

Boat Name: ""

Mike Chadwick Surveys Ltd.

Boat & Yacht Surveyor

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Member: British Marine Surveyors Europe
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Boat Inspection Report: Vessel ""

Report No: 100000010



Vessel Data:

Make: Alpa 42 Long Keel Ketch
Type: Offshore Cruiser.
Advised Build Date: 1977
Builder: Alpa yachts, Italy
Designer: Sparkman and Stevens
Hull Number: 43
SSR No 111804

Principal Dimensions as advertised:

Length overall: 39ft 3inch"
LWL: 37'2"
Beam: 11'2"
Draft: 6'3"
Displacement 26,499 lbs
Ballast 9,920lbs

Engine: Beta 75hp new 2016 75hp with
Boug warner velvet gear box to shaft drive

This boat inspection was completed for: xxxxxxxx On: Saturday 20th July starting at 10.00 am and finishing at 3.00pm
At: Dale Sailing, Neyland.

Completed by Mike Chadwick on behalf of Mike Chadwick Surveys Ltd.

No unusual limitations affected the survey apart from those mentioned in the text. The weather was sunny for the entire survey.

The vessel was found on the hard where the owner was completing a refit prior to launching.

The owner was present for the survey and a discussion was held regarding the condition of the vessel.

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Background:

Alpa 42, Built 1977, Centre cockpit ketch was designed by the renowned Sparkman and Stephens, built by Alpa Ship yard with roots in the chemical industry, providing assured quality when it comes to the Polyester resin used during construction. This particular example has benefited from a number of major upgrades. New Beta 75 installed 2016, Borg Warner velvet drive gearbox factory refurbished 2016, new Webasto diesel cooker and hob in 2019 and Pro Combi Q 1600 Watt Charger/Inverter 2015, Major electrical refit in 2015, Sleeps 5 in 3 cabins plus 2 in saloon.

Mr xxxx is this vessels third owner. Built in Italy it was initially a German charter vessel operating in the Mediterranean. Mr xxxx purchased the vessel in May 2019 in the UK having completed a Pre Purchase survey for a third party. The third party decided to pull out of the purchase due to the work required on the vessel and subsequently Mr Sutcliffe decided to purchase it himself. He then delivered the vessel under its own power from Dartmouth to Milford Haven under her own power. The weather was very poor for this trip but the engine performed well.

The vessel is now ashore at Milford Haven to complete a re fit.

Once the refit is completed the vessel is to be moved to Corfu to be used as privately as a holiday vessel.

Report Overview:

A boat inspection is generally carried out prior to a purchase or insurance arrangement. This was an insurance survey. The surveyor aimed to determine the condition of the various systems and components as well as the general structure of the vessel. Inspection may be limited by a lack of access, information or many other factors, which mean, not all potential improvement items will be identified during this inspection and unexpected repairs could still be anticipated, particularly if the vessel has not been in regular service.

Conventions:

Recommendations: Constitute a major concern or safety issue, which is considered significantly deficient or is unsafe. Recommendations require correction immediately or within a given time scale if mentioned.

Suggestions: Include items that require repair or improvement, or may simply require monitoring. Suggestions can often include the surveyors advice to maintain the longevity of the vessel.

The **summary** is listed right at the end of the report so it can easily be printed as a list of works required.

Definition of Terms:

Good: An item which is fully within the limits of use with only minor traces of wear.

Serviceable: Within the limits of use but showing signs of wear.

Adequate: Just within the limits of use. Further use possible but replacement is imminent.

Poor: Item falls outside the limits of use. Further use is not possible and replacement required.

Condition Report

Hull Deck and Structure:

Keel

The vessel has an encapsulated keel that was partial ballast and partially fuel tank. At time of inspection there was no evidence of any damage to the keel beneath the antifoul.

There little access for internal inspection with cabin soles screwed down, there was no movement in the keel structure or matrix.

The keel was inspected with a thermal imaging camera with no indication of high moisture content.

The keel was sample hammer tested with no indication of de lamination.

Hull Below Waterline

The hull was constructed of solid glassfibre construction below the waterline, which was considered substantial at over 1" thick laminate.,

The underbody was sample hammer tested with no indication of any substantial delamination.

The underbody had been recently coated with antifouling which was not damaged for this survey.

When first surveyed the vessel it was found to have considerable blistering over the underbody. He believed that the blistering was in the outer coating only and not an osmosis problem. After purchase he had the underbody soda blasted which confirmed that the original clear gel coat was not damaged and the moisture content was not a cause for concern. Moisture content in the underbody was between 10 and 24 in deep reading mode on a sovereign moisture meter. This can be considered good.

There were six patches of the original coating left where support pads had been when the vessel was soda blasted. These patches had much higher moisture content up to 30 confirming that all the moisture and blistering was in the outer coating.

The intention is to leave the hull in its current condition as it is not going to be left in the water for long periods and is going to be stored out of the water in Corfu. This will allow the un-faired hull to dry out further over a long period of time. Although unconventional this course of action would seem appropriate.



Outer coating not blasted off where the support pads were.

Suggest: Sand off the balance of the outer coating.

Topsides above Waterline

Topsides were the original gel coat with partial sandwich construction, which were in serviceable condition.

Light hammer sounding produced no evidence of delamination.

Moisture readings were acceptable between ten and fifteen, with no visible moisture related defects noted.

Comparing the moisture readings above and below the waterline gives an indication of the amount of moisture that has penetrated the underbody compared to the topsides which have never been immersed.

Decking

The decking was of the original glassfibre, sandwich construction with a moulded, and effective non slip in the gel coat.

The non slip moulding was a different coloured gel which was very attractive.

Sample hammer testing round high stress areas did not indicate any delamination or other defects.

All deck winches, turning blocks and clutch cleats found serviceable.

All visually serviceable with no indication of any stress crazing.

Coachroof

The coachroof was of conventional glassfibre construction. Weight testing to the coachroof area indicated no voids or delamination.

The teak grab rails were in good condition and securely fitted.

Cockpit

The centre cockpit was constructed from glassfibre with moulded non slip to floors and teak seat tops. Cockpit was integrated with the deck moulding and was self draining.

Weight testing to the cockpit area indicated no voids or delamination.

There was some damage to the aft port locker lid which was badly rotten but this was not considered serious as there was glassfibre below.

There was a large cockpit locker to port, which gave access to a very large cockpit locker which was used for storage.

This locker contained several anchors, ropes, emergency steering equipment, dinghy parts and many spares.



Suggest: Replace the teak decking in the cockpit which has become rotten.

Hull/Deck joint



The hull deck joint was of an external overlap bonded construction, mechanically fastened with an aluminium rail to which the rubber buffer was attached. The hull deck joint cover was different on each side of the boat. Although the existing are visually serviceable the rubber buffers have been screwed to aluminium with stainless steel self tappers and are beginning to corrode their way out of the aluminium strip. We were advised this arrangement was to be replaced.

Recommend: Replace the hull deck joint cover in the next few months.

Bulkheads and Structural Stiffening including Internal Mouldings:

The internal mouldings were visually inspected for crazing and found secure and largely in good condition where accessible.

No deterioration or de-bonding was found to those areas visible and accessible.

Plywood partial bulkheads form seating support and companionway support. The whole arrangement creates a single, rigid structure.

All tested internal plywood bulkheads were found secure and visually serviceable. They had a wood veneer finish which was in fair condition throughout. Where seen, bulkheads that were bonded to the hull were substantial. Inspection was limited by the amount of equipment in the cabin.

Skin fittings and through hull apertures

No skin fittings or valves were dismantled as part of this survey.

All skin fittings were examined internally and externally. All valves checked for operation to their full extent. All accessible skin fittings, fixing bolts, fittings and clips hammer tested for security. All hoses aggressively tested for security.

Three redundant skin fittings had been removed from the vessel and the holed glass fibre repaired. This work had been completed by Dale Sailing and hammer tested serviceable. The old holes could not be found from outside the boat.

All remaining skin fittings had been serviced and were found in good condition.

All pipes to sea cocks were double clipped.

Cathodic Protection:

All the anodes were wasted away and were in the process or being re fitted.

Recommend: Fit new anodes as necessary.

Main Companionway Ports and windows.

Sliding companionway hatches and washboard arrangement serviceable. Simple locking system was effective. All cockpit lockers secured with padlocks.

All other windows visually serviceable.

Three aluminium framed polycarbonate fore hatch's in visually serviceable condition and provides for an alternative means of escape in case of fire.

Limitations of Inspection as laid out in inspection contract.

Structural components concealed behind finished surfaces could not be inspected.

Only a representative sampling of visible structural components was completed. This includes thickness testing, moisture testing and hammer testing. To complete comprehensive testing it would be necessary to blast the hull clean first and complete many more readings, which was not considered to be practical at this time.

Any serious deficiencies that affect safety will be noted and may be shared with third parties.

Access to structure limited by the timber blocks on which the vessel was sitting.

Engine and Mechanical including stern gear

Description:

Engine Type:	Beta 17	
HP	75hp	
Paintwork:	Good Engine new in 2016	
Gearbox:	Borg Warner velvet drive gearbox factory refurbished in 2016.	
Engine number:	Not found	Hours: Not Taken
Engine run on water:	No	Ashore: No
Oil Checked:	Yes at correct level.	Leaks: None noted.
Fuel Checked	No	Leaks: None noted
Pipes and belts checked:	Yes	

The engine mounts were visually serviceable.

The engine was generally reasonably clean with only minor areas of corrosion.

The oil level was satisfactory and the oil clean.

The controls are a single lever cable operated type found in working order.

The exhaust was of flexible type with no visible defects and an acceptable gooseneck to stop sea water siphoning back in to the engine.

The engine gives the impression of having had little use but it was not possible to start it ashore.

The engine was used under load to drive the boat from Dartmouth to Milford Haven and we were advised it ran smoothly throughout.

Stern Gear:

Propeller:	Three paddle 19 x 17 alloy propeller had been removed for cleaning and was not correctly attached to the shaft. Propeller hammer tested and no trace of de zincification found.
Shaft:	44mm stainless steel shaft. Visually straight and in good condition.
Bearings:	Very little play in cutlass bearing so serviceable.
P. Bracket	Secure and hammer tested serviceable. Backing plate and nuts were found internally in good condition.
Rudder	Operation: Satisfactory with no splits found. Moisture content high as normal but no excessive blistering. Supported on a dedicated fin. Spade rudder weight tested with no faults found.
Steering gear:	Emergency steering found, with a post and tiller to the back cabin companionway. Main steering via chain and wire to a quadrant in the aft cabin. All visually serviceable.

Suggestions:

The engine should be fully serviced and inspected by a Marine Engineer, prior to extensive use and to bring servicing up to manufacturers recommendations. The engine number should be found to see if it is necessary to repair the known fault.

Propellers and shafts should be drawn for inspection at least every five years. Shafts can not be inspected thoroughly without drawing them backwards. This opportunity should be used to drop the rudder and inspect the rudder shaft.

Limitations of Inspection as laid out in inspection contract.

The engine and generator installations are inspected visually, and (where possible if presented in commission) the engine is run up to assess its general running characteristics, vibration levels etc. No dismantling of the engine or associated equipment is carried out within the scope of a condition survey so no detailed comment upon the condition of internal parts is possible without separate full strip down and mechanical survey. It is recommended that Diesel and Petrol engines should be inspected by a qualified marine engineer and in any event, should always be fully serviced prior to operation.

The services of a marine engineer will be required if a detailed inspection of the engine is desired.

Sails and Rigging

Rigging attachment points

The main forestay was fixed to the stem head, which was bolted through the stem. Internally this was seen to be slightly corroded and should be removed and cleaned.

Shrouds come down to eyebolts through the side deck which were bolted down a bulkheads. Access below decks was very poor but there was no movement noted in the shroud plates.
The backstays fixed down to eyes bolted through the aft deck.

Standing rigging

Rigging was, 1x19 stainless steel, and measurements taken were as follows:

Forestay - not visible due to roller reefing.

Cap shrouds – 10mm

Lower Shrouds – 8mm

Back stay – 8mm twin backstays

Pro Furl roller reefing which was nearly new. The foil appeared straight when viewed from deck level. The forestay could not be inspected.

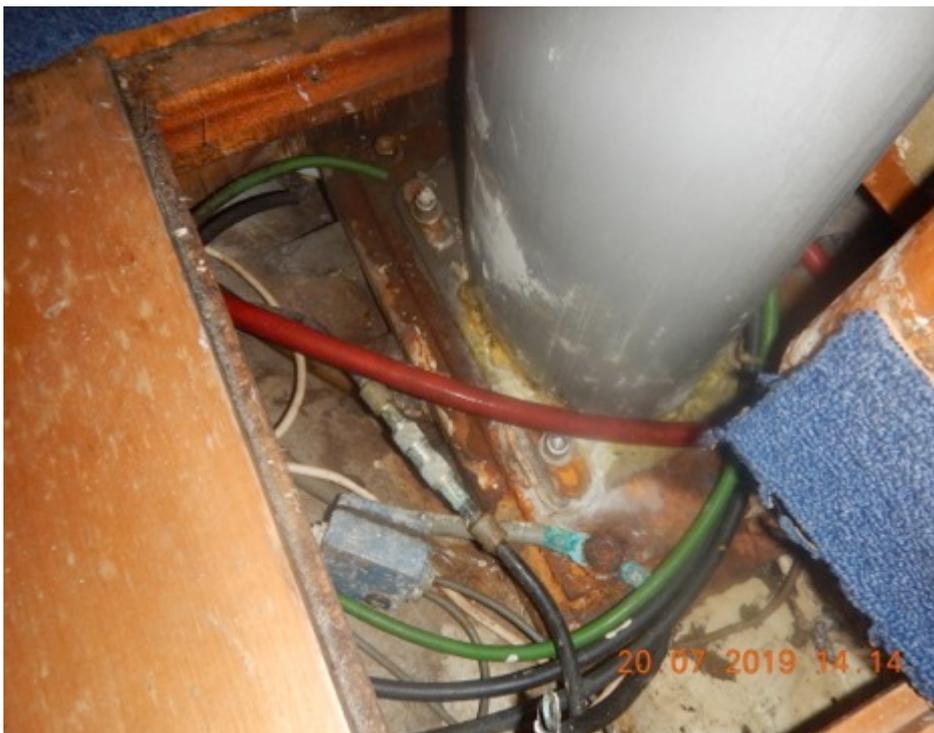
It was known the rigging is 10 years old. It has been inspected by two riggers and despite the visible surface rust on the cap shrouds the rigging was approved for use by both riggers. Despite the fact that no defects were found the standing rigging should be replaced before any long distance cruising is contemplated.

. The shrouds were swigged and movement of the spreaders when viewed from deck level was good.

Recommend: Have the standing rigging inspected by a qualified rigger .

Spars

The single spreader keel stepped main and mizzen masts were silver anodised and was in fair visual condition. The masts were sighted from behind and were noticeably out of line. The mizzen mast was visibly out of line where it came out through the deck collar.



The masts were stepped on steel plates and on to substantial oak blocks. Unfortunately in this area the bilges were not properly limbered so there was heavy corrosion to the steel plates and some rot was found to a loose plywood partition. It was agreed with the owner that when the masts were unstepped to transport the vessel the minor corrosion problems with both mast steps would be resolved

The silver anodised boom with a stack pack was in adequate condition but the sail was not fully unfurled for inspection. Single spinnaker pole found on the deck.

Recommend: Within 12 months unstep both masts, remove and clean both steel pads, remove any rotten timber and limber the bilges correctly to stop this problem re occurring.

Running rigging

Running rigging was of various sizes and types with some seen laying aboard and in all cases the running rigging was visually serviceable but worn.

Sails and covers:

Seen furled on the forstay or in the stack pack system and visually serviceable. Not unfurled to inspect fully.

Limitations of Inspection as laid out in inspection contract.

The mast was stepped on this boat and any inspection is only applicable to those parts accessible from deck level. Where a mast is stepped only those parts of the mast and rig up to head height are inspected in detail.

The sails were not unfurled or hoisted.

Attachment points were briefly examined for crevice corrosion. All swages, turnbuckles, forks and pins at deck level were inspected unless stated otherwise. This examination is not a full detailed inspection. The services of a marine rigger will be required if a detailed inspection of the rigging and a mast down inspection is desired.

Interior Accommodation:

Description:

A description of the cabin layout is not considered part of this survey.

The floor was of plywood covered in a strip teak effect covering. There was limited access under the floor and no ventilation.

The cabin linings and furniture were a wood effect laminated board. The head linings and wall linings were glassfibre internal mouldings.

The interior was believed to be largely the original and was in fair condition.

The upholstery was in good condition.

No traces of wood rot were found in the cabin which was generally very dry as the weather had been hot for a while.

Both showers drain to the bilges which is only good practice if the bilges limber correctly back to the pump.

Heads:

Two manual sea toilets, visually serviceable but was not tested. Toilets secure on plinths

The toilets drain directly to sea with no holding tank installed, which can cause problems in some European marinas.

Suggest: Consider fitting a holding tank.

Limitations of Inspection as laid out in inspection contract.

This is a visual inspection as laid out in the inspection contract and no fixed panels are removed. Appliances and heavy items are not moved to inspect behind. Carpets and other floor coverings can not usually be lifted to inspect below.

Moisture testing is of a sample nature and only gives an indication of any leaking fittings. Woodwork is assessed by discreet sample spike testing, particularly to accessible sub structures but this can not be completed to high quality finished timber or woodwork which is covered, or inaccessible and we are therefore unable to report that such parts are free from defect.

On Board Systems and Boat Safety:

Fuels:

Diesel:

Stainless steel fuel tank situated high up, aft under the cockpit to starboard, with little access for inspection. This location has the benefit of offering a gravity fed fuel supply. The main diesel tank was in the keel with no access. The cleanliness of the fuel in the tank could not be confirmed and dirty fuel is a common cause of engine failure. Diesel fuel pipes were all found in serviceable condition with an acceptable shut off tap. Diesel filter was not of a marine type and had a plastic drain pipe so needs to be changed.

Recommend: Replace the fuel filter with a marine type.

Gas: has been removed from the boat entirely which can be considered good practice. A new diesel hob has been professionally installed which will also provide heat to the cabin. The installation was not complete so the system could not be tested

Electrics:

12v DC System. Four separate 56AH batteries were found secured in lockers on the side of the engine. Batteries holding a good charge and tested serviceable. There was a dedicated engine starting battery which was visually serviceable. The wiring was generally good and the terminals were covered. Fusing visually serviceable at the switch panel. 230V AC Shore Power was a simple extension cable to a socket in the cockpit protected by a RCD unit . There was a solar panel fitted to the pushpit aft. It was not confirmed if this was working. Pro Combi Q 1600 Watt Charger/Inverter 2015, Major electrical refit in 2015

Electronic and navigation equipment

The following items were noted on this survey. With so many complex electronic devices available it is not possible to fully test these devices. Many devices now have many hundreds of settings and options. The test was limited to ensuring all devices powered up and displayed correctly. Where possible basic functions were checked.

Standard Horizon CP 3000 DSC VHF unit powered up. Repeater in cockpit.
Navman tracker 5600 chart plotter powered up.
Speed log and depth.
Wind speed indicator.
Plastimo compass.
Autohelm not tested.

Fire fighting equipment:

2 1kg dry powder fire extinguishers with the gauges in the green.
2 Automatic dry powder extinguishers in the engine room were out of date and should be replaced.
1 fire blanket.

Recommend :Fit a hole through to the engine bay so dry powder extinguishers can be fired in to the bay from outside the engine compartment.

Water:

The cold water system was a simple system providing cold water only from a
Water quality was not tested.

Pulpit, stanchions, pushpit, lifelines and jackstays:

A stainless steel pulpit was mounted on the bows secured by means of four legs to the toe rail. Body weight was applied and the fixings were found secure with acceptable movement in the pulpit.

A series of stainless stanchions are located along both side decks and all were weight tested serviceable. There was little evidence of deck damage at the stanchion feet.

The lifelines were of stainless wire rope passing through the stanchions. These should be replaced with the rigging.

Recommend: Replace Lifelines at the same time as the rigging.

Ground Tackle and Mooring Arrangements:

- a) Main bow anchor: Suitably sized 20 lb CQR anchor sitting on the floor under the bow. The anchor chain was visually serviceable but not laid out and examined link by link. Chain bitter end attachment by lanyard to the hull confirmed.
- b) An Italian electric windlass was visually serviceable and secure.
- c) Several kedge anchors were seen..
- d) Vessel has twin aluminium cleats fore, centre and aft, of adequate size and security.

Recommend: Decide which anchors are to be used and stow correctly. Lay out anchor chains and mark for length.

Davits and boarding ladders:

A hinge down ladder was provided on the transom and found serviceable.

It was understood that a new bathing platform was to be fitted and this will use the existing holes in the transom

A outboard (Yamaha 4) was secured to the pushpit. A Wet time tender was seen inflated on the ground by the boat.

Lifesaving and emergency equipment

Not inspected as part of this survey. The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment (SEA Check) and can be contacted on 08003280600 or via the RNLI website, www.rnli.org.uk.

The RYA also publish a booklet, G16, "The Boat Safety Handbook" and this specifies levels of Safety Equipment for different categories of use and it is suggested this vessel be equipped to the level appropriate to proposed use.

Booklet is obtainable from nautical bookshops or direct from the RYA, www.rya.org.uk.

Recommend: Provide the correct safety equipment relevant to the area to be sailed.

Limitations of Inspection as laid out in inspection contract.

A full gas installation inspection can only be carried out by a suitably qualified gas operative registered with Gas Safe as a specialist LPG engineer with an endorsement to work on boats. . Please note this survey is not any kind of gas safety certificate. That is only obtainable in the UK after comprehensive pressure testing and assessment by a qualified person listed on the Gas safe register (formally CORGI) www.gassaferegister.co.uk

Electrical, plumbing, heating and other services are inspected where visible but not operated unless presented in commission. Electrical wiring is inspected visually only in all cases.

Deck fittings and other items are subjected to a visual inspection and leverage test where practical.

Any serious deficiencies that affect safety will be noted and may be shared with third parties.

Boat Safety Scheme issues are compared to the Boat Safety Scheme essential guide only. A Boat Safety Scheme Certificate is rather like a M.O.T. on a car and does not guarantee suitability or safety

Boat Ownership Advice:

After taking ownership of your new vessel there will be some maintenance and safety issues that should be addressed immediately.

The following checklist should help you to undertake these improvements and comply with current legislation. It is the responsibility of the skipper to ensure the vessel is of suitable dimensions for intended cruising grounds.

Security: Change the locks on all exterior entrances and hatches to improve security. Check that all windows and doors are secure: Improve window hardware as necessary. Security rods can be added to windows, hatches and doors. Consideration could also be given to an alarm system.

Mooring: Boats can be left for long periods in exposed and sometimes undesirable locations. Vandalism, arson and theft are all problems to be considered. Be aware that water levels can change and the effect of this must be considered.

Create a plan of action in case of fire in your boat. Check fire extinguishers are fully charged and in the correct place on a monthly basis. Smoke detectors should be installed in each room. Carbon Monoxide and gas detectors in suitable locations. In case of fire get everyone off, and well away from the boat as soon as possible.

Suggest: Install all necessary alarms and test on a monthly basis: Inspect fire extinguishers monthly.

Ventilate your boat well: The importance of continuous ventilation can not be stressed too highly to avoid condensation and to keep the internal plating as dry as possible. It is also vital for the prevention of Carbon Monoxide poisoning. The use of several floor ventilation hatches will help to ventilate under a wooden floor.

Suggest: Remove floor inspection hatches and open access cupboards when the boat is not in use to improve ventilation to the hull and reduce the risk of damage to the sub floor from damp.

When you first get your boat.

Pick a good weather weekend and remove all of the soft furnishings.

Open all cupboards and lift floor panels. Understand where all the pipe runs and electrical runs are installed. Understanding where everything is and how systems work, makes repairs a lot easier.

Once you have purchased your boat you are largely on your own and completing repairs and servicing yourself will save you a lot of money.

Learn to steer your vessel by practicing manoeuvring in tight spaces. Learn how the wind effects your vessel. For inland users River Canal Rescue offer a comprehensive breakdown and recovery service.

Bilge Pumping Arrangements: There is no requirement for bilge pumping on recreational vessels. They are however the last line of defence against sinking.

Automatic 12v bilge pumps rely on a continuous power supply and should not be switched off when the vessel is left unattended. They also rely on cleanliness.

One bilge pump is never enough. A back up, manual, high capacity bilge pump that can be operated by a passer by may save the vessel. Test all bilge pumps prior to leaving the vessel.

Marine Coastguard Agency coding:

Only applicable if the vessel is to be used for commercial work.

V.A.T. Status and proof of ownership:

The original purchase invoice confirms that V.A.T. has been paid so long as the vessel is properly identified. This invoice should be kept in the owners manual. This is only important if the vessel is to be taken abroad.

Boat Safety Scheme:

A Boat Safety Scheme Certificate should be provided with the vessel like a car M.o.T.

Please be aware that the existence of a Boat Safety Scheme certificate does not imply that the craft is safe. It only indicates that, on the day of the inspection, the craft has met the requirements for licensing with the Navigational Authority, concerned with minimising the risk of fire and pollution and its effect on other vessels.

BSS inspections are required every 4 years.

Suggest: Inland waterways boat owners are advised to download a full copy of the Boat Safety Scheme guide from www.boatsafetyscheme.com and keep it on the vessel for reference. Alterations and improvements should be made to manufacturers instructions and the BSS.

Small Ships Register:

Some vessels are registered with the Marine Coastguard Agency on the Small Ships Register for proof of ownership and finance reasons. We can help with this registration if required.

Canal and River Trust Registration:

Inland vessels should be registered with the Canal and River Trust. The license should be displayed on the vessel. Canal and River Trust Number should be correctly displayed on both sides of the vessel. Registration with the Canal and River Trust will require updating with a change of ownership.

Recreational Craft Directive:

If the vessel was built after July 1998 the requirements of the Recreational Craft Directive apply.

The vessel should have an acceptable builders plate with CE mark.

An owners manual should be available which included a Certificate of Conformity for the vessel.

Hull Identification Number should be correctly marked on the starboard side of the transom.

It is generally accepted that the requirements of the Recreational Craft Directive have little effect once the vessel is over 5 years old.

Suggest: An owners manual should be kept up to date and all paperwork for the vessel added to it. This is particularly important for receipts for work carried out on the vessel, surveys and instruction booklets for additional equipment.

Winterise your engine and water systems:

Engines should be winterised to the engine manual, and drain all water systems before leaving the boat for the winter.

Check your boat at least once a month.

Safety Equipment:

It is important that safety equipment is relevant to the cruising area envisaged and is kept in good condition and service certificates are in date. Each crew member should wear a life jacket.

Complete all the Recommendations made in this report. If you do not it may well effect your Insurance cover.

More useful information regarding the safe use of your boat can be found on the following web sites:

www.mcga.gov.uk. Marine and Coastguard Agency.

www.rya.org.uk Royal Yachting Association.

www.boatsafetyscheme.org. Boat Safety Scheme.

TERMS OF SURVEY:

A Boat Inspection Survey provides an opinion on the structural condition of all visible and significant aspects of the structure of the vessel as presented for survey, with particular reference to the hull condition.

Machinery, masts, spars, rig, sails, ancillary equipment, gas, electrical, electronics, pumping and plumbing equipment, sewage treatment plant, refrigeration equipment, air conditioning, navigational aids, other sundry services and tankage are inspected only for visual appearance and installation standards without dismantling or specific test. Where a mast is stepped only those parts of the mast and rig up to head height are inspected in detail.

Hull condition is assessed by general non-destructive examination and by assessment of the condition of sample areas where coatings are removed. Where hulls carry heavy layers of paint, pitch or epoxy finishes the condition of all areas of substrate cannot be guaranteed and condition can only be estimated on the basis of evidence gleaned from sample areas scraped clean. The survey does not provide an opinion on the condition of areas not presented visible, for example behind linings, beneath fixed floorings etc. Unless these are accessible through visible portable traps and should not be taken to preclude completely the existence of isolated damage or deterioration concealed by paints, fillers or other means.

The engine and generator installations are inspected visually and (where possible if presented in commission) the engine is run up to assess its general running characteristics, vibration levels etc. No dismantling of the engine or associated equipment is carried out within the scope of a condition survey so no detailed comment upon the internal parts is possible without separate full strip down and mechanical survey.

Electrical, plumbing heating and other services are inspected where visible but not operated unless presented in commission. Electrical wiring is inspected visually (only) in all cases.

The bottled gas installation is inspected visually only and pressure tests are not undertaken within the scope of this survey. All gas systems should be regularly tested as part of a normal preventative maintenance routine and the installation of a bubble leakage tester which permits simple non-invasive regular checks on the integrity of the system is strongly recommended.

Tanks are inspected where visible but not internally and are not pressure tested. Windows, hatches and external doors are not tested for water tightness. Hull fastenings and skin fittings are not withdrawn for inspection.

Any estimate of valuation provided is based on known average retail values achieved by craft of a 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.

Particulars such as registration numbers, tonnage, build year and dimensions are normally stated as advised or as exhibited aboard ship and are not authenticated. Dimensions, if checked are measured by means of steel tape measures and should not be relied upon as to total accuracy. This survey does not seek to establish that clear title to the vessel exists or that it is being offered for sale free of debts. And encumbrances.

Unless specifically instructed to the contrary the inspection, and any comments made relative to the design, performance or stability of the vessel, are based on the assumption that the vessel will be used as a private pleasure boat in the waters for which it was designed. Unless specifically stated to the contrary this inspection and report does not seek to address compliance with any national or international codes, standards or regulations. This report is prepared solely for the benefit of the client to whom it is addressed and by whom it was commissioned and no responsibility is accepted to any third party to whom the report is passed or sold. This survey contract shall be governed by construed in accordance with English law. Any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales. No responsibility is accepted for any consequential losses arising, including but not limited to loss of profits, loss of use or business interruption.

Declaration The purpose of a Boat Inspection Survey is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.

The survey is not a parts and labour guarantee and it should be noted that defects may exist in the vessel that the survey could not detect due to the limitations of time, vessel presentation and the range of tests acceptable to the owner. Please note that where reference is made to condition, in all cases this must be considered in relation to the vessel's age, for example very good condition should not be taken to mean new condition.

Boat Name: ""

A visual inspection was made of the engine and installation and is not a guarantee of the engine condition. The client would need to commission a qualified marine engineer to test for compression and power in order to get a more definite understanding of its future performance and reliability.

The vessel details such as registration, dimensions, tonnage, date of build etc. have not been authenticated and the source of such information is identified in the report.

In some cases it is not possible to detect latent and hidden defects without destructive testing and such testing is not possible without the owner's consent.

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This survey is a factual report on the inspection carried out, and the opinions expressed are given in good faith as to the condition of the vessel as seen at the time of the survey. It implies no guarantee, no safeguard against latent defects, subsequent defects, or defects not discovered at the time of the survey or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc., or agreement and permission and instructions not being given to the surveyor to gain access to closed off areas.

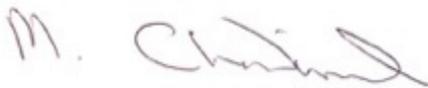
This report carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgage, charge or other debt there may be on the vessel. The validity of any CE marking and the conformance or otherwise, of the vessel to the Recreational Craft Directive (RCD), the EMC Directive and the Machinery Directive are outside the scope of this inspection and report. The inspection did not include an assessment of compliance with requirements of any particular authority.

Law and Jurisdiction

This document is to be construed under English Law and English Law shall be used in interpreting the document and for resolving all claims or disputes arising out of or connected with the document.

I have examined the above vessel and consider its condition acceptable provided the Recommendations in this report are carried out.

Surveyor Date: 28th July 2019



M.Chadwick

Report Summary:

List of Recommendations:

The Recommendations made in the Report are listed below:

Recommendations: Constitute a major concern or safety issue, which is considered significantly deficient or is unsafe. Recommendations require correction immediately or within a given time scale if mentioned.

Recommend: Replace the hull deck joint cover in the next few months.

Recommend: Fit new anodes as necessary.

Recommend: Recommend: Have the standing rigging inspected by a qualified rigger .

Recommend: Within 12 months unstep both masts, remove and clean both steel pads, remove any rotten timber and limber the bilges correctly to stop this problem re occurring.

Recommend: Replace the fuel filter with a marine type.

Recommend :Fit a hole through to the engine bay so dry powder extinguishers can be fired in to the bay from outside the engine compartment.

Recommend: Replace Lifelines.at the same time as the rigging.

Recommend: Decide which anchors are to be used and stowe correctly. Lay out anchor chains and mark for length.

Recommend: Provide the correct safety equipment relevant to the area to be sailed.

List of Suggestions:

Suggest: Sand off the balance of the outer coating.

Suggest: Replace the teak decking in the cockpit which has become rotten.

Suggest: The engine should be fully serviced and inspected by a Marine Engineer, prior to extensive use and to bring servicing up to manufacturers recommendations.

Propellers and shafts should be drawn for inspection at least every five years. Shafts can not be inspected thoroughly without drawing them backwards. This opportunity should be used to drop the rudder and inspect the rudder shaft.

Suggest: Consider fitting a holding tank.

Suggest: Remove floor inspection hatches and open access cupboards when the boat is not in use to improve ventilation to the hull and reduce the risk of damage to the sub floor from damp.

Suggest: All boat owners are advised to download a full copy of the Boat Safety Scheme guide from www.boatsafetyscheme.com and keep it on the vessel for reference. Alterations and improvements should be made to manufacturers instructions and the BSS.

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Boat Name: “”