



# Marine Surveys UK

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		<b>BMSE Approved Survey Form</b>	
		<b>Insurance Survey</b>  <a href="http://www.bmse.co.uk">www.bmse.co.uk</a>  Job Number 1043	
<b>Client Details</b>		<b>Vessel Details</b>	
Name	Antony Gillam	Name	██████████
Address	119 The Keep Porchester PO16 9PR	Type/Class	LM30
Email	Tony.Gillam@lineone.net	Length (m / ft)	9.19m
Tel	02392 611444	Beam (m / ft)	3.07m
Mobile	07791248741	Hull #	8830 ██████████
<b>Survey Details</b>		Builder	LM Glassfibre
Location	Porchester Sailing Club	Date of Build	1988
Afloat/Ashore	Ashore	CE Info	n/a
Weather	Dry and cold	Other ID	SSR ██████████
Survey Date	27 <sup>th</sup> January 2011	Data Source	Builders certificate SSR document
		Report Date	27 <sup>th</sup> January 2011



Picture of vessel.



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## Section 1 - Additional Information

**PLEASE NOTE THIS IS A BASIC INSURANCE SURVEY only and contains considerably less information than a Pre- Purchase Survey. Therefore no liability is accepted to any party who may rely on information herein when deciding whether or not to purchase the vessel.**

### 1.1 Survey Conditions

The vessel has been out of the water since the end of October 2010

The vessel was inspected ashore whilst supported on her bilge keels which allowed good access to the hull.

The vessel had a canopy rigged which made it difficult to access some of the deck area

No special conditions affected the survey other than as described in the text.

### 1.2 Description of Vessel

The vessel is a LM30 designed by Bent Anderssen, built in Denmark in 1988

### 1.3 Recreational Craft Directive Information (RCD)

This vessel is too old to come under the RCD.

#### 1.3.1 Builder's Plate

The builders certificate was found with the following details :-

Manufacturer : LM Glassfiber of Denmark

Model : LM30

Design Category: Norske Veritas 42.09 343764

Max No. Persons : 6 persons

Engine number : Volvo 2003 33570S1 [REDACTED]



### **1.3.2 Hull Identification Number (HIN)**

No HIN number was seen. The builders certificate states hull number 8 [REDACTED]



**Section 2 – Report Summary**

Conditions for carrying out the survey were good, there are a few minor recommendations to be carried out before launch which should be able to be signed off by declaration from the owner. As far as can be ascertained the boat structure and condition is good for its age.

**Section 3 –Recommendations and Advisory notes**

Recommendations are numbered with reference to the detailed survey report in sections 5 and 6.

**a) Recommendations**

**Recommendations are to be carried out before the vessel is used or by a date specified in the remark.**

Ref.	Reference	Pass/Fail	Comment, Description, Notes
<b>6.14</b>	<b>Rig</b>		<b>Yacht Only</b>
6.14.7	Terminal condition, cracks, locking pins, good articulation.	<b>Fail</b>	Starboard aft shroud mast terminal is not lying in line with wire and could potentially cause fracture at fitting. The shroud should be detached at the bottom, the fitting realigned and rig re-tensioned when in the water. This can be carried out with mast in place.
<b>6.18</b>	<b>Fire fighting Equipment</b>		
6.18.3	Assessment	<b>Fail</b>	The fire extinguishers are out of date. The vessel should be fitted with 3# 1 x kg Powder fire extinguishers located – 1 x forecabin, 1 x saloon, 1 x wheelhouse.
<b>6.22</b>	<b>Gas</b>		
6.22.3	Flexible hose BS 3212, in good condition were observed, <5 years old.	<b>Fail</b>	Hose is not BS3212 marked, it is industrial black hose.  Recommendation – replace with BS3212



			hose at bottle and cooker.
6.22.5	Flame failure devices fitted.	<b>Fail</b>	No flame failure devices fitted on cooker. Plastimo Atlantic type.  Do not leave cooker unattended when lit in case flame goes out.
<b>6.23</b>	<b>Batteries</b>		
6.23.1	Batteries secure, adequately vented, terminals protected, isolation switches fitted, cable size adequate.	<b>Fail</b>	Batteries should be secured with a strap. Terminals should have rubber caps to prevent short circuit by dropped tools.



**b) Advisory notes:-**

Advisory notes provide useful advice but are optional.

1. The engine compartment is a sealed box. Advise fitting 30mm diameter removable plastic plug in top of case so that a fire extinguisher can be discharged into the engine compartment without opening the engine case.
2. Some skin fitting hose clips are showing minor signs of corrosion, advice is to clean and grease or replace with new.
3. Keel nuts. There is some minor surface corrosion spots showing through the paint although when struck with hammer during testing the paint flaked and the corrosion noted as minor. Advise cleaning nuts and repainting annually.
4. Life saving equipment. Much was removed for winter, Please see comment under section 6.19.2 for advice on safety equipment to carry aboard.



#### Section 4 - Declaration

This Insurance survey was carried out in accordance with our standard Terms and Conditions as set out in the quotation and contract which were sent to the Client.

The purpose of an Insurance Survey is to establish the structural condition of the vessel and the safety of its systems. It assumes that the owner is familiar with their boat and in general it does not test non-safety related items so should not be used when purchasing a boat.

Where items of equipment have been tested this will be stated in the text. The survey is not a parts and labour guarantee and it should be noted that defects may exist in the vessel that the survey could not detect due to the limitations of time, vessel presentation and the range of tests acceptable to the owner.

Please note that where reference is made to condition, in all cases this must be considered in relation to the vessel's age, for example very good condition should not be taken to mean new condition.

A general inspection of the engine and installation was made, but this was a visual inspection only and did not involve running the engine. It should be appreciated that some components may appear serviceable but be found defective when the engine is run.

At the time of the survey the mast was stepped therefore the mast and rigging were examined from deck level only.

The vessel details such as registration, dimensions, tonnage, date of build etc. have not been authenticated and the source of such information is identified in the report.

Where access was restricted by fixed panels, linings etc. it was not possible to examine the concealed area so I cannot say that these areas are free from defects.



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In some cases it is not possible to detect latent and hidden defects without destructive testing and such testing is not possible without the owner's consent.

The survey carries with it no guarantee against faulty design or latent defects or suitability of the vessel for any particular purpose, nor any guarantee of compliance with any particular national or international rule, requirement, regulation, law, standard or code unless specifically stated in this report.

This report has been prepared for the use of the Commissioning Client and no liability is extended to others who may see it.



**Section 5 – FRP Vessel Structure - Detailed Survey Description**

Ref.	Reference	Pass/Fail	Comment, Description, Notes
<b>5.1</b>	<b>Keel</b>		
	Description		Two bolt on cast iron bilge keels with 6 x studs per keel each with backing plate and pair of nuts. Studs are stainless steel and non-magnetic.
5.1.1	Keel studs seen in tension?	N/A	At all times the yacht was resting on her keel so the studs were not in tension and there was less chance of seeing a gap in the hull keel join.
5.1.2	Keel External :-  Square to hull, no deflections around root, no root cracks, no surface rust	<b>Pass</b>	Surface rust has been treated with primer.
5.1.3	Keel Joint  Tight & well sealed, no weeps or stains	<b>Pass</b>	
5.1.4	Studs – Internal  No corrosion, staining, distorted washers, sealant around nuts, cracks in FRP	<b>Pass</b>	Very Minor corrosion stains on some nuts.
5.1.5	Encapsulated – Internal  No bilge leaks, rust,	N/A	
5.1.6	Lifting  Acceptable wear on pins & bearings. Keel raises and lowers ok	N/A	



5.2	Hull Below Waterline		
	Description		A GRP laminate constructed from chopped strand mat and woven rovings.
5.2.1	Epoxy Coatings		Owner advised Farrow epoxy coatings applied in 2001
5.2.2	State of Anti-fouling		Anti-fouling adhering well  Anti fouling may be obscuring defects such as cracks and crazing.
5.2.3	Hammer soundings – no delamination or voids	<b>Pass</b>	
5.2.4	No significant deflections, crazing, cracks, blisters, repairs	<b>Pass</b>	
Ref.	Reference	Pass/Fail	Comment, Description, Notes
5.2.5	Moisture Tests – 12 patches of antifouling were removed approximately 50 mm x 50 mm at random on the hull. No signs wicking noted	<b>Pass</b>	Sovereign Quantum meter  Shallow range <b>16 – 20</b> with one localised area 26. No significant increase on deep mode.  <u>Key</u>  0-15 Dry  16-20 Low moisture content  21-30 Medium moisture content  27-30 Medium to high moisture content  31-45 High moisture content



			45+ Very high moisture content
<b>5.3</b>	<b>Hull Topsides</b>		
	Description		A GRP laminate constructed from chopped strand mat and woven rovings.
5.3.1	Gel coat finish or paint?		White Gel coat finish
5.3.2	Hammer soundings – no delamination or voids.	<b>Pass</b>	
5.3.3	No significant deflections, crazing, cracks, blisters, repairs	<b>Pass</b>	
5.3.4	No distortion around tie rods or chain plates.	<b>Pass</b>	
5.3.5	Rubbing strip condition	<b>Pass</b>	
5.3.6	Moisture Tests	<b>Pass</b>	Sovereign Quantumn  Readings <b>14 – 16</b> shallow mode with no significant increase in deep mode.  See key above.
<b>5.4</b>	<b>Deck</b>		
	Description.		A GRP laminate deck with areas of sandwich construction.  Core material not seen.  Non-slip pattern moulded into surface.
5.4.1	Hammer soundings – no delamination or voids.	<b>Pass</b>	
5.4.2	No significant deflections, crazing, cracks, blisters,	<b>Pass</b>	I could not test underfoot side decks due to tent.



	repairs, crushing around deck fittings.  Deck firm under foot		
5.4.3	Moisture problems.	<b>Pass</b>	No moisture problems noted though it was only possibly to take readings on the few areas of deck with a smooth surface.
<b>Ref.</b>	<b>Reference</b>	<b>Pass/Fail</b>	<b>Comment, Description, Notes</b>
5.4.4	Overlaid teak decks  Check wear, de-bonding, caulking, plugs, fastenings	N/A	
5.4.5	Toe rail complete & secure	<b>Pass</b>	Moulded FRP part of deck
<b>5.5</b>	<b>Coach Roof</b>		
	Description.		A GRP laminate, integral with the deck with areas of sandwich construction.  Core material not seen.  Non-slip pattern moulded into surface.
5.5.1	Hammer soundings – no delamination or voids.	<b>Pass</b>	
5.5.2	No significant deflections, crazing, cracks, blisters, repairs, crushing around deck fittings.  Roof firm under foot.	<b>Pass</b>	I could not fully stand to test coach roof under foot.
5.5.3	Moisture problems.	<b>Pass</b>	No moisture problems noted though it was only possibly to take readings on the few areas of deck with a smooth surface
5.5.4	Mast Step – no cracks or distortion.	<b>Pass</b>	



5.5.5	Hand rails – fitted & secure	Pass	
<b>5.6</b>	<b>Cockpit</b>		
	Description.		<p>Aft cockpit, integral with deck moulding.</p> <p>Moulded locker lids with non slip treadmaster on the seating area.</p> <p>Cockpit sole is one lid which lifts to expose enclosed engine compartment forward and stowage aft.</p> <p>Enclosed cockpit well with drains port and starboard</p>
5.6.1	Hammer soundings – no delamination or voids.	Pass	
5.6.2	No significant deflections, crazing, cracks, blisters, repairs.	Pass	
5.6.3	Gratings & sole in good order.	Pass	
<b>Ref.</b>	<b>Reference</b>	<b>Pass/Fail</b>	<b>Comment, Description, Notes</b>
5.6.4	Locker lids secure.	Pass	
5.6.5	Drains adequate.	Pass	
5.6.6	Wheel pedestal firm	N/A	
<b>5.7</b>	<b>Hull/Deck Join</b>		
	Description		The deck flange is laminated to the top of the hull
5.7.1	Joint Viewed in		<p>Chain locker.</p> <p>Cockpit lockers.</p>



			Limited access else where
5.7.2	Joint condition – no debonding, leaks	Pass	
5.7.3	Fastener condition – rust	n/a	
<b>5.8</b>	<b>Internal Strength</b>		
	Description		Robust GRP shell Longitudinal stringers Well bonded primary bulkheads Well bonded secondary partitions Moulded floors Inner mouldings
5.8.1	No significant distortion, cracks, debonding or movement in mouldings	Pass	
5.8.2	Spike tests on wooden components – no rot & debonding	Pass	
<b>5.9</b>	<b>Mast Compression</b>		
	Description		The deck stepped mast sits above the main bulkhead which is strengthened below the mast base with door frame. The inner deck moulding is formed and appears to cover a strengthening deck plate sitting between the two forward bulkheads
	Post & associated bulkhead checks – no corrosion, rot	Pass	



	Floor checks – no cracks, distortion	<b>Pass</b>	Floors in this case are FRP bonded mouldings laminated to the hull not extending to deck level.
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**Section 6 – Vessel Systems - Detailed Survey Description**

Ref.	Reference	Pass/Fail	Comment, Description
<b>6.1</b>	<b>Steering Gear</b>		
	Description.		<p>Skeg supported semi balanced Rudder of FRP. FRP tube bonded to hull terminating well above the waterline.</p> <p>Stock of stainless steel and non-magnetic.</p> <p>Option to use Wheel or Tiller Cable for wheel ,</p>
6.1.1	Rudder blade condition	<b>Pass</b>	
6.1.2	Rudder stock, bearings & Fastenings	<b>Pass</b>	3mm vertical movement and slight play at top and bottom bush.
6.1.3	Steering quadrant, stub arm, tiller, cable, linkages & hydraulics	<b>Pass</b>	
<b>6.2</b>	<b>Sail Drive</b>		
	Description.		<p>Volvo Penta MS120 type</p> <p>Propeller and fixing nut currently removed.</p>
6.2.1	Leg security, seals, corrosion	<b>Pass</b>	Owner advised main seal replaced 2005. Condition appears good.
6.2.2	Propeller – security, damage, corrosion, dezincification	Not present	
<b>6.3</b>	<b>Motor vessel</b>	<b>N/A</b>	
<b>6.4</b>	<b>Bow Thruster</b>	<b>N/A</b>	
<b>6.5</b>	<b>Cathodic Protection</b>		



	Description.		None fitted- normally on sail drive and propeller, nut and anode were missing
6.5.1	Anode security & viability, corrosion on hull & fittings	N/A	
6.5.2	Continuity between anode and shaft/propeller	N/A	



Ref.	Reference	Pass/Fail	Comment, Description
<b>6.6</b>	<b>Skin Fittings</b>		
	<p>No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:</p> <ul style="list-style-type: none"> <li>• Examination from outside and inside the boat. Checked for de-zincification</li> <li>• All valves open and closed to their full extent where possible.</li> <li>• Any fixing bolts hammer tested where accessible.</li> <li>• Bodies of metal valves or sea cocks tested with a hammer inside the boat and external parts hammer tested outside the boat.</li> <li>• Fittings aggressively tested inside the boat for security in the hull.</li> <li>• Hose clips inspected and hoses aggressively tested for security. 2 clips correctly fitted on outlet spigot unless noted.</li> <li>• Lying fair to hull unless noted</li> </ul>		<ul style="list-style-type: none"> <li>• 2 x cockpit drains, Yellow metal thru hulls with DZR type valves.</li> <li>• Galley drain, yellow metal thru hull with DZR type valve.</li> <li>• Gas locker drain, yellow metal thru hull on waterline, no valve, pipe runs upwards to sealed locker.</li> <li>• Toilet outlet- yellow metal thru hull, DZR type valve.</li> <li>• Toilet inlet, yellow metal thru hull with gate valve</li> <li>• Heads sink drain yellow metal thru hull with gate valve</li> <li>• Bilge pump outlet, yellow metal thru hull above water line.</li> <li>• Engine exhaust, Yellow metal thru hull, no skin fitting.</li> <li>• Plastic log impellor</li> <li>• Yellow metal log fitting, sealed, no longer used.</li> </ul>
6.6.1	Fitting security, degradation, hose security,	<b>Pass</b>	Some minor surface corrosion on bilge pump clips and on toilet outlet clips.



	valve operation		Hammer tested and secure.
6.6.2	No plastic fittings under water or in engine compartment.	<b>Pass</b>	
<b>Ref.</b>	<b>Reference</b>	<b>Pass/Fail</b>	<b>Comment, Description</b>
<b>6.7</b>	<b>Hatches</b>		
6.7.1	Frames robust, hinges & catches secure, seals & glazing adequate	<b>Pass</b>	Forward hatch, Perspex has crack 50mm long across centre.
6.7.2	Washboards strong & secure	<b>Pass</b>	Wheel house with sliding wooden doors secure in frames
<b>6.8</b>	<b>Portlights &amp; Windows</b>		
6.8.1	Frames secure, tight to coaming, suitable glazing	<b>Pass</b>	
6.8.2	Opening ports - good hinges, latches & seals	N/A	None fitted
<b>6.9</b>	<b>Pulpits, Stanchions, Pushpits, Jackstays</b>		
6.9.1	Bases & uprights secure, no excessive movement, deck sound	<b>Pass</b>	
6.9.2	Guard wire & lashings secure, wear on wire acceptable	<b>Pass</b>	
6.9.3	Jackstays secure, wear on webbing or wire acceptable	<b>Pass</b>	Life line fixing on foredeck. Jack stays in cockpit attached to U bolt either end. Checked with crow bar and wooden block.



6.10 Rigging Attachment Points			
	Description.		<p>Stem head fittings is stainless plate laminated into stem, welded to underside of stainless steel stem head fitting. Shroud fittings are stainless steel U’bolts bolted through deck to Galvanised steel U section section which in turn is bolted either end to stainless steel chain plates through bolted each forward bulkhead with stainless steel plate on other side. Backstay attachment pint is U bolt bolted through deck to galvanised bar laminated to inside of stern and bolted.</p> <p>All fittings checked with crow bar and wooden block.</p>
6.10.1	No distortion, movement, misalignment, cracks in welds or fittings	<b>Pass</b>	
Ref.	Reference	Pass/Fail	Comment, Description, Notes
6.10.2	Fasteners secure, corrosion check.	<b>Pass</b>	
6.11 Ground Tackle & Mooring			
	Description.		<p>Bow anchor 10KG Bruce anchor, attached to 10mm chain reported 110’ (not measured and checked link by link) with Multiplate rope.</p> <p>2<sup>nd</sup> Anchor Danforth type, 8mm chain not attached.</p> <p>Lofrans pillar electric windlass – not operated.</p>



6.11.1	Anchor, chain & rope, suitable & in good order, shackles locked, bitter end attached & easy to release	Pass	
<b>Ref.</b>	<b>Reference</b>	<b>Comment</b> <b>Pass/Fail</b>	<b>Description, Notes</b>
6.11.2	Winch secure and operational	Pass	Not operated
6.11.3	Cleats secure	Pass	Checked with crow bar and wooden block.
<b>6.12</b>	<b>Other Deck Gear</b>		<b>Yacht Only</b>
	Description.		Sail & halyard winches Tracks, cars, travellers
6.12.1	Winch wear/play	Pass	
6.12.2	Cars, tracks & travellers – wear, cracks, locking pins	Pass	
<b>6.13</b>	<b>Davits &amp; Boarding Ladders</b>		
	Description.		Stainless steel transom hung ladder, through bolted the hull, folding , two steps at or below water line.
6.13.1	Stress cracks, fixings tested, GRP crazing	Pass	
<b>6.14</b>	<b>Rig</b>		<b>Yacht Only</b>
	Description.		Bermudian sloop rigged  Silver anodised mast, single section with TAB behind mast furling system. Swaged terminals in Hasselforth open bottle screws  T-bars in mast.



			Stainless or galvanized wire 1 x 19. Stainless steel rigging replaced in 2004 receipts seen. Rotostay furling system for genoa
Ref.	Reference	Pass/Fail	Comment, Description, Notes
6.14.1	Age of rig.	Pass	Stainless steel rigging replaced in 2004 receipts seen. Mast as far as can be ascertained is same as boat.
6.14.2	Mast stepped so rig inspected from deck only?		Spars & rigging only examined up to head height.
6.14.3	Mast corrosion, damage, twisting, repairs, condition of joins and rivets.	Pass	
6.14.4	Mast fittings, corrosion, movement in spreader sockets	Pass	
Ref.	Reference	Comment Pass/Fail	Description, Notes
6.14.5	Booms & Spinnaker poles corrosion, damage, twisting, repairs	Pass	No pole seen
6.14.6	Standing wire condition, broken strands, kinks	Pass	
6.14.7	Terminal condition, cracks, locking pins, good articulation.	Fail	Starboard aft shroud mast terminal is not lying in line with wire and could potentially cause fracture at fitting.
<b>6.15</b>	<b>Running Rigging</b>		<b>Yacht Only</b>
6.15.1	Wear, UV degradation, secure splices etc.	Pass	



6.16 Navigation Lights			
	Description.		Tricolour All round white - anchor Bicolour on bow Stern light Steaming light
6.16.1	Lights working, secure, lens crazing acceptable.	<b>Pass</b>	Not seen working due to electric but owner advises they all work.
6.16.2	Lights adequate for boat length & type.	<b>Pass</b>	
6.17 Bilge Pumps			
	Description.		Manual Henderson MKV in cockpit locker operated from outside, pick up in main bilge with plastic strum box. Electric Rule type automatic and manual bilge pump mounted in main bilge. No alarm heard.
Ref.	Reference	Pass/Fail	Comment, Description, Notes
6.17.1	Pumps & float switches working, strum boxes fitted, piping secure.	<b>Pass</b>	No water in bilge so not seen automatic but heard on manual.
6.17.2	Minimal pollution risk.	<b>Pass</b>	Separate engine bilge with no pump.



6.18 Fire fighting Equipment			
	Description.		2x 500G powder , both manufactured 1993 and not serviceable.  Fire blanket BS EN 1869
6.18.1	SOLAS	N/A	Boat <13.7m long so SOLAS regulations do not apply.
Ref.	Reference	Comment Pass/Fail	Description, Notes
6.18.2	Halon	Pass	No Halon extinguishers found.
6.18.3	Assessment	Fail	<b>Recommendation – 3 1 x kg fire extinguishers should be fitted – 1 x forecabin, 1 x saloon, 1 x wheelhouse.</b>  Advisory note:- Engine compartment is sealed box, fit 30mm diameter removable plastic plug in top of case so fire extinguisher can be discharged without opening engine case.
6.19 Life Saving Equipment			
	Description.		2 x Horse shoe life bouys, stowed for winter  1 x danbouy  No other items seen
6.19.1	SOLAS	n/a	Boat <13.7m long so SOLAS regulations do not apply.
6.19.2	Assessment	Dependant on area of operation and personnel aboard.	The RYA also publish a booklet, G16, “The Boat Safety Handbook” and this specifies levels of Safety Equipment for different categories of use and it is suggested this vessel be equipped to the level appropriate to proposed use.



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			Booklet is obtainable from nautical bookshops or direct from the RYA, <a href="http://www.rya.org.uk">www.rya.org.uk</a> .
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Ref.	Reference	Pass/Fail	Comment, Description, Notes
<b>6.20</b>	<b>Engine Installation</b>		
	Description.		Volvo Penta 2003, raw water cooled, with wet exhaust.  Engine hours 1360,  Service data – owner has service records aboard.
6.20.1	Engine seen running?		No
6.20.2	General condition :- oil & water leaks, state of bilges, cracks in block sump or pipes, state of hose clips & drive belts. Oil contaminated by water.	<b>Pass</b>	Engine generally clean, no signs diesel or water leaks. Engine was winterised with fan belt removed and air filter blocked up.
6.20.3	Engine beds secure & flexible mounts firm.	<b>Pass</b>	Visual and crow bar test.
6.20.4	Exhaust – suitable material, acceptable condition, gooseneck, injection elbow ok	<b>Pass</b>	
6.20.5	Asbestos found?	<b>Pass</b>	None found.
6.20.6	Carbon monoxide alarm fitted & working.	N/A	
<b>6.21</b>	<b>Fuel System</b>		
	Description.		Diesel system, stainless steel non magnetic fuel tank fitted, access only to front and aft side. Checked top with mirror and front seams.
6.21.1	Tank condition – corrosion,	<b>Pass</b>	Where seen



	cracks & leaks		
6.21.2	Isolation valve close to tank. Glass sight gauges have valves.	N/A	Feed from top of tank. No isolation valve seen. No glass sight gauges
6.21.3	Piping is copper, stainless steel or ISO 7840 with adequate support. No leaks.	<b>Pass</b>	Copper and ISO 7840 rubber at engine
6.21.4	Fuel filter fitted.	<b>Pass</b>	CAV type with glass bowl and engine filter
6.21.5	Petrol for outboards, generators etc.	<b>Pass</b>	One 5 Litre petrol container in cockpit locker with outboard.



Ref.	Reference	Pass/Fail	Comment, Description, Notes
<b>6.22</b>	<b>Gas</b>		
	Description.		FRP locker fitted in port cockpit locker with large drain at base. Contains spare bottle. Sealed lid. 2 bottles, with regulator. Rubber hose at bottle, copper pipe to cooker which is only gas appliance.
6.22.1	Regulations		Vessel does not have to comply with any specific regulations but the client’s insurance company may insist that the vessel meets the current regulations.
6.22.2	Bottle storage – secure, upright, valve in locker, adequate drain.	<b>Pass</b>	
6.22.3	Flexible hose BS 3212, in good condition were observed, <5 years old.	<b>Fail</b>	Hose is not BS3212 marked, it is industrial black hose.  <b>Recommendation – replace with BS3212 hose at bottle and cooker.</b>
6.22.4	Rigid pipe – copper, well supported, bulkhead protection.	<b>Pass</b>	Copper hose passes through bulkhead and well supported.
6.22.5	Flame failure devices fitted.	<b>Fail</b>	No flame failure devices fitted on cooker. Plastimo Atlantic type.  <b>Recommendation – do not leave cooker unattended when lit in case flame goes out.</b>
6.22.6	Flues fitted & adequate.	N/A	
6.22.7	Isolation valves for each appliance.	<b>Pass</b>	Valve is behind cooker and difficult to access, however gas bottle valve is within easy reach of cooker.



6.22.8	Gas alarm fitted & tested ok.	None fitted	Advisory note:- consider fitting gas alarm
6.22.9	Leak Bubble Tester fitted & tested ok.	None fitted.	Advisory note:- consider fitting bubble tester
<b>6.23</b>	<b>Batteries</b>		
	Description. Number, location, special housing/boxes		3 x 130 amp hour wet batteries mounted under deck house floor. Secured with bailing twine. Not in own boxes.
6.23.1	Batteries secure, adequately vented, terminals protected, isolation switches fitted, cable size adequate.	<b>Fail</b>	<b>Recommendation:- Batteries should be secured with a strap. Terminals should have rubber caps to prevent short circuit by dropped tools.</b>
<b>Ref.</b>	<b>Reference</b>	<b>Pass/Fail</b>	<b>Comment, Description, Notes</b>
<b>6.24</b>	<b>12V / 24V Systems</b>		
6.24.1	Proper control panel, fuse or circuit breaker protection.	<b>Pass</b>	Switch panel with circuit breakers fitted.
6.24.2	Wiring adequately clipped, suitable size with bulkhead protection.	<b>Pass</b>	Wiring is generally neat and tidy with correct fittings used.
<b>6.25</b>	<b>240V System</b>		
6.25.1	Proper control panel, fuse or circuit breaker protection.  RCD protection.	<b>Pass</b>	RCD fitted



6.25.2	Wiring adequately clipped, suitable size with bulkhead protection.	<b>Pass</b>	240V wiring is domestic style with 13amp plugs, commonly used. Not marine type. Except at connection to shore which is marine.  Advisory note:- Consider upgrading 240V system to marine grade.
<b>6.26</b>	<b>Boat Security</b>		
	Description.		No electronic security devices.
6.26.1	Entrances – locks & catches fitted & of suitable quality	<b>Pass</b>	Companion way lock
6.26.2	Companionway washboard/doors robust.	<b>Pass</b>	Marine ply and plexiglass
6.26.3	Assessment	<b>Pass</b>	As secure as most boats.

End.