



**41 Wyndham Road
Cardiff
CF11 9EL**

Quotation No. Qxxxx

Date of Quotation dd/mm/yy

To :-

Client xxxxx
Address xxxxx
Email xxxxx
Tel xxxxx

Supplied by:- Cardiff Marine Surveyors and Consultants

For:- Pre-Purchase Survey

Particulars :-

Vessel Name xxxxx
Registration Unknown
Construction FRP Moulded Hull
Vessel Length xxxxx metres LOA
Vessel location xxxxx
Proposed Survey
Date dd/mm/yy

Quotation for Pre-Purchase Survey

1.0 Introduction

Cardiff Marine Surveyors and Consultants will provide a Pre-Purchase Survey Report on the above vessel based on the scope of work described below.

The work will be carried out under our standard contract and in accordance with the Terms and Conditions that are listed in the contract.

The Client will ensure that the boat is out of the water and securely supported so as to give reasonable access to the hull for inspection.

The Client will ensure that the surface of the hull is clear of weed and loose paint.

2.0 Price

The cost of the above work will be charged at xx / foot

Total Cost = xx' xx" @ £xx / foot = £xxx

The price includes travel costs.

The price does not include any third party costs that might be incurred either during or in preparation for the survey.

VAT will not be charged.

2.1 Payment Terms

All invoices to be paid within 14 days of the issue date.

2.2 Quotation Validity

This quotation is valid until dd/mm/yy.

3.0 Scope of Work

The purpose of a Pre-Purchase Survey is to establish the structural and general condition of the vessel.

3.1 Techniques Used

The condition of the hull will be assessed by non-destructive methods though patches of anti-fouling will be removed for moisture tests and there may be some cosmetic damage when investigating suspect areas.

Hammer sounding will be used to search for delamination, voids and blisters within the FRP shell.

Moisture readings will be taken at various points on the hull in order to identify osmosis or the likelihood of it occurring and to look for moisture in sandwich construction. The moisture content of the hull will be assessed using a Sovereign

Quantum moisture meter which is able to check for both shallow and deep seated moisture.

The design and construction of the hull will be analysed so that items making a significant contribution to the hull strength are identified and examined thoroughly. e.g. stringers, floors, mast steps, compression posts etc.

All areas will be assessed visually to check for cracks, crazing, damage and corrosion. Comments will be made on the cosmetic condition though these will be kept to a minimum as this is an area that the client can assess for themselves and also judge what they consider to be acceptable.

Where possible physical tests will be performed on items that will cause a danger if they fail. These will include nuts and bolts, skin fittings, hose clips, rigging "U" bolts, rudders, engine mounts. The tests will put the structure under an acceptable degree of stress which should not cause a problem if they are in good condition but which might cause failure if they have been compromised.

3.2 Areas Inspected

On a typical sailing yacht the following areas will be covered :-

- Keel
Check for leaks around hull / keel join, problems with keel bolts, impact and other damage, distortion in hull
- Hull below waterline
Check for external damage, moisture content, blisters, voids, delamination
- Topsides including Rubbing Strake
Check for external damage, moisture content, blisters, voids, delamination
- Deck moulding
Check for external damage, moisture content, blisters, voids, delamination
- Cockpit
Check for external damage, moisture content, blisters, voids, delamination, condition of lockers
- Hull / Deck join
Check for debonding, leaks, problems with toerail and rubbing strake fastenings
- Bulkheads and Structural Stiffening including Internal Mouldings
Check for fractures, debonding, distortion, moisture
- Rudder and Steering
Check for problems with the rudder blade, bearings, steering arrangements, emergency steering arrangements
- Stern Gear, Sail Drives
Check for damage, corrosion, dezincification and security of the propeller, condition of shaft and cutlass bearings, condition of stern tube seals and stuffing boxes

- Cathodic Protection
Check type, condition and adequacy
- Skin Fittings and Through Hull Apertures
Check type, purpose, suitability and condition
- Main Companionway and Other Access Points
Check condition of glazing, seals and locks
- Port, Windows
Check condition of the glazing, seals and locks. Are they suitable for emergency escape
- Pulpit, Stanchions, Pushpit, Lifelines and Jackstays
Check fixing points, structure and condition of wire
- Rigging Attachment Points
Check for cracks or wear in stemhead bracket, chainplates, U bolts etc, condition of internal tierods
- Ground Tackle and Mooring Arrangements
Check adequacy and condition
- Other Deck Gear and Fittings
Check for cracks, wear and adequate fastening
- Davits and Boarding Ladders
Check for strength. Are they suitable for recovering MOB
- Spars
Subject to limitations, check for damage, distortion, corrosion and stress cracks in fittings
- Standing Rigging
Subject to limitations, visual check on terminals, rigging screws etc for stress cracks. Check for wire damage
- Running Rigging
Subject to limitations, check for chafe and UV degradation
- Sails and Covers
Subject to limitations, check for chafe, damage to stitching and UV degradation
- Navigation Lights
Check adequacy and where possible, whether they work
- Bilge Pumping Arrangements
Check adequacy and where possible, whether they work
- Firefighting Equipment
Check against guidelines; are all units serviceable

- Lifesaving and Emergency Equipment
Check against guidelines; are all items serviceable
- Engine and Installation
Subject to limitations, a visual check on the condition and standard of installation
- Fuel Systems
Subject to limitations, a visual check for leaks, problems with piping, tank corrosion and standard of installation
- Accommodation General
Comments on overall condition
- Gas Installation
Subject to limitations, a visual check on the components and comments on the standard of installation
- Fresh Water Tanks and Delivery
Subject to limitations, a visual check for leaks, tank condition and comments on the standard of installation
- Heads
A visual check on the condition and standard of installation
- Electrical Installation
A visual check on the condition and standard of installation
- Electronic and Navigational Equipment
Where possible equipment will be switched on to verify that it is capable of basic operations. This does not ensure that it is fully functional
- Heating and Refrigeration
Check installation and where possible, check that it is working

3.3 Limitations

The survey will be limited in the following respects.

3.3.1 Areas Inspected

Only areas that are accessible will be inspected and where machinery, tanks, other fixed structures and linings obscure the hull we will not be able to inspect it for defects.

It is not the surveyor's job to dismantle fixtures and fittings to gain access to important structural components though some interior panels may be removed when looking for items such as keel bolts, rigging tie rods and steering gear. Such efforts will be limited and the report may recommend that specific areas are subsequently dismantled to allow an inspection of vital components at a further cost to the Client.

The Client can help ensure a comprehensive and worthwhile inspection by emptying lockers and removing any panels that they know will provide access to the hull structure.

3.3.2 Moisture Checks

Moisture checks are dependent on the prevailing weather condition and the time that the hull has been out of water. If it is raining it will not be possible to check the deck and possibly the topsides for moisture. If the boat has only just been lifted out then a high moisture content in the underwater hull is very likely but it will not necessarily indicate a problem. Ideally a hull should have at least 1 week to dry out before checking the moisture content.

On the underwater hull detailed checks can only be made where anti-fouling is removed and this will be done by scraping off small patches at random. The number of patches cleared will be approximately 2.5 for each metre of length overall. Detailed gelcoat inspection and moisture readings will therefore be limited to this data sample.

The client will be responsible for re-instating the anti-fouling.

3.3.3 Hull Fastenings and Skin Fittings

Unless agreed with the client, no hull fastenings or skin fittings will be removed.

3.3.4 Fuel and Water Tanks Including Plumbing

Tanks and their associated plumbing systems will not be pressure tested.

3.3.5 External Doors, Windows and Hatches

The seals on external doors, windows, hatches and deck fittings will be examined visually but there will be no physical test for water tightness.

3.3.6 Engine and Machinery Inspection

It is not within the scope of this survey to give an opinion on the mechanical condition of engines, generators and other machinery. Such items will be inspected visually for their general condition and standard of installation but they will not be run or subjected to performance tests.

Where such machinery represents a significant proportion of the cost of a vessel the client is advised to get it checked by a recognised marine engineer with access to the appropriate diagnostic equipment.

3.3.7 Gas Systems and Appliances

Gas systems and appliances will be examined visually for installation but will not be tested.

It is recommended that gas systems are pressure tested periodically by a qualified marine gas engineer conversant with PD 5482-3 2005 Part 3 "Installation in Boats, Yachts and other vessels" or ISO 10239.

3.3.8 Rigging Inspections

Masts, spars and rigging will be inspected up to head height when stepped.

When the mast is laid up an external visual examination will be made of the entire mast. Irrespective of condition, where standing rigging is over ten years old, electronic testing is recommended.

3.3.9 Sails and Covers

Where sails are bent on spars it is inadvisable to hoist or unfurl them when the boat is out of the water as a gust of wind could damage or topple the boat. The survey will comment on the parts of the sails that can be examined safely in order to make general comments on condition but this should not be taken as a thorough examination.

Similarly if sails are stowed inside the boat it will not be possible to spread them out so only a limited inspection will be possible.

Given these restrictions it is quite likely that damage or repairs will be missed and the Client is advised to inspect the sails on a sea trial.

3.3.10 Electrical and Electronic Systems

Electrical system will be visually inspected for general condition and installation. 240 volt systems will not be tested and it is recommended that the safety of such systems should be assessed by a qualified 240 volt electrician.

3.3.11 Comments on Design and Suitability of the Vessel

The survey carries with it no guarantee against faulty design or latent defects or suitability of the vessel for any particular purpose, nor any guarantee of compliance with any particular national or international rule, requirement, regulation, law, standard or code unless specifically stated in the quotation and confirmed in the text of the report.

3.3.12 Verification of Registration Details and Vessel Dimensions

The vessel's registration, dimensions, tonnage and date of build will not be authenticated and the source of such information will be identified in the report.

Dimensions, where checked will be measured by means of a tape measure and should not be relied upon for total accuracy.

The survey is not intended to confirm ownership and the credit history of the vessel.

3.3.13 Valuations

Any estimate of value is based on known average retail values achieved by craft of similar type and condition in the same location and should not be confused with the replacement value which may be substantially higher, particularly in the case of rare or unusual boats.