



Marine Surveys UK

"Pragmatic Surveys in Plain English"

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Bayliner 285, 2009 model, FRP (fibre reinforced plastic), Deep V shaped hull, fast motor vessel

Type of survey: Hull condition only

At the request of:

[REDACTED]

This survey was carried out on [REDACTED] May 2011 ashore at Bates Wharf, 8/10 New Quay Road, Poole, BH15 4AF, UK. The above named being a prospective purchaser of the vessel.

PLEASE NOTE THIS IS A LIMITED SURVEY OF THE HULL ONLY and contains considerably less information than a Pre- Purchase Survey.



Limitations:

- ✚ Where access is restricted by fixed panels, linings etc. it was not possible to examine those areas and I cannot say these are free from defects.
- ✚ This report has been prepared for the use of commissioning client and no liability is extended to others who may see it.
- ✚ In some cases it is not possible to detect latent and hidden defects without destructive testing which is not possible without the Owner's consent.
- ✚ As the vessel was on her trailer any areas hidden by the trailer pads could not be checked but these were minimal.

Scope of Survey:

- ✚ This is a Hull condition survey only and its purpose is to establish the structural and general condition of the hull only.
- ✚ Camera equipment was used in places to view normally inaccessible areas and the pictures analysed to identify any issues.
- ✚ Cosmetic defects will not be extensively reported but any spotted will be noted, these will not be an exhaustive list as the purchaser will be able to spot these during their own inspection

Recommendations and advisory notes:

- ✚ Recommendations will be restricted to those defects which should be rectified before vessel is used, (or within a given time span if specified), and items which may affect insurability.
- ✚ ***Recommendations will be printed in bold italics for quick reference.***
- ✚ The recommendations are contained in the body of report in order that they may be read in context, and are also listed as part of the conclusions at the end of this Report.
- ✚ **Advisory notes** are suggestions to prevent a problem getting worse or general advice and do not have to be carried out before the vessel is used nor should affect the boats current insurability.

Conditions of Survey:

The vessel was sitting on a road trailer on gravel parking behind at the premises of Bate Wharf Marine Sales. It was not lifted from the trailer at any point. The weather was dry and fine. No other conditions affected the survey unless noted in the text.

Information is reported in the Sections below, followed by Recommendations and Conclusions.

Hull, Deck and Structure.

1. Details of Subject Vessel, (General Description, Dimensions, Registration etc.).
2. Hull below Waterline.
3. Topsides above Waterline including Rubbing Strake etc.
4. Bulkheads and structural stiffening including internal mouldings



1. Details of subject vessel:

Manufactured by Bayliner Marine, 17825 59th Avenue NE, Arlington, Washington USA the Bayliner 285 is a deep V fast hull designed motor vessel.

Manufacturers' information not verified by measurement (from the brokers' details)

Length Overall: 8.53m

Beam: 3m

Draft: 0.94m

Boat specific Information

Registration : Not noted

HIN Number : US-USD A5 [REDACTED] J809 – taken from hull

Year of Build: October 2008, Model 2009

Serial Number: [REDACTED]

Engines: Mercruiser MAG

2. Hull below Waterline:

- a) This is a deep V, (shape of hull), single chine (step in side) with 3 spray rails of solid FRP construction
- b) The vessel was seen sitting on a road trailer. No distortion to the hull was noted.
- c) The centre line and forefoot (front lower edge) viewed externally found in good condition with no serious abrasion damage noted.
- d) The hull was coated in white antifouling over a cream and grey primer. The gel coat has been roughened so the primer sticks well.
- e) Light hammer sounding was carried out (not heavy enough to damage the gel) of hull at regular intervals approximately 500mm spacing all over to identify any areas of delaminating. No areas of delaminating were noted
- f) The antifouling was removed to the white gel (or grey primer if well stuck) in 31 patches approximately 50mm x 50mm at random around the hull, spray rails and transom below the water line. While scraping I was looking for signs of moisture ingress like wicking or blisters. None were found.
- g) The chines and spray rails were checked under 10 x magnifications for signs of stress cracking. None were noted.
- h) There are no signs of major damage or repairs to the hull.
- i) Moisture readings were taken using a capacitance moisture meter of Sovereign Quantum model, operating in both shallow and deep reading modes. The meter was first checked for correct calibration. The readings recorded below are from the meter operating in the



shallow and also deep mode on the relative scale 0-100. (It should be noted that the earlier Sovereign Meter scale was 0 – 25 and the Sovereign Quantum Model 0 -100).

The conditions prevailing when the readings were taken were as follows:

Air Temperature:	18.7°C
Relative Humidity:	41.9%
Time ashore	More than 1 month
In summary the weather conditions for obtaining moisture readings were good	

Readings were as follows:

Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale 0-100 Shallow mode	11 - 18 but mainly 13	11 - 15
Deep Mode	11 – 18 but mainly 12	7 - 10

The interpretation of the readings in shallow mode range;

- 0 – 15: Can be considered dry for all practical purposes.
- 16 - 20: Some moisture present at low levels but of no great concern.
- 21 - 30: Considered medium, but those at the top of the range i.e. 30 are at the point where the risk of moisture related defects developing is significant.
- 31- 45 Considered high and at a level where the risk of moisture related defects being present but not yet physically detectable is significant.
- 46 – 60 Very High and will usually be accompanied by physically detectable signs. Likely to be accompanied by a significant increase when switching to deep mode.
- 61 – 100 extremely high and indicative of possible laminate damage in addition to osmotic blistering. Likely to be accompanied by a significant increase when switching to deep mode.

The difference between readings above the water line (normally dry) and below it should be noted as different resins give different readings. These readings also need to be considered in conjunction with the period the vessel has been ashore and the weather conditions when obtained. As a rule of thumb you can expect the levels to drop by one range after a few weeks ashore.

Always storing the boat ashore to allow some natural drying out to occur and keeping the hull clean will contribute significantly to maintaining this condition.

3. Topsides hull above the waterline up to and including the Rubbing Strake:

- a) Topsides are moulded with two spray steps and constructed of solid FRP.



- b) Topsides moulding was found fair (without major distortion). It is finished in white and blue gel coat which has recently been polished.
- c) A chrome and rubber rubbing strake runs around the hull and deck joint.
- d) Light hammer sounding was carried out (not heavy enough to damage the gel) of hull at regular intervals approximately 500mm spacing all over to identify any areas of delaminating. No areas of delaminating were noted.
- e) No signs of major repairs were noted.

Advisory note:- There are minor scratches on the port bow in the blue gel coat which should polish out. You can see slight distortion on the starboard aft quarter where the aft bulkhead is and on the port side where the aft cabin bulkhead is. This is not a defect.

4. Bulkheads and structural stiffening including internal mouldings:

This is a monocoque (single box) construction and a number of factors contribute to the strength.

- a) The hull and deck mouldings are robustly built.
- b) A number of floors (moulded FRP foam or wood filled boxes running across the hull, not to deck level) are bonded onto the inside of the hull and longitudinal stringers constructed in the same way running fore and aft.
- c) There is an inner hull moulding which comprises the furniture and various bulkheads are bonded to the hull and deck giving extra strength.
- d) Access to the hull and deck inside is restricted by mouldings inside of lockers and cupboards and deck headlining panels.
- e) Where I was able to access some areas of the inside of the hull, this being in the engine compartment, under forward cabin and saloon soles, there were no signs of cracks or stress noted.

Advisory Note:- While inspecting the inside of the vessel I lifted the aft cabin mattress. You will see cracks in the paint under the berth. This is not a structural area and is purely crack in the paint.

The starboard aft end of the cabin was damp under the mattress and it appears that there is a leak from the starboard side headlining from under the cockpit floor. I pointed this out to the broker.

Recommendations and conclusions

There are no recommendations for this vessel with regards to the Hull.

Conclusions The hull is in sound condition as far as I can ascertain from the tests and inspections carried out with no signs of damage, repair of manufacturing faults.