or armed intruder alarms?
- ✓ All batteries are charged and connected.
- ✓ Shore power is connected if applicable and safe.
- ✓ Past survey reports, significant repair/replacement including osmosis treatment and re-rigging and sail drive seal invoices are on board if possible.
- ✓ Vessel securely held on a clean surface with good access to underwater surfaces.
- ✓ Underwater surfaces are clean and free from fouling. Pressure washing is often required.
- ✓ Loose equipment and personal belongings are removed from the vessel and the bilges pumped dry.
- ✓ All equipment is in the same location as the vessel and laid out for ease of examination.

4. Scope of Survey (*Subject to Access & limitations*):

- **GRP/COMPOSITE HULL**
Inspection of internal structure, bulkheads/bonding, chain plate security. Assessment for osmotic activity, wicking, de-lamination and hull core issues. Tests include percussion, electronic moisture assessments and laminate/gel hardness if considered necessary.
- **STEEL & ALUMINIUM HULL**
Sample ultrasound thickness measurement of plating. Inspection for corrosion, distortion of

plating/frames & fatigue, weld quality and integrity. Internal structure and accessibility for maintenance. Repair, painted protection and cathodic protection system observations including electrical bonding assessment.

TIMBER HULL

Inspection for rot and decay of planking and internal timbers, and for worm attack. State of fasteners, caulking and any metal framing. Integrity of glued systems. Assessment of previous repairs, where evident, and maintenance and ventilation of hull spaces. Condition of paint system.

- **DECK AND SUPERSTRUCTURE**

Structural assessment including integrity of deck core, deck edge and gunwale protection, and attachments to the hull(s), beams and bridges. Condition of surface coatings. Integrity of planked decks. Distortion around mast step and chain plates and indications of deck joint leaks.

- **UNDERWATER FITTINGS**

Inspection underwater fittings and stern gear. Cathodic protection bonding assessment. Condition of skin fittings/seacocks and hose attachments.

- **KEEL**

Inspection for signs of movement, damage to hull and floors through heavy grounding, distortion in lead keels, and corrosion of cast iron keels and integrity of encapsulated ballast. Visual inspection of keel fastenings where ready access is possible. Appraisal of surface finish. Inspection of lifting keel mechanisms where ready access is possible.

- **STERN GEAR**

Condition of propellers and stern bearings. Shaft condition where accessible, support and rotation. Integrity of stern gland. Inspection of bow thrusters, trim tabs and stabilisers.

- **STEERING**

Condition of rudders, stocks and bearings. Integrity of rudder tubes. Steering linkages. Operation of steering system and automatic pilots.

- **SPARS AND RIGGING**

Masts are not climbed for inspection. Unless mast is unstepped, inspection of sections above head height including rigging attachment points, spreaders, sheaves and running rigging is limited to binocular/digital camera zoom assessment only. Rigging and terminals are inspected at deck level for damage and corrosion. An aloft rig check by a firm of competent riggers will be a standard recommendation for stepped masts.

SAILS

Rigged sails only unfurled and visually inspected for wear, damage and signs of repair from deck level if vessel afloat and weather conditions permit. Covers, awnings and spray hoods are inspected in situ but not if bagged. Bagged sails found aboard will only be observed and not be subject to close inspection.

- **DECK FITTINGS**

Security and attachment of loaded fittings. Integrity of chain plates and surrounding structure. Security of guard rails. General condition of winches and jammers. Integrity of windows and hatches.

- **ELECTRICAL**

Assessment of DC installations and cabling. Battery arrangements, switching and protection of circuits. Testing of installed equipment. Security and assessment of AC installations, supplies and generators.

- **INSTRUMENTS**

Testing of navigation instruments. Radio check transmission. Position check on GPS.

- **ENGINES**

Assessment of engine installations and state of maintenance. Engine testing for satisfactory running, gearbox operation, integrity of lubricating and cooling systems and hoses. Inspection of engine controls, mounts and exhaust system. Sail drive and stern drive inspections for corrosion, wear and satisfactory operation.

- **TANKS AND PIPING**

Inspection of tanks, pipes and hoses for corrosion, support and leaks. Gas installation and integrity of hoses and pipes. Ventilation of gas locker. Testing of bilge alarms.

- **PUMPS**

Inspection and testing of bilge, fresh water, fire, fuel and sanitation pumps.

- **ACCOMMODATION**
Inspection of cooking and sanitary equipment. Testing of heating and cooling systems and inspection of their installations. Assessment of furnishings, linings and joinery. State of bilges and concealed spaces.
- **SAFETY EQUIPMENT**
Adequacy of range of equipment. Condition of suitability of ground tackle. Assessment of fire risks and fire fighting installations.

General limitations of survey:

This report is based on the condition of the vessel as seen and assessed at the time of the survey. It implies no guarantee, no safeguard against latent defects, or defects not discovered at the time of the survey in the hull/structure, wood, machinery or systems or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of linings, panels and internal structures etc. Ready access sole boards and lockers were opened but screwed down or otherwise fixed sole boards, panels and hatches were not opened. Sample ultrasonic hull thickness measurements of steel or aluminium vessels are only taken to verify nominal plate thicknesses where possible. A detailed ultrasonic thickness mapping is not undertaken specified in The Contract. Inspection of machinery is limited to visual external inspection with lubrication and cooling fluids monitored via dip sticks and header tanks where appropriate. No fluids are chemically analysed unless requested. No dismantling or compression testing of the engine and systems is undertaken. The fuel and filtration systems are not internally inspected or pressure tested. Fuel, water, hydraulic and pneumatic tanks, pipe work and systems are not inspected internally, assessed for contamination or pressure tested. Fastenings, keel bolts and shafts etc are not drawn for inspection. Where masts are stepped throughout survey inspection of spars and rigging can only be achieved from deck level to head height with attendant limitations. Under these circumstances an aloft rig check by a firm of competent riggers is always recommended. Windows, portlights, skylights, hatches, external doors and deck/structural attachment joints have not been tested for water tightness. Leakage through these structures may only arise or become apparent at sea or when the vessel is in motion, when the hull and deck structures are subject to flexing and/or emersion. For these reasons we do not warrant that any through hull or deck fitting is not subject to water leakage. Skin fittings and valves have not been dismantle or internally inspected. Testing of electrical systems is limited to the basic power-up of major equipment when DC and/or AC supplies are available. Assessment of cabling, switch gear and protection is limited to visual inspection where possible. No cables are drawn for inspection nor assessed for resistance, power handling, overload protection or suitability for connectable loads. Gas systems are visually inspected only; it is a standing recommendation that all gas appliances and associated systems are inspected by a marine qualified Corgi gas inspector and a Corgi Gas Safety Certificate obtained. Verification of gauge, meter, or navigation instrument accuracy is not undertaken. Solar or wind generators, self steering systems and water makers are not assessed. Removal and re-folding of stowed sails and inflation and launch of the dinghy and operation of the outboard are not undertaken. Life Saving Apparatus is only inspected externally and is not tested. This report makes no warranty, express or implied, as to the adequacy of the vessels buoyancy or stability or suitability for any particular service.

This survey does not include research into any discrepancy between the year designator in the hull ID number and the claimed model year. It does not include verification of registration, title, or documentation; or check-off of any owner/agent-supplied inventory or listing sheet of "included equipment." It does not include investigation into any direct representations, hearsay, or questions about the vessel's past usage (including charter), damage, replacements, repairs, or age of any equipment and structures -especially the accuracy of machinery hour meters or the validity of service records or machinery warranty validity.

Further survey specific limitations will be identified in the report