

DESCRIPTION OF TYPES OF SURVEYS

STANDARD PRE-PURCHASE SURVEY

The Standard Pre-purchase survey includes a non-destructive visual inspection of the structural and cosmetic condition of the vessel and system installations noting whether or not the systems are installed in compliance with current industry standards governed by the American Boat and Yacht Council, the National Fire Protection Agency, and the United States Coast Guard. All equipment is tested and a seatrial is conducted to check the function of the engine(s). If it is not possible to test some or all of the equipment or to conduct a seatrial, we may be able to return to the boat at a later date. Depending on the circumstances, an additional fee may be charged for the second visit to the boat. No adjustment will be made to the initial survey fee unless discussed prior to the survey inspection.

Prior to the seatrial, we visually inspect the engine(s) including checking the engine mounts and all the systems associated with the engines such as the cooling, exhaust, fuel and electrical. We also visually inspect the fluids for condition and level. During the seatrial, the engine(s) are operated at cruise rpms and once the engine(s) reach normal operating temperature, the engine(s) are operated at wide open throttle under load to check engine performance and condition as per the engine's rated rpms. On most engines, we are able to check the rpms using a Photo tach or Smart tach and engine temperatures using a pyrometer infrared temperature meter. We do not do compression tests, connect any specialized gauges or other test equipment to the engines. On sailboats, we will inspect the working sails if they are installed. If the inventory includes several sails, we recommend having them inspected by a sail maker. The surveyor does not normally operate the boat during the seatrial other than to check the steering system and the function of the engine controls. Usually the broker or the current owner operates the vessel.

The survey report is approximately 25 to 35 pages long and includes a repairs and corrections section divided into three categories: Essential, Required and Desirable to facilitate in evaluating and prioritizing the needed repairs and corrections. The categories are defined under the heading on the individual pages. It should be emphasized that not all repairs and corrections listed under the heading "ESSENTIAL" are relevant to the seaworthiness of the vessel but are listed there because a substantial expenditure is believed to be needed to accomplish the correction. A number of corrections and modifications are listed under the heading "REQUIRED" based on the USCG requirements and volunteer guidelines set by the NFPA and ABYC. None or only portions of those guidelines might have been followed by the manufacturer at the time of building, consequently performing the suggested modifications constitutes an upgrade and improvement of the vessel and her seaworthiness but might not be strictly necessary for operating the vessel. The items listed under the "DESIRABLE" section are general maintenance, cosmetic repairs, and suggested gear to add to the vessel to make your boating a more pleasant experience.

*Note: If it is not possible to test some or all of the equipment or to conduct a seatrial, we can come back at a later date. Depending on the circumstances, an additional fee may be charged for the second visit to the boat. No adjustment will be made to the initial survey fee unless discussed prior to the survey inspection.

EXTENDED PRE-PURCHASE SURVEY

In addition to the STANDARD PRE-PURCHASE SURVEY, specialists such as a factory authorized mechanic, marine electrician, electronics technician, rigger, sailmaker, marine heating and air conditioning technician may be contracted by you to further investigate the condition of the equipment.

INSURANCE SURVEY

This survey, often referred to as a Condition and Value Survey, is usually conducted on the request of an insurance company or for the boat owner to obtain insurance. This survey includes inspecting for the general structural condition of the vessel and system installations noting whether or not the systems are installed in compliance with current standards. Only safety equipment such as bilge pumps and navigation lights will be tested. No seatrial will be conducted. The survey report is approximately 15 pages long and includes only our heading of "REQUIRED" items of repair based on the USCG requirements and volunteer guidelines set by the NFPA and ABYC in addition to structural or maintenance items that could make the boat unsafe for navigation.

EXTENDED INSURANCE SURVEY

This survey is intended for the more experienced boat buyer who is not interested in a lot of detail about the cosmetic condition of the vessel or a seatrial to test the function of the engine or to inspect the sails. This survey includes the inspection of the structural condition of the vessel and system installations noting compliance with current standards, testing equipment at dockside and operating the engine at dockside. The survey report is approximately 20 pages long and includes a repairs and corrections section divided into our two categories: ESSENTIAL and REQUIRED.

CONSULTATION

This inspection is usually conducted on the request of the boat owner to examine specific items and to make recommendations on repairs. Insurance companies and finance companies will not accept this type of survey report.

PRE-LISTING INSPECTION

This inspection is intended for the boat owner planning to sell his/her boat. We will give you an overview of the condition of the boat and point out major problems that may come up during a pre-purchase survey. This will allow the owner and/or broker to disclose any problems to potential buyers or to make repairs prior to the sale of the vessel. The letter of consultation does not include a repairs and correction section.

MAINTENANCE INSPECTION

This inspection is intended for the boat owner that would like a list of maintenance items to upgrade system installations to comply with current industry standards and additional repairs and maintenance needed to restore the vessel to bristol condition.

APPRAISAL

This inspection is intended for the boat owner that would like to know the value of his/her vessel for the purpose of re-finance, partner buy-out or for listing the vessel for sale.