



**Fernbank, Badby Road West, Daventry, Northants, NN11 4HU**

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## **Scope and Limitations of the Survey**

### **Hull External**

Where access permits the hull will be inspected to assess its build quality and condition at the time of the survey.

The hull will be hammer tested to highlight any soft or thin areas, ultrasonic measurements will be taken to detail plate thickness specifically at areas prone to wear.

Any pitted, corroded or de-laminated areas will be measured for depth of corrosion.

The condition of the hull coatings and sacrificial anodes will also be commented on.

Any areas that are obscured by dock bearers or slippage trolleys are outside the scope of the survey and will not be commented on.

### **Hull Internal**

Where access can be easily gained the will be inspected internally. Areas obscured by linings and flooring will not be commented on.

### **Hull General**

Please note the hull will be tested by hammer and hand scraping. Where necessary an angle grinder will be used to smooth a surface in order to gain an accurate ultrasonic reading and expose pitting depth.

The survey is restricted where the hull has not been pressure washed, therefore the hull will be hand scraped at random locations to access its condition.

Liability is not accepted for defects or corrosion revealed by pressure washing, shot-blasting or needle gunning after the survey.

Some paint removal will occur as a matter of course during the survey. I do not accept responsibility for repainting the hull.

Although great care is taken during the survey in the event of the hull being "holed", any repairs or additional dock fees incurred are the responsibility of the

boat  
as  
craft



owner  
the  
will be  
deemed

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uninsurable and unfit/unsafe for use. Any faults found with the hull that impact safety will be declared to the boatyard/vendor such that immediate or temporary repairs can be carried out.

For boats considered uninsurable and requiring repairs, liability is not accepted for the subsequent sinking of the craft through known or unknown faults.

The purpose of the survey is to satisfy a four year period required by some insurance companies whereupon the hull condition will need to be reassessed. Most insurance companies require a minimum thickness of 4.0mm.

### **Water and toilet holding tanks**

The domestic water tank or toilet holding tank shall only be inspected where visible and no liability can be taken for internal corrosion or any hidden or unaccessible areas of any tank.

### **Hull Penetrations and Freeboard**

All outlet hull fittings will be inspected for satisfactory height above the waterline and condition, where accessible all internal pipe-work and fittings will be inspected.

### **Rudder**

All rudder components will be inspected where accessible, this includes the rudder skeg, top bearing, rudder stock, swans neck and rudder tube, the rudder tube access is usually restricted due to it being housed within the diesel tank.

### **Weedhatch assembly**

The weedhatch assembly will be checked for height above the waterline, condition of plating and welding, the securing mechanism and lid gasket condition.

### **Stern gear and Propeller**

The stern gear will inspected without the removal of any components.

### **Gas Locker**

The  
locker



gas  
shall be  
emptied

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contents, hammer tested and inspected for its gas tight integrity.

### **Diesel Tanks**

Diesel tanks shall be inspected for the quality of fabrication and any areas of concern will be hammer tested.

### **Cabin External**

Areas to be inspected: Security of handrails and deck fixtures, cabin fabrication, quality and condition of paintwork, appearance of windows and seals, condition of any external woodwork, security and any fitted covers or Cratch frames.

### **Engine Installation and condition**

The engine and installation will be inspected and test run under load for a minimum of one hour when possible.

The gearbox will be operated harshly to highlight any faults.

The engine will not be dismantled; the assessment is an external check at the time of the survey and does not constitute a warranty or guarantee of the engine or its components. Liability is not accepted for any failure of the engine or its components where the original defects were not externally visible or obvious at the time of the survey.

### **12v and 240v Electrical Installation**

Where readily accessible the installations will be inspected for condition and standard of installation.

If possible all electrical devices will be operated.

As the inspection is only visual any comments made on the electrical systems are based on the assumption that all hidden wiring of circuits and devices is to the manufacturer's instructions and relevant standards.

### **Gas Installation**

The installation will be inspected with reference to BW, BSS and ERCDD Requirements.

If  
the  
will



possible  
system  
be

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soundness tested to ensure its gas tight integrity, and regulator performance checked.

All appliance flame patterns will be assessed and all flame failure devices tested if fitted.

### **Cabin Internal**

Cabin internal areas to be inspected are :- Cabin flooring, all panelling, bulkheads and built in furniture, domestic water system (if de-winterised), central heating and solid fuel burner.

Where accessible cabin insulation for type and quality.

Cabin panelling will be checked for staining due to condensation or leaking vents and windows. (Please note liability is not accepted for the forming of any condensation damage after the survey when at the time of the survey the cabin internal and insulation material where inaccessible and all panelling appeared free from staining.

**Please note:** Boat Safety Scheme standards will be applied to all the above checks where applicable.

Reports are usually available within four working days of the survey.