

Advice on how to get the most from your yacht survey

The following list is based on the completion of many surveys and covers most of the potential pitfalls encountered and questions commonly asked. I don't like using caveats and disclaimers if these can be avoided, usually these only become necessary if any of the following points are not addressed in preparation for the survey;

1. Please ensure that all keys, including locker keys, are available on the day of the survey (even for a hull only inspection).
2. Although osmosis may have a marked effect on the value of a boat it is often only cosmetic and is unlikely to affect a yacht's seaworthiness unless very advanced.



Moisture meter readings are a diagnostic tool and can identify if conditions are such that osmotic blistering might develop later. However moisture meter readings can be unreliable if insufficient time has been allowed for the gel coat surface to dry out.

Resin System	Recommended minimum time out of water
Orthophthalic resin (probably 15 years+)	5 days minimum
Epoxy treated hull	Several days
Isophthalic resin	2 hour sling time
Vinylester resin	2 hour sling time

If high moisture readings are recorded following shorter than recommended "out

of water" times the condition report **will include a disclaimer**. If high readings are recorded in spite of the minimum drying out times, it may still be possible that further drying out would be beneficial.

3. The reality is that a "Lift and Hold" is the most practical and cost effective way of having the bottom of boat surveyed, however having the yacht lifted and blocked off a few days before the survey is preferred since provides an opportunity for any surface moisture to dry out and allows more detailed examination of any defects found and the opportunity to cross reference defects inside and outside of the hull.

If the underwater surface inspection is carried out in a "lift and hold" situation, as a rule-of-thumb, I require 1 hour of unencumbered access for boats under 35ft LOA, and more time for larger craft (please discuss).

On a practical note, this may also present an opportunity for the owner to carry out maintenance such as changing anodes and re-antifouling after the inspection. Spraying off prior to inspection is essential since this removes any salt that can retain moisture.

4. Please advise the vendor that between 15 to 30 patches will be scraped back through the antifouling. Technically it is your responsibility to make this good, please ask the yard to touch up the antifouling after a lift and hold (don't assume that this will be done automatically). I normally also remove any tape around rigging and guardrail terminals.
5. If the yacht has had any previous osmosis treatment or repair work, details will be useful. In particular please advise if any epoxy treatment has been applied below the waterline.
6. The survey is not intended to provide a detailed inventory for the yacht, but a copy of the sales specification can be

helpful. Also it is helpful if any gear that is not included in the sale should be removed.

7. It is only possible to inspect areas inside the hull that are accessible without tools, therefore please make arrangements with the vendor or his representative to unscrew sole boards &/or interior linings where possible, particularly in way of keel bolts, chainplates, mast steps and through hull fittings if you want these important items to be inspected.

If a saloon table has to be dismantled to access keel bolts then it is recommended that this be unfastened.

8. Please arrange for awkward or heavy items such as inflatable dinghies, liferafts and outboard motors to be removed from lockers, if these cannot be practically removed inspection may be limited.
9. With modern GRP craft it is unusual to recommend drawing keel bolts whereas this is not the case with timber craft where corrosion is more likely, with timber craft it is worth asking the vendor if the keel bolts have ever been inspected.
10. Spars & rigging where stepped, are only examined in detail to head height. The complete rig is best inspected with the mast is un-stepped and laid out on trestles. If the lowered mast is laid out on deck this will impede both the inspection of the rigging and of the decks and coachroof. Composite masts &/or rod rigging may require a more detailed inspection which by a rigging specialist (please ask for details).

Advice will be provided on appropriate replacement intervals of standing rigging, typically the recommended replacement period is every 10 years. Insurance companies may accept a longer replacement period subject to a complete inspection by a surveyor or a rigger.

Copies of invoices indicating when standing rigging was last replaced are therefore useful.

11. Loose sails and equipment, can only be inspected if made available at the time and place of survey.

12. The installation of engines and generators will be inspected but not normally operated. Engines will not normally be started unless written permission has been given by the owner or his representative.

It is advisable that you see the engine and systems demonstrated prior to purchase and see evidence of the service history of the engine and any equipment supplied with the boat, if in doubt consult a qualified engineer (please ask for details).

13. If testing of machinery is requested, ensure that charged batteries are on board and that any isolator keys are available at the time of survey.
14. Electronic equipment and electrical systems will be examined where readily accessible and switch tested, however I do not comment on the quality of data or interfacing, please consult a qualified electrical engineer to check electrical systems for their correct function.

Please ensure that charged batteries are on board and that isolator keys are available at the time of survey.
15. Specialised items such as air conditioning units and water-makers should be inspected by qualified contractors.
16. Gas equipment will be examined where readily accessible but not operated. Gas systems should be inspected by a GAS SAFE registered fitter.

17. Inflatable dinghies are not normally inspected. If requested I will be happy to inspect inflatable dinghies provided they are presented fully inflated.
18. You are encouraged to discuss the findings of the survey at the boat at a pre-arranged time, however I do require unencumbered access to the boat during the inspection, I carry out the inspection in a methodical manner and it is in your interests that my concentration is maintained!

Other Services -

I can carry out the following work in combination with a Pre-Purchase Survey or Insurance inspection;-

Part 1 Registration Tonnage Measurement - enables you to prove title of your boat, should you require a marine mortgage or leave UK waters. If the craft is not on the register the survey is an excellent opportunity to take measurements in order to complete the application. Please ask for further information.

Small Commercial Vessels Codes of Practice Certification – I am a Nominated Designer and Surveyor to the YDSA and can complete compliance examinations and stability books on their behalf. Please ask for further information.

Payment - can be made by Cheque or by Bank Transfer

Bank Details	Barclays - Chichester Branch
Account	David Greening Naval Architect Limited
Sort Code	20-20-65
Account Number	80459674

Note that some items are not applicable for different types of craft, or for partial surveys.