

Scope of works

Version: 2022

Accompanying document: **survey contract**

This document describes standard scope of works for our main services:

1. Condition survey
2. Valuation estimate
3. MCA Coding
4. Tonnage measurement
5. Limited scope survey
6. Pre-delivery inspection (for new boats leaving factory)

1. Condition survey

In scope:

- Visual inspection of hull, deck and systems
- Visual inspection of rig (if relevant) to eye level above deck
- Inspection below waterline while on the hard or in lift (client to arrange insurance, permissions and lift).
- Where appropriate, use of hammer sounding and/or moisture meter (FRP hulls). Moisture readings can be taken during a suspension, but for improved reliability and quantity of data it is best if the boat is out of the water for at least 24 hours before readings are taken.
- Sea-trial (normal **duration** approximately one hour). Client to arrange insurance, permission, and captain.
- Optional extras:
 - Ultrasound measurements of steel or aluminium
 - Rig inspection to mast head. 2 lines required and competent operator.

Out of scope (unless otherwise agreed as extras):

- Attendance by authorized representatives of engine manufacturers.
- Analyses of oil samples.
- Disassembly or opening of any components
- Valuation
- Assessment of accuracy of specification
- Stability assessment
- Assessment or investigation of tax status, registration and financial history of the vessel
- Assessment of compliance with vessel and/or any individual components with Recreational Craft Directive, Class or any other standards and regulations.

The following limitations apply where applicable:

While the methods used are intended to reduce the risk inherent in vessel acquisition and/or operation, clients should be aware that it is not possible to mitigate them entirely. We endeavour to carefully and thoroughly inspect accessible and visible items. Important costs can arise however from concealed items. Unless specifically stated, no comment or assumption is made about internal components of systems and machines, and areas or parts concealed at the time of visit by fixed panels, linings, items in lockers etc., as they could not be examined. Concealed items may include structural components, wiring, plumbing and other important items.

Due to constraints on time, practicality and visibility, it is not possible to follow pipes, hoses and cables from end to end, and their condition cannot be determined without tests that are out of survey scope.

The client should be aware that the depth of experience of the vessel accumulated during survey cannot compare to operating and living aboard the vessel longer term. It is possible that defects and annoyances could occur during these longer periods that were not found or were not present during survey.

Unless specifically noted from an observation, no comment is made about the vessel's structural and functional specification, and/or the vessel's ability to support users' requirements. The survey attempts to describe the vessel's condition, not the fitness for purpose of the vessel as a whole or any of its components.

In addition to addressing defects, an assumption of the survey is that the client will follow manufacturers' guidance for preventative maintenance of the hull, deck, systems, and rig. If not done, this can lead to rapid deterioration and failure of any given component.

A survey provides a general view of systems in the time available, but cannot replace manufacturers' expertise, experience and procedure for diagnosis and maintenance. Some systems, including but not limited to the engine(s), represent a large proportion of the value of the vessel. Where machinery represents a significant cost or risk, inspection by authorised representatives of the manufacturers is recommended.

A survey should not be taken as a guarantee about the condition of the vessel and in no sense does any report or document we issue provide a warranty for any part of vessel.

Accuracy of instruments, displays, control panels, paperwork, and markings will not be checked.

Where displays and control panels are used to operate and monitor installations, the correct response of those installations will not necessarily be checked.

2. Valuation estimate

In scope:

- Estimate of value using information available online, experience and/or private conversations with one or more brokers

Out of scope:

- Assessment of vessel condition
- Assessment of accuracy of specification
- Stability assessment
- Assessment or investigation of tax status, registration and financial history of the vessel
- Assessment of compliance with vessel and/or any individual components with Recreational Craft Directive, Class or any other standards and regulations.

3. Compliance inspections for commercial use ("coding")

In scope:

- Assessment of vessel compliance with requirements of MCA or flag regulations (defined in agreement with surveyor)

Out of scope:

- Full condition survey for purchase, valuation, or insurance

4. Tonnage measurement

In scope:

- Collection of data required to fill in relevant tonnage measurement form (flag to be defined by client).
- Completion of relevant form and submission to relevant authorities.

Out of scope:

- Assessment of vessel condition
- Assessment of accuracy of specification
- Stability assessment
- Assessment or investigation of tax status, registration and financial history of the vessel
- Assessment of compliance with vessel and/or any individual components with Recreational Craft Directive, Class or any other standards and regulations.

5. Limited scope survey

In scope:

- Requests made by client, subject to our agreement

Out of scope

- Any items not specifically requested by client

6. Pre-delivery inspection

Where time and builder/seller allows:

In scope:

- In-water inspection
- Sea-trial
- Observation of systems operating
- Check installed specification corresponds to order
- Written report and snag-list

Out of scope

- Out-of-water inspection
- Structural inspection

The same **limitations** apply as to a condition survey see pages 1-2).