



Pre-Purchase Inspection

01826-21

This is to certify that the undersigned did at the request of...

██████████ of ██████████
Inspect on the 2nd February & 26th April 2021
the Troll 32' – Wooden Norwegian Motor Sailor
at Bell Boats, Brundall, Norfolk
Purpose Pre-Purchase Inspection
Report ref # 01826-21

Attention is drawn to attached Terms & Conditions v9 Limiting Inspection

1. Vessel Identification

Name:	Noy	Reg No:		Reg Tonnage:	
		Broads No:	301B		
LOA:	31' 8"	Beam:	9' 8"	Draft:	3' 9"
Displ:		Diesel:	L (NV)	Water:	L (NV)
Engines:	Perkins 4.108	4 cyl		48hp	
Builder:	Unknown	Year of Build:	c 1965 (NV)	Model:	Troll 32'
Construction:	Clinker Pitch Pine on Oak	Build No:	NV		
HIN No:		Moulder:	NA		
SSR No:					
BSC No:	325866/17	Expiry:	March 2021	Viewed:	Yes
CE Design Cat:		NV			



Pre-Purchase Inspection - Scope

The scope of a PPI Inspection covers the current structural condition(s), damage and maintenance aspects of the vessel and meets all requirements for insurance purposes

For details of inclusive scope please refer to our website.

<http://www.europeanmarinesurveys.com/marine-surveys/pre-purchase-condition-survey/>

Important: It is for the client to satisfy himself as to the 'fit for purpose' and operation of and quality and finish of fixtures & fittings, electrical / electronic / navigation equipment, water / waste systems, deck equipment, linings, fabrics, upholstery, gel coat appearance / varnish & paintwork and the general visual presentation and appearance of the vessel. E&OE

NDT * (Non-Destructive Testing) method of inspection was using a capacitance type Tramex Skipper *Plus* moisture meter (Range 1 - Setting - Hardwood) which provides a percentage moisture content contained in the structure

In most cases removal of antifoul is unnecessary to determine moisture levels.

Visual inspection internal structure / scantlings / keel / hog / planking moisture meter readings. Inspection - visual damage and 'tap testing' and pricking (spike) of any doubtful features. Timbers / seams visual examination.

EMS have not inspected or tested any equipment, items, structure or other parts of the vessel which are covered, unexposed or inaccessible. Equipment hidden behind screwed (fixed) structure or panels / linings and fitted furniture or under floors and fitted carpets is not inspected. We are therefore unable to give any opinion or report that any such equipment or item is free from defect.

The Surveyor's intention is to report on the condition of the hull(s), superstructure, and fixtures (if any) of the vessel as far as can reasonably be ascertained from a visual inspection of the Vessel at its location at the time of survey. The Client accepts that the Surveyor's survey report cannot cover hidden, unexposed, or inaccessible areas of the Vessel, neither can the surveyor undertake to investigate areas that the Surveyor believes to be inaccessible at the time of inspection., Where the Surveyor is unable to gain access to the areas commonly accessible, the surveyor will endeavour to point this out

Machinery installations, auxiliary and ancillary equipment and other service systems, electronic equipment, hydraulic equipment, pumping and plumbing, navigational aids and other sundry items were visually inspected only. None of these items was dismantled or specific test applied other than for the necessary inspection as safety issues, and in the case of electrical and hydraulic systems where simple switch tests were used.

General Description of the Vessel

This Troll 32' c 1965 (NV) Norwegian built inshore / estuary motor sailor with an inboard diesel engine and conventional drive propulsion. The hull design is clinker construction / full displacement with a long ballast keel and a skeg supported semi balanced rudder.

The underwater sections are over-painted / sealed with a black rubberised coating. The hull topsides are white painted pitch pine with varnished coamings and painted cabin sides and roof with non-slip painted decks.

The hull is fouled

Weather Conditions: Dry



2. Hull	Material: Timber
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Hull: Clinker – Pitch Pine on Oak timbers
Planking fastened with copper nails and roves

Keel: Central hardwood laminated fin keel with lead ballast

The Troll 32' motor sailer was inspected whilst out of the water at Bell Boats in Brundall. External and internal access was reasonable. No opening up or dismantling was undertaken apart from lifting sole traps and bunk boards, where considered necessary.

The pitch pine clinker construction is on a hardwood centreline structure. The yacht vessel has a long keel and a counter stern.

The underwater surfaces have been covered with a black rubberised coating and are in poor condition. The rubberised coating has lifted away from the planking in several places. These places retained water much like a blister.



Blisters viewed on underwater surfaces



Blister head removed

Underwater Surfaces

The underwater surfaces were tested for surface softness by hammer testing and pricking undertaken so that the depth of any softness can be determined.

There was no sign of any significant impact or accident damage.

2.1 Hardwood (Oak) Keel and Deadwoods

Hardwood laminated keel sounded and probed as accessible and appears in acceptable condition with reasonable surface softness commensurate with age.

The hardwood keel / hog (internally) suffers from natural degradation commensurate with age.

Added ballast.

Keel bolts:

The mild-steel keel bolts were not exposed. No keel bolts were drawn.

Recommendation:

- General maintenance.

2.2 Hog / Bilge

Viewed internally - where seen structurally sound.

Water found throughout the bilge space. Bilge pump ran but did not pump water.

Comments:

Retaining water in the bilge spaces will lead to overall structural (wood) degradation and potential rot.

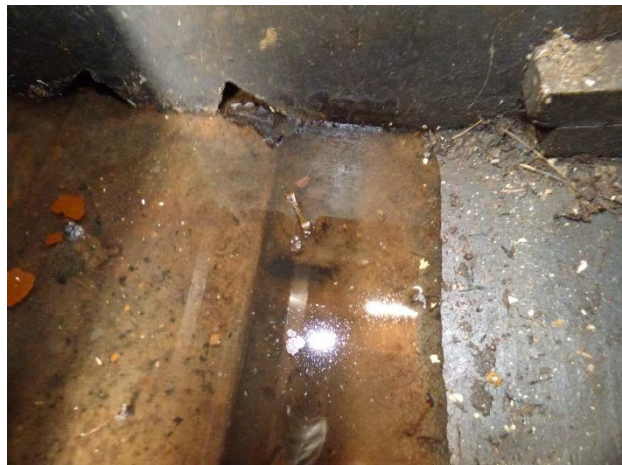
Bronze drain plug viewed internally, used by existing owner to drain bilges when boat is lifted ashore for any reasonable length of time.

Recommendation:

- Maintain bilges in a clean, painted and dry condition.



Retained bilge water



Bronze drain bung viewed internally

2.3 Clinker planking

Port and starboard pitch pine planking was probed where accessible both externally and internally and found to be in acceptable condition with average surface penetration of approx. 5.0mm.

It should be noted that clinker construction is prone to 'leaks' when re-launched, if left ashore and allowed to dry for a period of time

Acceptable moisture meter readings obtained where sampled.

Recommendation:

- General maintenance.

2.4 Bottom - Hull Planking

The individual pitch pine planks are fastened with copper nails and roves.

The bottom planking was sounded (tap testing) and spiked as accessible and appears reasonably sound throughout. However, there were several areas with some surface softness being expected and commensurate with age.

Intermittent moisture meter readings being taken which are within satisfactory limits.

Garboards

Both garboards being tested for moisture plus pricking and appear sound.

Comments:

In reasonable structural condition commensurate with age.

Recommendations:

- All bilge spaces require drying and painting plus general maintenance.

2.5 Painted Topsides - Hull Planking

No sample hood end fastenings were drawn, other plugged fastenings being visually inspected and / or tested by hammer.

The hull topsides are painted white and in good presentation but in need of cleaning.



Where tested the topsides were tested for moisture content with the Tramex Skipper *Plus* Moisture Meter and found to give average (acceptable) moisture meter readings of between 10% – 20% with higher readings towards the waterline and at the stem and stern up to 25%.

Due to presentation the hull topsides were only tap tested, checked for moisture content and not spiked.

Comments: The structural condition of the topsides is considered reasonable.

Recommendation: ● General maintenance.

2.6 Seams

Seams (where applicable) are filled with a flexible type sealant – type unknown.

Comments: Appears to be in acceptable condition throughout.

Recommendation: ● General maintenance.

2.7 Timbers & Frames

Oak timbers, frames and bearers.

Intermittent timbers have previously been replaced and doubled up.

The timbers throughout appear in acceptable structural and fastening condition for a motor sailor of this vintage.

Comments: Reasonable structural condition throughout that is commensurate with age and requires on-going maintenance.

Recommendation: ● General maintenance.

2.8 Bow / Stem / Stemson / Apron

Where seen - structurally sound being subject to general deterioration and commensurate with age.

Recommendation: ● General maintenance

2.9 Stern Knee / Shelf Beam / Transom knees

Where seen - structurally sound being subject to general deterioration and commensurate with age.

Recommendation: ● General maintenance



2.10 Carlins

The carlins appear sound where visually seen.

Recommendation:

- General maintenance

2.12 Beam Shelf

The beam shelf appears sound where visually seen.

Recommendation:

- General maintenance

2.13 Bulkheads

Varnished mahogany bulkheads in reasonable structural condition / presentation throughout. However, there was some signs of damp / moisture affecting the varnish, but this was minimal.

Recommendation:

- General maintenance.

Other than specified areas access to under floors, central bilge area and side hull structure was not possible due to screwed floors and linings, therefore no opinion or report is given.

3. Decks & Superstructure

The painted mahogany cabin sides, coach roof and non-slip painted decks are well presented but in need of cleaning.

The cabin roof and side decks are painted with non-slip paint which appears in reasonable condition.

Moisture meter readings were taken, and the cabin roof generally displays acceptable readings and is in reasonable presentation.

There was no external sign of any significant impact or accident damage.

Comments:

Recommendations:

- General maintenance

3.1 Windows, Portlights & Hatches

<u>Location</u>	<u>Type</u>	<u>Condition</u>
Saloon portlights	Brass	OK



Toughened glass NV

Comments: Low moisture meter readings were found under most portlights.
There was no immediate visual indication of current leaks however all portlights should be monitored

Recommendations: ● General maintenance.

Care should be taken with any windows that are not marked toughened or laminated.

4. Internal

The internal fit-out consists of timber floors, side / deckhead linings and bunk fronts with fitted furniture and lockers with varnished faces.

Limited access to the hull from inside due to fixed / fitted floorboards.

The interior presentation is commensurate with a reasonably maintained yacht of this vintage and is suffering from minimal deterioration commensurate with age.

Recommendations: ● General maintenance.

Access to sides and deck heads throughout the vessel was limited due to overhead structure, linings etc. and therefore mounting feet / internal fastenings could not be examined, and no opinion or report is given.

5. Engine(s) Propulsion & Stern Gear

► As surveyors (not technical engineers) we visually inspect engines during our inspections, and where arranged the engine(s) is run up to access its general running characteristics, vibration levels, etc.

No dismantling or testing of the engine or associated equipment is carried out within the scope of a Boat Buyer's PPI Inspection, so no detailed comment or opinion upon the engine parts is possible.

Engines:	1x Perkins 4.108	Diesel:	48hp
Serial numbers:	NV	Hours:	NV
Engine beds:	Hardwood	Condition:	FWT
Engine Mountings:	Flexible	Condition:	Minor corrosion
Engine Cooling:	Raw water cooling through heat exchanger and 1x seacock valve		
Hydraulic pump	NA	Condition:	
Hydraulic hoses:	NA	Condition:	
Intermediate Shaft:	Mild steel	Condition:	FWT
Propeller shaft:	Bronze	Condition:	FWT



Intermediate bearings:	1x	Condition:	Minor corrosion
Shaft couplings:	Solid	Condition:	Minor corrosion
Stern tube flexible sleeve:	NA	Condition:	
Stern tube packing gland:	Adjustable nut	Condition:	FWT
Shaft log lubrication:	Water	Condition:	FWT
Shaft log tube:	NV	Condition:	
ER ventilation:	Free Air	Operation:	
Earth bonding:	NV		

Comments: Minor corrosion on engine mountings, intermediate bearing and mild steel shaft coupling.

Evidence of some light corrosion on engine bearers, engine block, manifold, engine mounts, exhaust, pulleys, clips, and fixing bolts etc.

Engine hours not verified.

Recommendations: ● Improved maintenance.

5.1 Propulsion / Stern Gear - Standard Shaft Propulsion

Propeller:	1x 2 blade	Condition:	FWT
Shaft rope cutter:	Nil	Condition:	
Shaft log tail:	Bronze	Condition:	FWT
Shaft tail bearings:	Rubber cutlass	Condition:	FWT
Extended skeg:	Mild steel	Condition:	Minor corrosion
Anodes:	Nil	Condition:	

Comments: Minor corrosion found on the mild steel extended skeg.

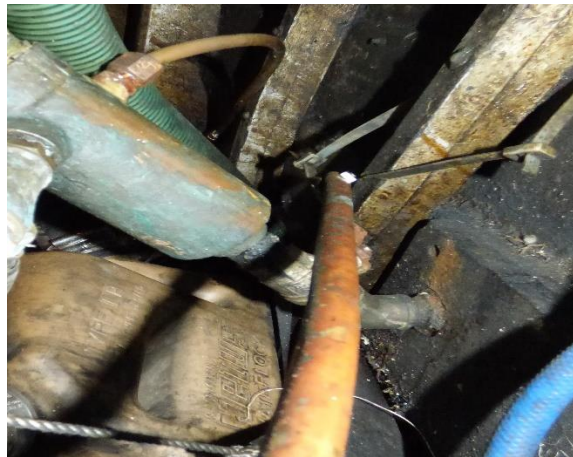
Recommendations: ● Improved maintenance.

5.2 Seacock Valves / Skin fittings

- ▶ Best practice recommends that all underwater seacock / skin fittings pipe work is secured with **two** stainless steel J clips. Plastic skin fittings are not recommended near or below waterline
- ▶ All seacocks / valves to be accessible



Corroded J-clip on sink waste



Engine seacock valve installation

Qty	Location	Type	Operation	Security	Action
1x	WC	Blakes	OK	1x J-clip	Service
1x	WC	Ball	Ok	1x J-clip	Service

Comments:

Fit 2x J-clips to pipe work on all seacock valves.

Blakes valve J-clip is starting to corrode.

Recommendations:

- Service all seacock valves where necessary and fit second J-clips.
- Replace corroded J-clips plus improved maintenance.
- Seacock valves not bonded; *See notes*

5.3 Exhaust System

Exhaust exits aft

Hose connections appear secure where seen.

Exhaust hosing / connections

Visually Ok where seen.

Exhaust water lock / mufflers

Outlet elbow appears to have become detached.

Comment:

No opinion can be given as to the internal condition of the exhaust hoses / pipe work.

Vetus exhaust water lock / muffler outlet fitting appears to have become detached.



Exhaust water lock / muffler outlet fitting

Recommendations:

- Improved maintenance.
- Investigate further the detached outlet fitting in the water lock / muffler.

5.4 Fuel System Installation

Appendix A – For information purposes only

- ▶ Fuel systems are visually inspected to the general standards as outlined under the BSS General Requirements. **Important:** This report does NOT purport to be a BSS Inspection
- ▶ European Marine Services Ltd are NOT qualified marine engineers. Where there is concern a qualified marine engineer should inspect.
- ▶ No access to fuel tank and filler / breather piping due to fixed paneling.

Fuel tank:	1x	Capacity:	L (NV)
Condition:	NV	Location:	Below aft deck
Fuel valves:	1x	Location:	Cockpit (remote)
Fuel filters:	1x metal bowl	Condition:	OK
Balance pipe:	NA	Security:	
Supplies:	1x	Bonded:	NV

Comments:

No ready access to fuel tank installation.

Plastic drain plug fitted to pre-filter in the engine space.

Diesel label not clearly visible next to deck filler.

Fuel tank vent pipe not clipped to the flame arrestor fitting.

Recommendations:

- **See attached Appendix A for recommendations**



5.5 Engine Oil Sample Analysis

No sample taken

5.6 Bilge & Pumping Systems

<u>Qty</u>	<u>Location</u>	<u>Type</u>	<u>Operation</u>
1x	Below saloon floor	12v Auto	OK

Comments: Oil found in aft bilge space.

Recommendation:

- Clean oil out of aft bilge space plus improved maintenance.
- Maintain bilges in a clean, painted, and dry condition.

6. Steering & Rudders

Vessel steering is through a single semi balanced skeg supported galvanised mild steel rudder

Steering:	Tiller	Visual Condition:	FWT
Steering arm:	Hardwood	Visual Condition:	FWT
Connections:	Bolt	Visual Condition:	FWT
Rudder tube:	Bronze	Visual Condition:	FWT
Rudder tube bearing:	NV	Visual Condition:	
Rudder stops:	NV	Visual Condition:	
Greaser:	NV	Visual Condition:	
Rudder stock:	Mild steel	Visual Condition:	FWT
Rudder blade:	Galvanised mild steel	Visual Condition:	FWT
Extended skeg:	Mild steel	Visual Condition:	Minor Corrosion
Lower pintle bearing:	Mild steel	Visual Condition:	Minor Corrosion
Upper bearing:	NV	Visual Condition:	FWT
Earth bonding:	No	Anodes:	Nil
Emergency Steering:	No		

Comments: Minor corrosion found on extended skeg and lower pintle bearing.

Recommendations:

- Improved maintenance.



During the inspection, the steering assembly (system) was not tested or operated and no opinion or report is given as to its operational state or serviceability.

7. Batteries / Battery Boxes

- All unsealed or open-vented batteries must be stored within an adequately ventilated space. If escaping battery - hydrogen gas is not adequately ventilated, gases may possibly permeate into the living quarters

Supply:	12V	Charging:	NV
Batteries:	2x	Location:	Engine space
Battery boxes:	Nil	Security:	Ok
Terminals:	Protected	Condition:	Ok
Isolation switches:	2x	Location:	Saloon
Labels:	No	Ventilation:	Free air
Tested:	NA		

Comment: Battery isolation switch label missing at time of survey.

Small 12v battery fitting in a plastic bucket fitted with crocodile clips and Undersized cables.

12v wiring system in need of some updating.

Recommendations:

- Install battery isolation switch label plus improved maintenance.
- Existing 12v wiring system in need of some updating.
- Replace cables to small battery with suitably rated cables plus secure to the battery with permanent connections not crocodile clips.

7.1 Electrics / Switches

Appendix D

7.2 Navigation Systems & Instrumentation

Appendix D

No guarantee (visual opinion only) is given in respect of the installed batteries / charging systems or the batteries date of manufacture.

As surveyors, not qualified electrical or electronic engineers, we do not report or comment upon electrical, electronic or navigation equipment being fit for purpose and their installed systems.



8. Systems

Appendix B

8.1 LPG Installation & Systems

No LPG System installed at time of survey.

9. Fire & Safety

BSS General Requirements - Fire Extinguishers:

Vessel Length:

▶	7 - 11 m (23' – 36')	Qty	2	Combined (min) Rating	13A / 89B
	>11 m (>36')	Qty	3	Combined (min) Rating	21A / 144B

NB: No opinion or guarantee is given as to fit-for-purpose of the viewed fire extinguishers

All extinguishers should be checked by a qualified engineer for conformity and current operational suitability.

Viewed:	2x	2kg	8A	55B	Powder
Engine space auto extinguisher	NA				
Fire Blanket:	Nil				
Carbon monoxide alarm:	Nil				
Bilge Pumps	1x			Operation:	OK

Comments: No engine space auto extinguisher fitted.

No CO Alarm fitted.

Recommendation:

- All portable extinguishers to conform to BSS general requirements
- All outdated extinguishers to be replaced / renewed. For prudence change all portable extinguishers at least every two years.
- Install carbon monoxide alarm.
- Install an auto extinguisher in the engine space.

10. Misc

Note;

Most if not all of the 'Electrics Switch Test' were recorded as NV due to there being no permanently installed battery fitted at the time of the first visit.



11. Mast & Rigging

- ▶ As surveyors (not sail-makers or riggers) we are unable to provide a written report or qualified opinion of standing / running rigging, sails, mast and spars, associated equipment, winches and fittings etc.
- ▶ Below are general comments of equipment / fittings as seen at deck level. Where concerns exists a qualified sailmaker / rigger should inspect.

Main mast:	Timber	Condition:	NV
Boom:	Timber	Condition:	NV
Shrouds:	Stainless	Condition:	OK
Shrouds plates:	Stainless	Condition:	OK
Forestay:	Stainless	Condition:	FWT
Forestay plates:	Stainless	Condition:	FWT
Whiskers:	NA	Condition:	
Gammon iron:	Bronze	Condition:	FWT
Tabernacle:	Galvanised mild steel	Condition:	FWT
Tabernacle fastenings:	Bolts	Condition:	FWT
Mast pivot:	Bolt	Condition:	FWT
Main mast deck step:	NA	Condition:	
Main mast plate:	NA	Condition:	
Main mast support:	NA	Condition:	
Mast support step:	NA	Condition:	

Comments: The spars and sails were not inspected at the time of the survey.

Recommendation:

- General maintenance

Summary & Observations

This report is intended to report observations only. It is strongly recommended that all report findings are considered **prior to any agreement or purchase** and used as a guideline for obtaining cost (repair) estimates from industry experts in the categories mentioned.



When considering the condition of this Troll 32' Norwegian Motor Sailer c 1965 (NV) it is important to appreciate that the vessel is approximately 56 years of age. However, the overall structural condition is considered reasonable for a vessel of this vintage and commensurate with age.

This Troll 32' Norwegian Motor Sailer is suffering from age-related deterioration plus fair wear and tear. I do not feel that there is any current (viewed) hull structural condition present that is prejudicial in the short term to the safe inshore / estuary navigation of this vessel.

The presentation and internal condition are commensurate with a 56-year-old vessel that requires general maintenance. There are areas / engineering services detailed below that require improved maintenance and attention.

The hull bottom planking (clinker construction) is suffering from some minor softness in several areas and requires general monitoring.

In summary the following items are considered important and require service / attention:

Refer to section for more detail

Hog / Bilge	Maintain bilges
Seacock Valves / Skin Fittings	Service all seacock valves and fit second J-clips
Exhaust System	Investigate further the detached outlet fitting
Fuel System Installation	See attached Appendix A for recommendations
Bilge & Pumping	Maintain bilges in a clean, painted, and dry condition
Batteries / Battery Boxes	Update and upgrade
Fire & Safety	As recommended

Any ●●● recommendations detailed in this report should be implemented without delay

The vessel's structure is approximately some 56 years of age and is therefore subject to fair wear and tear and the normal and expected overall deterioration consequent of this vintage. Such deterioration being commensurate with the vessel's age and standard of maintenance.

Important: This PPI report does not attempt to detail or record all such structural / overall deterioration.



I have not inspected any equipment, items, structure or other parts of the vessel which are covered, unexposed or inaccessible. Equipment hidden behind screwed (fixed) structure or panels / linings and fitted furniture or under floors and fitted carpets is not inspected. I am therefore unable to give any opinion or report that any such item is free from defect.

I am always most concerned as to the safety and security of any vessel. Therefore, I must strongly recommend that any owner exercises the highest standards of care and maintenance and adheres strictly to the BSS published installation codes of practice.

All recommendations made in this report concerning maintenance, monitoring, upgrades and improvements should be carried out by a prudent owner.

The ultimate responsibility for the maintenance and safe operation of this vessel rests with the owner and master.

Statement

This PP Inspection report is for the above-named client only and is not transferable. The report may be used for insurance and finance purposes only.

The surveyor warrants that this report is a true and unbiased opinion of the vessel, based upon visual inspection on the date of the survey.

The findings, opinion, and conclusions are based upon the best professional judgment of the undersigned. If this report does not discuss a specific item, equipment or machinery, it is not covered by this report.

Whilst every effort has been made to conduct a thorough inspection, there can be no guarantee or warranty, express or implied, as to the condition or suitability of the vessel or the equipment or machinery.

This report makes no representation and does not purport to describe any condition which may have changed since the date of inspection and the recommendations herein are limited to those that, in the opinion of the surveyor, are reasonably necessary and appropriate, based upon the conditions and circumstances as they existed at the time of the inspection.



Signed *William S Kirby*.....

Dated..... 1st May 2021

William S Kirby, Aff IIMS, Dip Mar Sur

Associate Marine Surveyor

For: European Marine Services Ltd.

Tel: 07884 380134

Important Notes

No guarantee or opinion is given on anchor(s), anchor winch, chain & mooring, hawse-pipe, buoyancy aids, life-rafts, pyrotechnics / flares, navigation equipment / aids, electronic equipment, guard wires & sundries and similar etc.

- **Recommendation:** Improve maintenance,
No particular significance to safety or security
Best practice
- **Recommendation:** Implement at the next or convenient docking opportunity
Best practice. Structural considerations.
- **Recommendation:** **Implement without delay**
Best practice. Structural considerations.
Significant to safety and security

NV	Not verifiable	FWT	Fair Wear & Tear
NA	Not applicable		

Notes for Information Only:

(1) Anodes (Zincs)

The fitting of anodes is recommended - see below

Zinc: Saltwater. **Aluminium:** Salt / brackish water **Magnesium:** Fresh Water

For Information: *Very rapid zinc anode loss that results in bright, shiny metal being exposed is a clear indication of electrical activity, be it galvanic or stray current, usually the later, since galvanism rarely creates enough current to destroy zincs quickly.*

Bright zinc in association with heavily corroded bottom paint means you have a problem that needs to be addressed immediately. The brightness of the zinc is telling you that there is too much current for the zincs to handle. Adding more zinc is NOT the solution.



(2) Earthing - Bonding Systems:

The purpose of a bonding system is to equalize the electric potential of dissimilar underwater metals by tying them all together with wire or copper straps. The benefits of a bonding system are wide ranging but little perceived. One is that it serves to dissipate stray current leaks. 12 volts of current focused on a small piece of metal will result in rapid destruction.

But that same 12 volts spread over a much larger surfaces, causes less damage in proportion to the size of the water exposed surfaces of the metal. Bonding systems can reduce the corrosion potential of metals inside and on the bottom of the boat.

Vessels which have all the hardware bonded, such as the railings, will suffer much less corrosion. The general rule is that anytime a piece of metal plumbing or hardware is isolated in a system, as with a sea strainer that is joined by two hoses is electrically isolated, needs to be wired into the system.

This can be done by daisy chaining items together, but it is a good idea not to include too many items in a chain. Obviously, at any point where a connection is broken, all those items upstream will be unprotected.

DC Current leaks are the most common form of a stray current problem



Terms & Condition Limiting Marine & Yacht Surveys, Inspections & Services

Under which terms all surveys, inspections, services are undertaken (v9)

The inspection is carried out on the understanding that the surveyor is legally liable to the named client only and not to any subsequent holder of the marine survey / inspection report.

1. The purpose of survey / inspection was to carry out a structural (per client's instructions) evaluation of the vessel for pre-purchase, finance, valuation, accident investigation and / or insurance purposes
2. The vessel was ashore supported on chocks / slings, allowing access to the hull bottom, apart from the chocking / sling positions
3. Machinery installations, auxiliary and ancillary equipment, gas and other services, electronic, pumping and plumbing, navigational aids, safety equipment, fuel systems, electrical systems, steering systems, deck equipment, hydraulic systems and other sundry items were visually inspected only. None of these items were dismantled nor were specific tests carried out.
4. The LPG gas system(s), appliances, piping, tanks and components are not tested for leaks or tightness
5. The fuel system(s), cooling systems, engine(s), piping, tanks and components are not tested for leaks or tightness
6. As surveyors (not technical engineers) we visually inspect engines, gearboxes and generator installations during our inspections. By prior arrangement and with the owner's authorisation the engine may be run up to access 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 engine parts is possible.
7. As surveyors (not sail-makers or riggers) we are unable to provide a comprehensive inspection of standing / running rigging, winches, sails, mast and spars and associated deck equipment etc
8. Water tanks and plumbing (where accessible) are externally inspected (only) where visible and are not pressure tested. No liability is accepted for any subsequent leaks not apparent at time of inspection.
9. Windows, hatches, portlights, external and watertight doors are not tested for water tightness
10. Skin fittings and associated sea cocks / valves are not tested or dismantled
11. If this report does not discuss a specific item, equipment or machinery, it is not covered by this report.
12. We have not inspected any part of the structure or items which are covered, unexposed or inaccessible and we are therefore unable to report that any such part of the structure or item is free from defect
13. No liability whatsoever is accepted for any injury, death or damages arising from those parts of the vessel to which access could not be gained at the time of inspection.
14. The report is not undertaken with any intention to ascertain that the vessel would comply with any local or national authority, under whose jurisdiction the vessel may operate
15. Information is included within this report that is gathered from various sources, such as Brokers / Owner's Details of Sale, Ship's Papers and other third parties, and such information is neither confirmed nor guaranteed.
16. Our liability shall expire 12 months after completion of the services in respect of which liability is alleged to arise and we shall thereafter have no liability in respect of those services and/or any alleged defaults in connection with the provision thereof.
17. Under no circumstances shall our liability exceed a total of £ 500,000.00 inc legal costs
18. Any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales.



19. Disclaimer

Whilst every effort has been made to ensure the accuracy of the information presented in our reports it must be clearly understood that it must **NOT** be construed as a guarantee or warranty as to the condition of the subject vessel if she is sold or transferred to a third party and no duty of care is allowed to any such third party. The report is issued without prejudice and in *uberrimae fidei* as a statement of facts ascertained at the time of the survey during which due diligence and reasonable skill were exercised and reasonable care was taken using common professional practice and, where available guidelines or Code of Practice such as and including those published by the International Institute of Marine Surveyors.

20. Guarantee and/or Warranty

This report does not constitute either a guarantee or warranty as to the condition of parts it was not, for any reason whatsoever, possible to see at the time of the survey nor does it follow that each and every defect was found during the inspection. No responsibility will be accepted for any faults, defects or changes subsequently arising. No guarantee against faulty design or latent defects is expressly stated or implied nor is any guarantee given that the vessel is suitable for any particular purpose.