



# Marine Surveys UK

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Hunton RS43, FRP Motor vessel

Type of survey: Pre-purchase

## At the request of:

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

This survey was carried out on [REDACTED] on the water as a sea trial and ashore at MDL marina, Saxon Wharf, Southampton, SO14 5QF, UK. The above named being a prospective purchaser of the vessel.



**Limitations:**

- ✚ Where access is restricted by fixed panels, linings etc. it was not possible to examine and I cannot say those areas 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.

**Scope of Survey:**

- ✚ This is a Pre-Purchase Survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- ✚ Camera equipment was used in places to view normally inaccessible areas and the pictures analysed to identify any issues.
- ✚ A general inspection of the engine and installation will be made, and the vessel driven by the owner up to maximum revs for 3 minutes. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run for a long period of time.
- ✚ The hatches and port lights were not leak tested with a hose and cannot be guaranteed not to leak, however visual evidence will be reported.

**Recommendations:**

- ✚ These will not be made concerning cosmetic or other minor defects, although relevant advice may be made in the text.
- ✚ 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.

**Conditions of Survey:**

The owner, with the surveyor aboard, motored the vessel up Southampton water at 5 knots for about 20 minutes, accelerated up to maximum throttle in flat water for about 3 minutes, then turned the boat around. We then dropped and retrieved the anchor to test the windlass. The vessel was later examined on hard standing, sitting on a cradle ashore at the premises of MDL Marina, Saxon Wharf. No special conditions affected the survey other than as described in the text.



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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. Keel.
3. Hull below Waterline.
4. Topsides above Waterline including Rubbing Strake etc.
5. Deck Moulding.
6. Coach roof.
7. Cockpit.
8. Hull/Deck Join.
9. Bulkheads and Structural Stiffening including Internal Mouldings.

**Steering, Stern Gear, and Skin Fittings etc.**

10. Rudder and Steering.
11. Stern Gear.
12. Cathodic Protection.
13. Skin Fittings and other through Hull Apertures.

**On Deck.**

14. Main Companionway and other Accesses to Accommodation.
15. Ports Windows etc.
16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays.
17. Ground Tackle and Mooring Arrangements.
18. Other Deck Gear and Fittings.
19. Davits and Boarding Ladders.

**Safety.**

20. Navigation Lights.
21. Bilge Pumping Arrangements.
22. Fire fighting Equipment.
23. Lifesaving and Emergency Equipment.

**Engine.**

24. Engine and Installation.
25. Fuel System.

**Accommodation and onboard Systems.**

26. Accommodation General.
27. Gas Installation.
28. Fresh Water Tanks and Delivery.
29. Heads.
30. Electrical Installation.
31. Electronic and Navigation Equipment.
32. Heating & Refrigeration



**1.Details of subject vessel:**

Designed by Jeff Hunton and built by Hunton Power Boats Ltd, Unit 2, Romsey Industrial Estate, Romsey, Hampshire, SO51 0HR, the RS43 is a deep V fast hull designed motor vessel.

**Manufacturers' information not verified by measurement (from builders certificate)**

Length Overall: 12.978m / 42'7"

Beam: 3.3m / 10'10"

Draft: 0.915m / 3'2"

Displacement 8000 KG dry

CE Marked Cat B 8 Persons

Which means Offshore, significant wave height up to and including 4m and wind up to and including force 8 beaufort.

**Boat specific Information**

Registration " [REDACTED] British Small ships Registry #11 [REDACTED]

HIN Number GB-HP016 [REDACTED] EC505

Year of Build March 2005 Model year 2005

Serial Number Serial number [REDACTED]

Engines 2 x Volvo Penta D6-350

**2. Keel**

a) The keel is part of the hull moulding and has been considered such below. The centre line and forefoot viewed externally found in satisfactory condition with no serious abrasion damage noted.

**3. Hull below Waterline:**

a) Deep V single chine with 2 spray rails of solid FRP construction (Manufacturer information – Isophthalic Resin, powder bound Glass fibre mat followed by Orthophalic resin and triaxial composite) and finished in white gel coat. Note –Isophthalic resin is more water resistant and hence more expensive that Orthophalic.



- b) The vessel was sat on a long cradle with pads and the bow and stern supported by stands. There are no signs of distortion in the hull.
- c) The hull had no antifouling applied and the owner advised that the boat is washed every 3 weeks and has never been antifouled. The hull was very clean.
- d) Light hammer sounding was carried out (not heavy enough to damage gel) of hull at regular intervals approximately 500cm spacing all over to identify any areas of delaminating. No areas of delaminating were noted
- e) The chines and spray rails were checked under 10x magnification; no signs of stress crazing were noted.
- f) There are no signs of damage or repairs to the hull.
- g) 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.

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

<b>Air Temperature:</b>	<b>8.3°C</b>
<b>Surface temperature:</b>	<b>8.3°C</b>
<b>Relative Humidity:</b>	<b>70.1%</b>
<b>Time ashore</b>	<b>30 minutes</b>
<b>In summary the weather conditions for obtaining moisture readings were fair</b>	

Readings were as follows:

<b>Meter</b>	<b>Range below waterline.</b>	<b>Range above waterline.</b>
Sovereign Quantum, Scale 0-100 Shallow mode	<b>20</b>	<b>16 - 18</b>
Deep Mode	<b>15 - 16</b>	<b>15 -16</b>

The interpretation of the readings in shallow mode range;

- 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.

**Advisory note** – The boat had only just come out of the water and there was an oily film on the hull below the water line. This was difficult to remove and affected the readings initially.



Having said that the readings taken are very good, and longer ashore will improve them further.

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.

**4. Topsides (hull above the waterline up to and including the Rubbing Strake):**

- a) Topsides constructed of solid FRP as per the hull below the water line.
- b) Topsides moulding found fair, although you can see the FRP mat pattern through the gel coat, finished in white and blue gel coat. Some minor cosmetic abrasions noted, no signs of major damage or repairs.
- c) No stress crazing or cracking noted in way of bulkheads or other re-enforcing members
- d) A chrome rubbing strake with rubber insert runs around the hull and deck join.

**Advisory notes:**

- Along the top and undersides of the rubbing strake are some brown corrosion stains. I noted inside the hull in the engine compartment, brown corrosion stains in places running through the resin. I conclude that some of the rubbing strake fixing bolts, which Hunton say are 316 stainless steel, are corroding. Martin Payne, of Hunton advised these could be drilled out from the outside, sealed and replaced.
- Port side aft and amidships there is minor damage to the rubbing gelcoat behind the rubbing strake. This may be able to be polished out.
- Port aft transom rubbing strake – the black sealant from the underside has come away. I was not able to insert a spike into the joint. More sealant should be applied when dry.

**5. Deck moulding:**

- a) The deck is solid FRP. Access to the underside is greatly restricted by headlining panels.
- b) The gel coat is white with moulded in non slip
- c) The whole deck was carefully tested underfoot. No sign of delaminating or other structural defect found.
- d) The anchor locker is moulded into the deck.
- e) The transom swimming platform has teak faced ply stuck onto it. There are no signs of splits and the joint compound is securely adhered to the wood where tested.
- f) There is a locker on the transom containing the swimming ladder. This is securely hinged and uses own weight to stay shut.

**6. Coachroof:**

- a) The coach roof is integral with deck moulding and is reported above.

**7. Cockpit:**

- a) The cockpit is integral with the deck moulding and constructed in the same way. It has teak faced ply securely attached.



- b) The cockpit has a solid FRP hatch in the sole, under the cockpit table giving access to the sealed compartment below containing the kedge anchor.
- c) Under the seating are lockers with lift off lids and sealed interior mouldings. The aft one has a watertight hatch in the sole giving access to the fuel tank fittings.

**8. Hull/Deck join:**

- a) The hull and decks mouldings are bonded and laminated together.
- b) Internally no signs or evidence of any leaks on linings from the joint.
- c) There are no signs of damage to the joint.

**9. Bulkheads and structural stiffening including internal mouldings:**

This is a monocoque (single box) construction.

- a) A number of floors are moulded into the inner moulding along with longitudinal stringers
- b) Various bulkheads are bonded to the hull and deck giving extra strength. These were carefully inspected and no signs of stress or cracks noted except where reported below.
- c) Access to the hull and deck inside is restricted by carpeted insides of lockers and cupboards, deck headlining panels.
- d) Where I was able to access the inside of the hull, this being in the engine compartment & starboard aft cabin there were no signs of cracks or stress.
- e) In the heads compartment, inside the locker there are cracks in the bonding of two panels to the hull, one being the central bulkhead.

**Advisory notes**

- I spoke with Martin Payne of Hunton powerboats who advised that these panels were not structural as the strength is all in the hull and deck mouldings. I checked the corresponding areas externally and there is no sign of impact or stress cracks. These panels should be bonded to the hull and Martin Payne advised that he would arrange this with the owner.

**10. Rudder and steering:**

- a) Steering is via the outdrives.
- b) The wheel is slightly loose on its shaft.
- c) The hydraulic steering system is leaking at both steering rams on the outdrives. All other connections appear secure.
- d) The outdrive legs are connected with a stainless steel connecting rod, the fittings are secure.
- e) Hydraulically operated trim tabs are securely fitted. The starboard one did not operate.
- f) Bow thruster fitted. The tube is well bonded to the hull where seen.

**Advisory notes**

- The plastic cover for the bow thrusters motor is loose in the locker and should be refitted.
- The steering wheel cover should be removed to check if the nut is loose or the shaft is worn.



- Pink hydraulic fluid is clearly leaking from both rams on the out drives. The owner advised that he will get an engineer to fix this Monday.
- The owner advised that he does not use the trim tabs as he manages the trim with the engine tilt control. It is probably that the fault with the trim tab is electrical, possibly a relay.

### **11. Stern Gear:**

- a) These are two Volvo Penta stern drives with duo prop propeller systems.
- b) The bellows were checked where visible and seen to be in good condition. The bellows clips were tight and in place.
- c) No signs of corrosion noted.
- d) Port engine, the propeller cone and inner plastic cover are missing.

#### **Advisory notes**

- It is strongly advised that the outdrive units be inspected and tested by a qualified Volvo engineer as repairs and even routine servicing can be expensive with these units.
- Paper work seen on the boat – Stern drives serviced and parts replaced April 2009. invoice total nearly £8000.
- Owner has advised the plastic cover and cone on duo prop will be replaced.

### **12. Cathodic Protection:**

- a) There are no hull anodes fitted nor designed to be fitted.
- b) The engine anodes and engine bracket anodes are all partially wasted and connected directly to the metals they are protecting.

#### **Advisory notes**

- If boat continues to be dry sailed, check anode condition at each lift. They are located 1 above each propeller and 1 at the base of each of the brackets at the hull.

### **13. Skin Fittings and other through Hull Apertures:**

Some thru hulls may not be reported below but will be with relevant systems sections and have been tested the same way.

No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:

- ✚ Examination from outside and inside the boat. Checked for de-zincification
- ✚ All valves open and closed to their full extent where possible.
- ✚ Any fixing bolts hammer tested where accessible.
- ✚ Bodies of metal valves or sea cocks tested with a hammer inside the boat and external parts hammer tested outside the boat.
- ✚ Fittings aggressively tested inside the boat for security in the hull.
- ✚ Hose clips inspected and hoses aggressively tested for security. 2 clips correctly fitted on outlet spigot unless noted.



✚ Lying fair to hull unless noted

**Below Waterline:**

- a) Generator seawater intake is bronze with DZR valve and strainer above.
- b) Air Cooling system sea water intake is bronze with DZR valve and strainer above.
- c) Heads compartment, holding tank outlet bronze with DZR valve.
- d) Shower and sink drain outlet bronze with DZR valve.

**Above the waterline:**

- a) Two cockpit drains exit the hull through chrome thru hull fittings.
- b) Engine hatch cover gully drains starboard side exiting the transom thru chrome thru hull.

**Advisory notes**

- Port side hull fitting for cockpit drain is slightly loose and requires tightening.
- All outlets only have one hose clip fitted as standard. Best practice is to have two hose clips fitted in case one fails however it is not a legal requirement.

**14. Main Companionway and other Access to Accommodation:**

These were all checked;

- ✚ to be lying fair to the deck
- ✚ fixings were randomly tested with screw driver for tightness
- ✚ frames checked for damage
- ✚ a secure method of closure
- ✚ correctly fitted hinges
- ✚ glazing checked for damage
- ✚ gaskets checked

All found ok unless noted. The hatches were not hose tested for leaks.

- a) Main access into saloon through sliding door, acrylic "glass" in alloy frame, secure in runners with secure means of locking and holding open.
- b) Fore cabin, saloon and aft cabin each have a Trend Marine round hatch with forward hinge and two latches that can be locked.

**15. Ports, Windows etc.:**

The same checks as section 14. above were carried out. All found ok unless noted. The ports and windows were not hose tested for leaks.

- a) Rutgeron chrome framed port lights with 3 catches fitted in cabins. All checked.

**Advisory notes**

- As all port lights are below the weather deck they should always remain closed when at sea.

**16. Pulpit, stanchions, pushpit, lifelines and jackstays:**



- a) Pulpit and side guard rails are combined stainless steel tubing. Secured through deck with stainless bolts, metal plate and large nut. Limited access to underside, all found secure when body weight applied.
- b) No life line attachments seen.
- c) Hand rails were all rigorously pulled and found secure.

**17. Ground Tackle and Mooring Arrangements:**

- a) Main bow anchor. This is a Delta type, 10KG. 10mm galvanised chain, and 12mm warp. Not laid out and examined link by link. Specification states 50m chain, 30m warp. Bitter end not seen. Found in clean condition.
- b) Pillar windlass, operated under load and worked well. Separate isolator switches fitted.
- c) Stainless steel stem head with single bow roller. Pin to put over chain to stop jumping off is fitted.
- d) Vessel has stainless steel cleats fore, centre and aft of adequate size through bolted the laminate. All hammer tested, levered and found secure.
- e) Second anchor seen in locker under cockpit, owner advised has 6 – 8' chain plus warp attached.

**Advisory notes**

- Starboard fixing screw for bow roller is loose and should be tightened.
- Mooring tackle is suitable for this type of boat and category.

**18. Other Deck Gear and Fittings:**

- a) Radar arch, moulded with deck. Fitted with arch lights. All working.
- b) Fitted cockpit cushions, port side lounge edge is split. Others appear good condition.
- c) Mainscreen, no signs cracks or stress indications.
- d) Engine covers – hydraulically lifted, containing lockers. All found in fair condition.
- e) The boat has full cockpit covers with windows. These were stored in forepeak. They were removed and unfolded but not fitted. Plastic glazing, no signs cracks or splits. Blue canvas in fair condition. Zips appear sound.

**Advisory notes**

- There is a 6" crack at the starboard aft side of the arch. This is where the two halves are bonded and the joint filled. Filler has come out of the joint and should be filled and faired.
- Radar arch canvas cover has some small holes in canvas.

**19. Davits and Boarding Ladders:**

- a) Vessel fitted with folding stainless steel boarding ladder with metal steps, extending below water line for easy boarding from water. No signs of wear and secure when pulled out and climbed on.

**20. Navigation Lights:**

Vessel fitted with



- a) All round white anchor light and steaming light on arch seen working. Securely fitted.
- b) Port and starboard lights mounted on side of arch - seen working and secure.
- c) Stern light on transom seen working and secure.

**21. Bilge Pumping Arrangements:**

- a) Manual bilge pump mounted in engine compartment and picks up from engine compartment, discharges from transom through bronze thru hull.
- b) Automatic and Manual bilge pump fitted in bilge below saloon steps with exit above waterline portside
- c) Automatic and manual pump fitted in engine compartment with exit port side above waterline. Both heard working but without water.
- d) Condensation from air-conditioning unit forward and aft is collected in sealed box with automatic pump also under saloon steps.

**22. Fire-fighting Equipment:**

- a) There were the following fire-fighting appliances found onboard.
  - a. 2 x 2KG automatic fire extinguishers mounted in engine compartment
  - b. 1KG dry powder mounted at helm station.
  - c. 1KG dry powder at galley

**Advisory notes** All fire extinguishers were new with boat 5 years ago.

***Recommendation:-. Fire extinguishers should be serviced or replaced every 5 years. The MCA recommend one Fire extinguishers at every exit to open space, fire extinguishers for engine plus 2 buckets with lanyards. This vessel should be equipped to this standard.***

**23. Lifesaving and Emergency Equipment:**

The following was found aboard –

- a) Flare pack – out of date

**Advisory notes**

- The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment (SEA Check) and can be contacted on 08003280600 or via the RNLI website, [www.rnli.org.uk](http://www.rnli.org.uk).
- The RYA also publish a booklet, G16, "The Boat Safety Handbook" and this specifies levels of Safety Equipment for different categories of use. Booklet is obtainable from nautical bookshops or direct from the RYA, [www.rya.org.uk](http://www.rya.org.uk).

***Recommendation - this vessel be equipped to the level appropriate to proposed use.***



**24. Engine and Installation:**

2 x Volvo Penta D6-350 Diesel engines. Engine hours on gauges- port 477, starboard 478.

Engine numbers 200600 [REDACTED] & 200600 [REDACTED]

- a) Engines were visually inspected with mirrors to access underside of areas.
- b) Engines are generally clean and appear maintained except as noted below.
- c) Engine sea trial
  - a. The engines were a bit slow to start, slow cranking speed due to cold and batteries.
  - b. When started, some smoke came from exhausts, which is quite typical of Volvo Penta Engines but this cleared once warm.
  - c. A warning light for an electrical problem appeared from start on port engine although battery charge was at 14V. This remained flashing for the duration of the sea trail. The owner advised this had happened earlier in the week and had been told it was related to the generator and shore power being on at the same time. When we finished the sea trial, the owner turned all engines off, waited 5 minutes and started them again. This time they turned over fine and the light did not come on.
  - d. At operating temperature, 85°C both engines, oil pressure was 2 bar on both engines.
  - e. Engines accelerated smoothly up to 3500 maximum revs, giving a speed of 45 Knots. At 2500 revs, the vessel cruised at 28 knots.
- d) The engines are mounted on flexible mounts forward, bolted to laminated engine bearers. No signs cracks or stress to bearers. Mounts were tested with crow bar and found secure.
- e) The bilges were fairly clean with no signs of oil or diesel leaks.
- f) Seawater cooling water comes via outdrive legs. No signs weeps or leaks on water system hoses.
- g) Starboard engine seawater pump has evidence of leaks from front seals which has caused water to corrode engine mount as above, port alternator casing and starboard engine block.
- h) Oil levels were correct.
- i) Throttles and gear control are Morse with cables going to electronic control box. They operate smoothly.
- j) Exhaust is via leg, all clips checked, no signs corrosion on exhaust system.

**Advisory Notes**

- Receipts seen for both engines serviced plus extra work November 2009. Invoice for approximately £4500.
- Suggest get Volvo Penta engineer or marine electrician to check out this flashing warning light fault.
- Starboard engine, port mount is rusted but functioning.
- Owner advised intercoolers were cleaned out November 2009.
- Starboard Water pump should be refurbished, alternator cleaned and protected, engine block cleaned and paint touched up to prevent further unsightly corrosion.



- Port Dipstick top is loose on dipstick. Replace dipstick.

**25. Fuel system:**

- a) Two metal diesel tanks, mild steel, painted in enamelled white mounted on laminated bearers in compartment forward of engine. Area is completely dry. No signs corrosion on tanks.
- b) All hoses securely fitted and marked ISO 7840 – Marine fuel grade quality.
- c) Access to fuel tap mounted directly on tank from cockpit locker watertight hatch. Shut off vale for both engines and generator fitted.
- d) Deck fillers securely fitted.
- e) Two Volvo Penta clear bowl separators mounted at front of engine compartment, separate CAV metal filter for generator. All pipes securely fitted.

**26. Accommodation General:**

- a) Interior is generally clean and tidy. Some catches are a bit stiff and could do with a oiling.
- b) Sunscreen on salon hatch is stained.
- c) Forepeak under berth locker lid has come detached from its hinges.

**Advisory notes**

- Carpet under aft cabin berth is stained with red and the Alcantara covered panels in same cabin also stained. Owner advised water pressure system accumulator tank sprayed water in cabin last year and red is from cardboard boxes. Stains are dry now and materials not damaged but marked.
- Locker lid under forecabin berth should be reattached and the locker not used for stowage as bow thruster and batter are fitted below.

**27. Gas Installation:**

There is no gas systems fitted.

**28. Fresh Water Tanks and Delivery.**

- a) Stainless steel water tank fitted under aft cabin. No access to this. Pressure system with accumulator tank. Push connection plastic plumbing pipe. Secure where seen.
- b) Stainless steel ISOtemp hotwater calorifier heated from engine and 240V. All fittings found sound and secure.
- c) Toilet is fresh water flush and operates.
- d) All taps and showers operated

**29. Heads:**

- a) Toilet is an electric Lee sanitation, fresh water flush, connected to holding tank with option for direct outlet or tank. Electric macerator fitted in outlet pipe. No access to holding tank. All operated and appears sound.



### **30. Electrical Installation:**

#### 12v circuits

- a) Each engine has alternator which charge the batteries.
- b) Engine, generator and domestic batteries are mounted in two metal boxes port side engine compartment (2 x 85amp hour) and FRP boxes in starboard side engine compartment (3 x 110 amp hour). Boxes are securely mounted and have secure means of closure. They are sealed batteries and only one has a colour indicator, and this shows green. Terminals are tight. Ventilation is into engine compartment.
- c) Bow thruster battery is mounted under fore cabin berth. The it is strapped in a secure box.
- d) MasterVolt 3.5 Whisper generator is mounted in engine compartment. This operates from main switch panel. Fuel and exhaust are correctly mounted.
- e) All wiring appears original manufacturers; all circuits have RCD breakers.

#### **Advisory notes**

- Batteries are all 5 years old and should be tested by electrician for condition.
- The positive battery post on the bow thrusters battery in forecabin has been bent forward due to something heavy pushing on it. It appears ok still just bent.
- Exhaust has two exits for "super quite" system. The lower one is bronze thru hull with DZR lever ball valve. This was shut and should be open. The generator was started but cut out after a few minutes. This may be related. Generator should be tested again by engineer.

#### 240v Circuits

- f) Shore power and generator. Victor energy battery charger mounted.
- g) Electric hob, seen operating
- h) Microwave – seen operating
- i) Hotwater system.
- j) Fitted with RCD circuits and main breaker.

#### **Advisory notes**

- Shore power cable insulation has been damaged in places. Suggest is checked and replaced or repaired.

### **31. Electronic and Navigation Equipment:**

- a) Garmin GPS2010C display with Log and depth seen working.
- b) VHF–ICOM DSC type seen working.

### **32. Heating and refrigeration**

- a) Webasto chilled air system and Heater system. All securely fitted with correct exhaust and inlets.
- b) Front loading upright refrigerator 12v and 240v seen working. Second fridge in cockpit.

#### **Advisory notes**



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- Heater would not operate and Chilled air could not tell if cooling as temperature was low. System should be checked and made to operate.



## **RECOMMENDATIONS and CONCLUSIONS:**

### **Maintenance Overview:**

Cosmetic maintenance: Has been kept generally clean and tidy throughout.

Technical Maintenance: Engine and stern drives have been Volvo Penta maintained annually from invoices seen.

### **List of Recommendations:**

The Recommendations made in the Report are listed below with their respective section numbers. *All Recommendations should be carried out before use of vessel or as stated.*

#### **22. Fire-fighting Equipment:**

*Recommendation:-. Fire extinguishers should be serviced or replaced every 5 years. The MCA recommend one Fire extinguishers at every exit to open space, extinguishers for the engine space plus 2 buckets with lanyards. This vessel should be equipped to this standard.*

#### **23. Lifesaving and Emergency Equipment:**

*Recommended this vessel be equipped to the level appropriate to proposed use.*

### **Conclusions:**

There are a number of advisory notes in the survey which should be noted, and the buyer aware of before he completes the purchase. The vessel is in good condition for its age and well looked after but there are a number of items that now need attending to at the end of the season.