

Boat Name: ""

# Mike Chadwick Surveys Ltd.

This boat inspection was completed for:

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## Boat & Yacht Surveyor

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## Boat Inspection Report



Report No: 1001

### Vessel Data:

Make: Maxum  
Type: 2700 SE  
Advised Build Date: 2003  
Hull Number: 5025  
SSR: Not found  
CRT No: 112125  
Use: Coastal Cruising.

Principal Dimensions as advertised:

Length overall:	8.53M	28'
Beam:	2.87M	9'4"
Draft:	0.91M	3'00"

Engine: Volvo Penta Kad 44 six cylinder diesel.

On: Thursday 7<sup>th</sup> November 2019 starting at 10.00am and finishing at 1.00pm

At: Farndon Marina Newark.

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 cold with continuous rain.

The vessel was found on the water but later in the day was taken for a short river trial then hoisted from the water to inspect the underbody.

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## Background:

"xxxx" was a Maxum 2700SE. We last surveyed this vessel on the 13<sup>th</sup> August 2019..

These boats were mainly supplied with Mercruiser 5.7 petrol engines. In the last survey there was some debate regarding the engine but the brokers were now able to show me the original purchase invoice which confirmed the Volvo diesel was the original engine. A diesel engine in this boat can be looked on as an advantage over petrol, dependent on usage. Offering four berths in two cabins with a small galley and separate heads compartment. The large open cockpit can be enclosed with a canvas cover and offers seating for six.

The vessel was CE marked and had evidence of Recreational Craft Directive compliance. There was a HIN number marked on the minimal owners manual and also on the hull. xxxxxxxx on the owners manual. Neither number offered a country of origin, which was assumed to be the United States. The HIN numbers confirmed the boat to be a late 2003 model.

This vessel as presented in a clean and tidy condition for sale.

## Report Overview:

The aim of a boat inspection is to put the client in a better position to make balanced decisions.

A boat inspection is generally carried out prior to a purchase or insurance arrangement. This was a pre purchase 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. No paperwork was seen for the vessel

## 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 surveyor's 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:

There was no keel as such on the vessel but just a V bottom which flattened off further aft. The centreline and forefoot viewed externally were found in good condition with no abrasion damage noted. The centreline was accessible apart from the trailer straps, allowing almost full inspection and there was no significant grounding or abrasion damage visible.

#### Hull below Waterline:

The hull was of conventional glassfibre construction strengthened by two longitudinal stringers and the main chine. The chine had some form of plane inducing moulding.

No sign of major impact, repair or stress crazing evident through the antifouling or where this was removed.

No evidence of longitudinal stress cracks.

Light hammer sounding, (not heavy enough to damage the gelcoat), did not suggest any delamination or voids within the laminate.

Vessel was found with a light build up of old antifouling. It was believed that the antifouling had been re coated since our last inspection. The antifouling was adhering well and did not flake off under hammer sounding despite it being very soft having just come out of the water.

Due to the weather conditions no further scrapings were taken as it was only three months since the last inspection. Due to the rain it was impossible to take moisture readings.

On scraping the hull there was no evidence of osmotic blisters over the main hull, which can be considered very good in a vessel of this age. Three osmotic blisters were found along the port chine which were not considered to be serious.

These should be ground out and filled with epoxy filler. One of these blisters was found again on this survey and the blister had re formed. The pungent liquid associated with osmosis escaped when the blister was burst.

#### Moisture readings taken on the last survey in August 2019:

Moisture readings were taken in the 8 areas above using a capacitance type moisture meter of Sovereign Quantum type, operating in both shallow and deep reading modes. The meter was first checked for correct calibration.

The readings are relative and **do not** express moisture content as a percentage of dry weight. High moisture content is not generally a structural defect, and is to be expected in older boats and in particular American produced boats.

However where some moisture has been absorbed the likelihood of moisture related problems occurring is higher, and the actual state of the laminate cannot be completely guaranteed without destructive testing followed by chemical analysis. The opinion given in this survey is based on all the evidence available at the time but without destructive testing.

The conditions prevailing when the readings were taken were as follows:

Readings were as follows:

<b>Air Temperature:</b>	<b>17.2 C</b>
<b>Surface temperature:</b>	<b>16.1 C</b>
<b>Relative Humidity:</b>	<b>48.4%</b>
<b>In summary the weather conditions for obtaining moisture readings were good The vessel had been out of the water for only half an hour so readings can be expected to fall when the vessel has been out of the water for a few days.</b>	

Range below the waterline shallow mode 45 -57

Deep mode 40 – 57

Range above the watertline 9 - 13

The values recorded below the waterline were high but this is to be expected in an American boat just out of the water. The underbody readings should be compared to the readings above the waterline, which have rarely been immersed, and for all practical purposes this laminate is dry.

Keeping the vessel out of the water in the winter and minimising the thickness of antifouling will help to maintain the present situation.



***Suggest: A small osmotic blister found on the port chine. When burst the pungent liquid associated with osmosis could be seen escaping. The 3 blisters found were not believed to be indicative of osmosis forming across the entire underbody. Osmosis is unusual in this type of boat, however with high moisture content this can not be completely ruled out. On the last survey, in other scraped areas the gel coat was found to be smooth with no evidence of blistering. At a convenient time grind out and epoxy fill the few osmotic blisters found on the port chine.***

*Pictures of the underbody as requested:*



**Bow thruster tube with no debris guards fitted.**



**Bow section showing stringers.**

Transom and aft section of underbody.



**Mid section showing plane inducer section.**

**The black marks were just growth.**

The underbody was just dirty and most of the markings would come off under pressure cleaning.



**Topsides:**

Found very fair and finished in the original gelcoat. No sign of major impact or repair evident. No stress crazing or cracking noted in way of bulkheads or other internal reinforcing members. The topsides had been polished since the last survey and were in good condition.

**Transom:**

On the last survey the moisture readings on the transom were slightly higher than the rest of the top sides but not at a level that caused concern. It was not believed there was moisture in to the sandwich construction of the transom. The transom hammer tested sound with no evidence of de lamination. The antifouling on the transom left a gap before the outdrive which is correct and should be maintained.

**Deck and Superstructure Moulding:**

This set of mouldings are of glassfibre with large areas of sandwich construction utilising an unknown core but believed to be balsa. Decks of the original gel coat with an effective moulded non slip where necessary. On the last survey, moisture readings taken over the deck and coachroof were consistently low at 3 to 8 with no areas of higher readings found.

Entire moulding firm underfoot and hammer tested serviceable with no sign of delamination or other structural defect.

### **Cockpit:**

All found in good condition with secure seats and a canopy in very good condition. Due to the heavy rain it was noted that the new canopy was leaking slightly in a number of locations. Unfortunately this is normal and the rain was excessive. Cockpit drainage was found adequate.

Windscreen and side windows were in fair condition.

Cockpit lockers had secure lids with lockable hasps and staples.

Cockpit gate to bathing platform found serviceable.

Engine access was through an engine bay lid in the cockpit, which was awkward to access but possible.

The hydraulic rams were not strong enough to hold the lid up and nothing could be found to put in to support the lid.

**Recommend: Find a way of supporting the engine bay lid safely so it is possible to get inside the engine bay.**

### **Hull/Deck Join:**

This is of GRP bonded type with mechanical fastenings. Access severely limited by linings etc. but where seen found in fair condition with no sign of leaks. No stains seen elsewhere on linings etc. suggesting no seepage.

Externally the hull deck joint was covered by a bolted on stainless steel strip found in good condition and secure. Viewing the hull deck joint in the anchor locker it was noted that a number of backing pads had been added internally all the way round the anchor locker. No reason for this could be determined but it was not believed to be original construction.



**Backing pads for through deck bolts and nuts.  
Seepage can be seen through the stanchion bolts above the hull deck joint.**

### **Bathing Platform:**

The bathing platform was moulded to the main structure and found serviceable.

The tender hooks are located in a position where the bathing platform will be inaccessible if a tender is in place. It will therefore be necessary to carry a hook over bathing ladder to allow for man overboard recovery when a tender is across the bathing ladder.

No tender found.

### **Bulkheads and Structural Stiffening including Internal Mouldings:**

A number of components contribute to the overall structure:

The shell mouldings are robust in the first place.

Various bulkheads and partitions are well bonded into the shell mouldings.

A network of very substantial moulded stringers and frames stiffen the hull.

The structure was examined wherever possible and no stress cracks, fractures, or failure of bonding was found.

No deterioration whatsoever noted to the structure, which can be considered robust.

The vessel was found dry internally which is always a good indicator, particularly as it was raining so hard. It was noted that the towing eye had been re bonded internally, indicating it used to leak.

### **Skin Fittings and other through Hull Apertures:**

No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:

Examination from outside and inside the boat.

All valves open and closed to their full extent where possible.

Any fixing bolts hammer tested where accessible.

Bodies of the valves or seacocks tested with a hammer inside the boat and external parts hammer tested outside the boat.

Fittings aggressively tested inside the boat for security in the hull. Hose clips inspected and hoses aggressively tested for security.

### **Below or just on waterline:**

There were only two skin fittings on this vessel with the toilet intake and strainer forwards and the holding tank outlet in the transom. Both found in good condition and bright steel with no evidence of dezincification.. The depth probe hammer tested serviceable.

### **Above waterline:**

A number of nylon overboard discharges above the waterline and found serviceable.

### **Ports, Windows etc.:**

The windows were noted to be marked as toughened glass and were of the stainless steel framed type.

Two opening portholes were seen to be serviceable and had separate flyscreens.

There was no evidence of water ingress to the cabin and sample moisture testing internally produced no evidence of moisture ingress but the weather was dry for the survey.

There was one circular fore deck hatch in good condition with fly screen. The polycarbonate was in fair condition. There was no evidence of leaking from the front hatch.

The anchor locker hatch was damaged around the catch.



**Suggest: Repair the crack around the anchor locker catch.**

### **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 or necessary at this time.*

*Access to structure limited by the hoist straps only.*

## **Machinery and Installation:**

*The inspection of this engine is limited to those tests and inspections listed below. It is not a full marine engine test. The services of a marine engineer will be required if a detailed inspection is desired. The engine was run on a short river trial:*

### **River Trial:**

Boat Name: ""

The brokers took "All that Jazz" out on to the river for a very limited River trial. The limitations are caused by the speed limits on the river, which means that a boat of this type cannot be tested fully at speed for any period of time. The engine started easily and ran smoothly throughout the River trial. There was no excessive smoking and no faults noted.

Briefly the engine was taken up to 3500 revs per minute and the vessel achieved 30 knots. This was better than the last survey when only 25 knots was achieved.

The steering was exceedingly light at low speeds and will take time to get used to.

Steering and engine controls were assessed by this surveyor and found serviceable.

The engine blower system was serviceable but was not necessary in a diesel boat. The kill chord was present and should be used by the driver at all times.

#### **Engine Installation:**

- a. The engine space was in a fairly clean condition with awkward but possible access b. Engine hours not taken.
- c. Beds: Of heavy construction, integral with moulded frames.
- d. Mountings: Of flexible type, all intact where accessible.
- e. Engine: Volvo Penta KAD 44 six cylinder diesel engine
- f. Engine producing an advertised 260 break horsepower.
- g. Engine number : 869168 Serial number: 2044011249
- h. Standard instrumentation fitted for the Mercruiser engine. This seemed reasonably effective for the Volvo Penta engine and the engineer advised the instruments had been checked and were acceptable.
- i. A brief inspection of belts and clips found no faults.

**Suggest: We were advised the vessel had undergone considerable engine maintenance prior to the last survey and Farndon Marina have details of this.**



To avoid confusion the engine was a Volvo Penta  
KAD44EDC

#### **Fuel System:**

Polyethylene diesel tank found forwards of the engine reported to hold 300 litres.

The shut off tap for the fuel system was believed to be automatic.

Fuel exits the tank correctly from the top with a separate feed and return.

Delivery tubing was of a flexible fire resistant type marked ISO 7840.

Fuel filter was an acceptable marine type with an alloy drain tap.

#### **Bow Thruster:**

A vetus bow thruster had been fitted to the vessel. This was believed to be factory fitted. It was powered from the main bank of batteries in the engine bay. The bow thruster operated well on the river trial.

**Outdrive:**

The single Volvo Penta outdrive was weight tested secure with some movement but not excessive. Bellows were soft and pliable.

Serial number not found.

The twin directional duo propeller was securely locked to the shaft . The bearings ran smoothly. The propeller has suffered some impact tip damage.



Hammer testing showed no significant corrosion to the propellers or the outdrive casing. The fin remained in good condition. The paintwork on the casing was found an adequate condition. There was a suitable gap between the outdrive and the antifouling. The anodes on the outdrive have all been replaced since the last survey.

and



**Condition of stern drive bellows.**

**Trim Tabs:**

Were both visually serviceable and had suitable ring anodes fitted.

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***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 engine may have been run but will not have been run under load for any length of time.*

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

**III. Safety:**

**Ground Tackle and Mooring Arrangements:**

Main bow anchor: Claw anchor of approximately 15kgs with a substantial length of chain. (chain not laid out and examined link by link). Bitter end attachment not confirmed.

There was no pin to secure anchor to the bow roller.

Kedge anchor: Not located.

Electric Lewmar windlass, securely through bolted to the deck and tested serviceable. There was a main breaker switch in the same locker as the battery switches to turn the windlass power on and off.

Vessel had stainless steel cleats fore, centre and aft, of adequate size and securely through bolted.

**Pulpit and Rails etc:**

Pulpit and rail of stainless steel, running around the entire fore deck and side decks. Secure and in good condition throughout.

**Boarding Ladders etc:**

Vessel fitted with a three part slide down stainless steel ladder secured under the bathing platform.

Man overboard arrangements therefore acceptable but the ladder would be difficult to use if a dinghy was stored on the bathing platform.

A fold up hook over ladder should be added to the safety equipment for recovery.

**Recommend: Carry a plastic hook over ladder to use in case a dinghy is blocking the main bathing ladder.**

**Lifesaving Equipment:**

None found.

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](http://www.rnli.org.uk).

The RYA also publish a booklet, C8, "The Boat Safety Handbook, 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, telephone 01703-627400 or [www.rya.org.uk](http://www.rya.org.uk)

**Recommend: Carry the correct safety equipment for the cruising area envisaged.**

**Bilge Pumping Arrangements:**

Two off 12V electric bilge pumps serving the main sump Pipework all secure where seen. Pump tested serviceable. No manual bilge pump noted.

**Firefighting Equipment:**

1kg fire extinguisher found in the accommodation.

1 1kg fire extinguisher in the engine bay. Fire blanket found in the galley.

FM 200 clean agent automatic fire extinguisher found in the engine bay, which is good practice as these extinguishers do not make a mess or damage engines. Gauge was in the serviceable sector. Kidde manual override at the helmsman's position.

**Recommend: Add a smoke alarm and carbon monoxide alarm to the cabin.**

**Gas Installation:**

None fitted.

**Electrical Installation:**

The entire 12v electrical system was inspected where accessible and found in serviceable condition.

The wiring seen was of fair quality and adequate size.

Battery isolator switches accessible and well located within the cockpit.

Two 110ah leisure batteries to port in the engine compartment in a shallow tray strapped in to plastic battery boxes. The wiring to these batteries was visually serviceable.

Engine starting battery located behind on top of the water tank.

All auxiliary circuits were provided with circuit breakers or fuses at the main control panel.

A primary RCD on the control panel was tested serviceable. The 230v circuit was tested with a Gi50 galvanic isolator with no faults found. Circuit polarity was correct. There was only one 240v socket noted in the saloon which meant that a number of extension cables were necessary.

#### **Water Installation:**

Polyethylene water tank was found in good condition in the engine bay.

Hot and cold water supplied to both the kitchen and basin sinks and bathing shower.

Hot water supplied from a calorifier heated from a 230v immersion heater or the engine. There were isolation taps between the engine and the calorifier.

Quality of the water for drinking not confirmed.

Secure Jabsco sea toilet electrically pumped to a holding tank with an electric pump out.

#### **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](http://www.gassaferegister.co.uk)*

*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 an M.O.T. on a car and does not guarantee suitability or safety.*

*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.*

## **Accommodation and onboard systems:**

#### **Accommodation**

The interior joinery, headlining, upholstery and curtains were all visually in good condition with no signs of significant damage internally. The interior was tested with a Tramex Skipper moisture meter and found to be acceptably dry throughout.

A detailed description of the accommodation is not considered part of this survey. There was very little ventilation to the cabin.

#### **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 cabin and cockpit lights tested serviceable.

No windscreen wipers fitted.

No Radar fitted.

No auto pilot noted.

Nassa SM35 DSC VHF radio tested but no traffic found. Unit powered up but was not believed to be receiving.

Danforth Compass visually serviceable.

A Garmin GPS Map 182 and a Garmin Fish finder 80 were found in the saloon disconnected. These were fitted and both tested serviceable.

There was a phone and tv aerial point in the back locker but these were not tested.

#### **Heating and refrigeration:**

Origo 240 Alcohol and 240v mains two burner hob tested serviceable on mains only.

Norcold 240V fridge tested working on 240 Volts. The wire trays in the fridge were noted to be rusting on the last survey but had been painted. Origo Microwave powered up.

There was no heating on the boat.

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**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.*

*Insulation could not be determined*

## **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.

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.

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**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: 9<sup>th</sup> November 2019



M.Chadwick

## Report Summary:

### List of Recommendations:

The Recommendations made in the Report are listed below.

**Recommend:** Find a way of supporting the engine bay lid safely so it is possible to get inside the engine bay.

**Recommend:** Carry a plastic hook over ladder to use in case a dinghy is blocking the main bathing ladder.

**Recommend:** Carry the correct safety equipment for the cruising area envisaged.

**Recommend:** Add a smoke alarm and carbon monoxide alarm to the cabin.

### List of Suggestions:

**Suggest:** *A small osmotic blister found on the port chine. When burst the pungent liquid associated with osmosis could be seen escaping. The 3 blisters found were not believed to be indicative of osmosis forming across the entire underbody. Osmosis is unusual in this type of boat, however with high moisture content this can not be completely ruled out. On the last survey, in other scraped areas the gel coat was found to be smooth with no evidence of blistering. At a convenient time grind out and epoxy fill the few osmotic blisters found on the port chine.*

**Suggest:** *Repair the crack around the anchor locker catch.*

**Suggest:** *We were advised the vessel had undergone considerable engine maintenance prior to the last survey and Farndon Marina have details of this.*