



## Marine Surveys UK

*"Pragmatic Surveys in Plain English"*

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Jeanneau Prestige 36, FRP Motor vessel

Type of survey: Pre-purchase

**At the request of:**

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

This survey was carried out on [REDACTED] ashore at Mercury Boat Yard, Hamble Le-Rice, Hampshire UK followed by sea trial on Southampton water. 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 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.

**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; this is a visual inspection and also running the engine. Service records should be checked by the purchaser.
- ✚ The hatches and port lights were not leak tested with a hose and cannot be guaranteed not to leak, however visual evidence of any leaks will be reported.
- ✚ 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 examined on the hard standing at Mercury Yacht Harbour. The vessel was taken for a sea trial in Southampton water and the Solent where the broker drove the boat while the surveyor took notes and tested systems and the purchaser was present. No special conditions affected the survey other than as described 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. Deck Moulding.
5. Coach roof and flying bridge
6. Cockpit and swim platform
7. Hull/Deck Join.
8. Bulkheads and Structural Stiffening including Internal Mouldings.

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

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

**On Deck.**

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

**Safety.**

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

**Engine.**

23. Engine and Installation.
24. Fuel System.

**Accommodation and onboard Systems.**

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



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**1. Details of subject vessel:**

Manufactured by Jeanneau SA, 85500, Les Herbiers, France the Jeanneau Prestige 36 is a deep V fast hull designed motor vessel.

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

Length Overall:	38' / 11.60m
Waterline:	35'6" / 10.83m
Beam:	12'7" / 3.84m
Draft:	3'1" / 0.93m
Displacement:	17196lbs / 7800Kgs
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	"██████" British Registry Southampton ██████ – marked in aft locker
HIN Number	PR360 – FRIRIF8██████E707 taken from plate in engine room
Year of Build	May 2007 Model year 2007

**2. Hull below Waterline:**

- a) This is a deep V, (shape of hull), single chine (step in side) with 2 spray rails (raised areas to prevent spray coming to the decks of solid FRP construction with some foam core noted in the bow sections internally.
- b) The vessel was seen sitting on wooden blocks with metal supports keeping her upright. 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 at least two coats of green antifouling over a 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

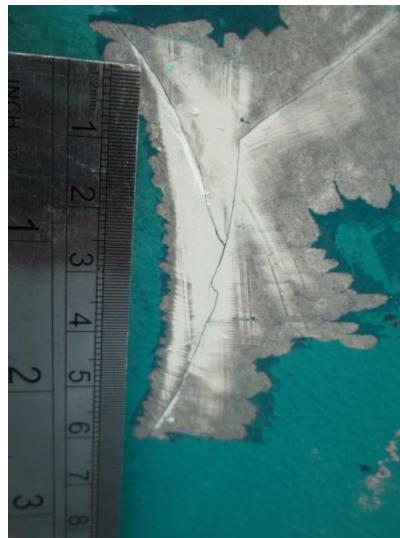


- f) The antifouling was removed to the white gel in 60 patches approximately 50mm x 50mm at random around the hull and transom below the water line. While scraping I was looking for signs of moisture ingress like wicking or blisters. None were found.
- g) The chines and spray rails were checked under 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) There are cracks in the gel coat around the port side of the bow thruster. This is a common problem with these boats. Internally there are no cracks.

**Advisory note:** The cracks should be cleaned and filled with epoxy to prevent water ingress into the fibre laminate below.



**Bow thruster**



**Detail**

- j) 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:

<b>Air Temperature:</b>	<b>22.2°C</b>
<b>Relative Humidity:</b>	<b>36.3%</b>
<b>Time ashore</b>	<b>One week</b>
<b>In summary the weather conditions for obtaining moisture readings were good</b>	

Readings were as follows:



Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale 0-100 Shallow mode	<b>13 – 15 with 18 on bow thruster cracks</b>	<b>11</b>
Deep Mode	<b>11 - 16</b>	<b>11</b>

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.

These readings 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. The difference between readings above the water line (normally dry) and below it should be noted.

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 constructed of cored FRP with a single chine and spray rail finished in original white gel coat.
- b) Topsides moulding was found fair (without major distortion).
- c) No stress crazing or cracking noted in way of bulkheads or other re-enforcing members.
- d) No major damage or repairs was noted to the topsides.
- e) A chrome rubbing strake with rubber insert runs around the hull and deck joint, there are no signs of damage.

### **4. Deck moulding:**

- a) The deck is solid and cored FRP. Access to the underside is greatly restricted by headlining panels.
- b) The gel coat is white with moulded in non slip pattern.
- c) The whole deck was carefully tested underfoot. No sign of delaminating or other structural defect found.
- d) The anchor locker windlass mounting is moulded into the deck.
- e) There is a locker on the bathing containing the swimming ladder and a second for life raft stowage. This has teak faced ply stuck onto the side decks. There are no signs of splits



and the joint compound is securely adhered to the wood where tested. The lockers are securely hinged; the ladder cover uses own weight to stay shut and the life raft locker has a lockable twist latch.

- f) The swim platform is bolted to the main hull by large stainless steel bolts with large washers.

#### **5. Coachroof and fly-bridge:**

- a) The coach roof is moulded with the deck moulding. It is white gel coat with non slip pattern moulded into it.
- b) The fly-bridge moulding is part of the deck moulding, with 2 seats securely attached along with seating areas. The radar arch is well mounted and in FRP with white gel coat.
- c) The whole area was tested under foot for signs of delamination. The hand rails were tested with full body weight.
- d) The screen is well attached as are the hand rails.

#### **6. 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 can freely drain through the aft transom gate area and has drains in the aft edge of the gulley under the storage hatch cover as well as drains in the stowage lockers, all draining overboard through the transom under the swimming platform.
- c) The cockpit sole (base) is structurally strong and supported from below.

#### **7. Hull/Deck joint:**

- a) The hull and decks mouldings are bonded and screwed together and laminated in places.
- b) Access to view was restricted to the aft stowage compartment.
- c) Internally no signs or evidence of any leaks on linings from the joint.
- d) There are no signs of damage to the joint externally.

#### **8. Bulkheads and structural stiffening including internal mouldings:**

This is a monocoque (single box) construction.

- 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 moulded into the inner moulding along with longitudinal stringers constructed in the same way running fore and aft.
- c) Various bulkheads are bonded to the hull and deck giving extra strength. These were carefully inspected and no signs of stress or cracks noted.
- 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 the inside of the hull, this being in the engine compartment, under saloon & galley, fore cabin there were no signs of cracks or stress noted.

#### **9. Rudder and steering:**

- a) 2 Bronze rudders hung from the back end of the boat with bronze rudder tubes. The steering arms are bronze and attached to the stainless steel rudder stocks. These are connected by a stainless steel connecting bar. The Hydraulic ram connect to the port side are.



- b) The rudders were scraped and checked for dezincification – none was found. The rudders were rigorously tested and the bushes were found to have no major play.
- c) Internally the hydraulic connections were checked visually and no leaks found. The pump connects to the port rudder arm. The two bronze connection arms and the stainless steel connecting rod were found securely attached.
- d) Electrically operated trim tabs are securely fitted and seen operating during the Sea trial.
- e) An electrically operated bow thruster is well mounted. This was seen operating at both helm stations.
- f) Raymarine Autopilot is connected and seen operating with displays at lower and upper station through the multi display.
- g) An emergency tiller is mounted in the aft cockpit locker and will fit on the port rudder stock through the removable deck cap.
- h) The steering wheels are securely fixed.
- i) The steering operated correctly during the sea trial. The steering is a bit unresponsive at slow speeds through design not fault.

#### **10. Stern Gear:**

- a) These are two, 4 blade bronze propellers, each secured to the stainless steel shafts by prop nuts held in place with tab washers. The shafts are supported by bronze P brackets with cutlass bearings in the P brackets and in the stern tubes.
- b) The propellers and P brackets were scraped and found shiny with no evidence of dezincification or damage. The tab washers have no sign of abuse.
- c) The shafts were turned and vigorously tested, very slight play was found in the port P bracket bearing but not enough to be a concern for a while yet. The shafts turned freely and appeared true. They were found to be of low quality stainless steel when tested with a magnet, not 316 grade.  
**Advisory note:-** No signs of corrosion noted. Low grade stainless steel can be subject to crevice corrosion. When the propellers are removed in the future the threads should be checked.
- d) There is blade type rope cutters fitted between the propellers and P brackets. All found complete.
- e) Internally the stern seals are water injected for lubrication. These are attached to the FRP stern tube by a hose with two clips either end. The clips were checked all sides visually and with a hammer. No faults were found nor leaks.

#### **11. Cathodic Protection:**

- a) There is a hull anode fitted on the transom, with only minor wasting and prop nut anodes with partial wasting.
- b) They were checked for continuity and are connected to the metals they are protecting. i.e Propellers, P brackets, Shafts and rudders
- c) Each of the 2 Trim tabs has anodes attached directly to the metal they are protecting.

Advisory note:- Due to the size of the propellers I suggest the propeller nut anodes are replaced before use in order to give a full seasons use.



## **12. 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) Toilet outlet – Yellow metal skin fitting with metal ball valve – access port side toilet locker. Some minor green corrosion on valve and some signs of minor dezincification on the skin fitting.
- b) Macerator outlet - Yellow metal skin fitting with metal ball valve – access port side toilet locker. Some minor green corrosion on valve and some signs of minor dezincification on the skin fitting.
- c) Toilet inlet - Yellow metal skin fitting with metal ball valve – access port side toilet locker. Some minor green corrosion on valve and some signs of minor dezincification on the skin fitting.
- d) Port engine seawater inlet - Yellow metal skin fitting with strainer with metal ball valve – access under lid in cockpit sole locker. Some minor green corrosion on valve.
- e) Starboard engine seawater inlet - Yellow metal skin fitting with strainer with metal ball valve – access under lid in cockpit sole locker. Some minor green corrosion on valve.
- f) Log, depth and underwater echo sounder – Bronze fitting, access under lid in cockpit sole locker

### **g) Above the waterline:**

- a) Heater outlet chrome bronze protected by aft facing outlet and swan neck (hose is looped above fitting) to deck level. Access in locker under cockpit sole Starboard side.
- b) Cockpit starboard aft locker and cockpit drain – chrome fitting. Access in locker under cockpit sole Starboard side.
- c) Deck and flybridge drains. Starboard. 2 x Plastic skin fittings. Access behind seat back cushions saloon, starboard side.
- d) Water tank breathers. Plastic vent. Access behind seat back cushions saloon, starboard side.
- e) Gas locker drain – plastic skin fitting – starboard side. Limited access.
- f) Engine room vents – port and starboard. FRP moulded box with engine vents accessed from forward end.
- g) Forward bilge pump exit – Plastic skin fitting. Access from starboard cabin.
- h) Heads sink drain – plastic skin fitting. Access port side toilet locker.
- i) Holding tank breather pipe - plastic skin fitting. Access port side toilet locker.



- j) Galley sink drain – plastic skin fitting. Access under galley.
- k) Flybridge and side deck drains Port – 2 x Plastic skin fittings, access from saloon seats port side.
- l) Manual and electric aft bilge pump outlets. Plastic skin fitting. Access in locker under cockpit sole port side.
- m) Liferaft locker drain – Black plastic skin fitting under swim platform.
- n) Exhausts – port and starboard FRP tubes bonded to hull. Exhausts in Swan necks to deck. Access in locker under cockpit sole both sides.
- o) Aft cockpit locker – chrome skin fitting. Access in locker under cockpit sole aft.
- p) Cockpit main locker gulley drain – Plastic skin fitting. Access in locker under cockpit sole aft.

### **13. 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, toughened glass in alloy frame, secure in runners with secure means of locking and holding open.
- b) Fore cabin Lewmar square hatch with aft hinge and two latches that can be locked. Large enough to be considered escape hatch.

### **14. 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) There are 4 Lewmar opening portlights in the hull below water line with top hinges and two catches.
- b) Saloon side windows are acrylic with one opening either side.
- c) Windscreen is glass in alloy frame.

### **15. Pulpit, stanchions, Pushpit, lifelines and jackstays:**

- a) Pulpit and side guard rails are combined stainless steel tubing with single wire. 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.

### **16. Ground Tackle and Mooring Arrangements:**

- a) Main bow anchor. This is a Danforth type 16KG. 10mm galvanised chain and warp. Not laid out and examined link by link but checked in locker. Bitter end is attached with rope (so it can be cut and chain released in an emergency). Found in clean condition.



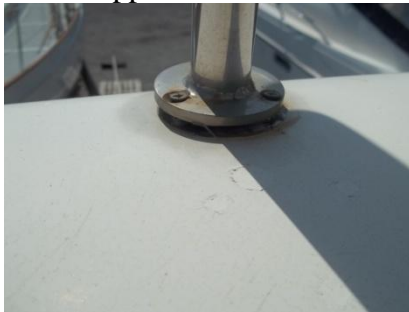
- b) Lewmar pillar windlass, operated not under load and worked well. Separate isolator switches fitted. In good clean condition. Operated from both helm stations and fore deck remote switch.
- c) Stainless steel stems head with single bow roller.
- d) Vessel has stainless steel cleats fore, centre and aft of adequate size through bolted the laminate. All hammer tested, levered and found secure.
- e) Second anchor not seen.

**Advisory notes**

- Second kedge anchor 9KG if not supplied is advised with 10m 8mm chain as back up depending on intended use.

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

- a) Radar support on radar arch. Stainless steel. Fixing is loose.



**Advisory note-** Fixing should be secured to prevent losing radar.

- b) Fitted cockpit cushions, appear good condition.
- c) Flybridge screen has no signs of cracks or stress indications.
- d) The boat has cockpit covers with windows. Plastic glazing, no signs cracks or splits. Beige canvass in good condition. Zips appear sound except starboard aft zipper one handle is broken. It can still be operated from inside.
- e) Flybridge covers for seats and helm seen and large white cover under cockpit sole, presumably for flybridge but not checked.

**18. Davits and Boarding Ladders:**

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

**19. Navigation Lights:**

Vessel fitted with

- a) All round white light on arch is not working
- b) Steaming light seen working
- c) Port and starboard lights mounted on side - seen working and secure.

***Recommendation:- Light to aft required so all around white light should be fixed.***

**20. Bilge Pumping Arrangements:**



- a) Manual *Chimp* bilge pump mounted in cockpit and picks up from aft bilge compartment. Operated dry.
- b) Automatic bilge pump fitted in aft bilge – 15 litres per minute. Checked and operates auto and manual.
- c) Automatic bilge pump mounted under saloon forward and picks up forward bilge. 15 litres per minute. Checked and operates auto and manual.
- d) No alarms noted at upper helm station.

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

- a) There were the following fire-fighting appliances found onboard and all showing green on gauges.
  - a. 2 x 2KG automatic powder fire extinguisher mounted in engine compartment with manual override at helm stations. Note- yellow handle pins were fitted to the extinguishers which should be removed before use.
  - b. Fire blanket at galley

**Advisory note:-** There are no regulations covering fire extinguishers on private vessel in the UK. The MCA recommend one Fire extinguishers at every exit to open space, fire extinguishers for engine plus 2 buckets with lanyards.

Note- yellow handle pins were fitted to the engine extinguishers which should be removed before use.

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

The following was found aboard –

- a) 1 Horse shoe life buoy
- b) 1 x 4 person standard liferaft – service date due February 2011.

#### **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 publishes 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 with safety equipment to the level appropriate to proposed use.***

### **23. Engine and Installation:**

2 x Volvo Penta D6 310 Diesel engines. Engine hours on gauges- 68.5 hours  
Engine numbers Port 2006017506 & Starboard 2006017505

- a) Engines were visually inspected with mirrors to access underside of areas.
- b) Engines are very clean and appear maintained.
- c) The engines are mounted on flexible mounts forward and aft, bolted to laminated engine bearers. No signs cracks or stress to bearers. Mounts were tested with crow bar and found secure.



- d) The bilges were very clean with no signs of oil or diesel leaks.
- e) Seawater cooling water comes via outdrive legs. No signs weeps or leaks on water system hoses and all correctly clipped except as noted. No signs of corrosion around intercooler.  
**Advisory note:** - Port side water intake strainer outlet pipe has white calcium deposit around fitting. This is not currently wet but should be sealed or monitored.
- f) Throttles and gear control is electronic EDC. The levers operate smoothly at both stations.
- g) Exhaust is via FRP water traps, all clips checked, no signs corrosion on exhaust system.
- h) Broker advises that engines will be serviced before purchase.
- i) During sea trial the following was noted and concluded good operation of engines
  - a. Both engines 2700 RPM - 22 Knots – Engine oil pressure 4.6 bar temp 85C
  - b. Both engines 3500 RPM - 29.5 Knots – Engine oil pressure 5 bar temp 85C

#### **24. Fuel system:**

- a) Two aluminium diesel tanks, mounted on laminated bearers in locker under cockpit. Securely bolted. Area is completely dry. No signs corrosion on tanks.
- b) All hoses securely fitted and marked ISO 7840 – Marine fuel grade quality.
- c) Remote fuel shut off cables mounted in port cockpit locker under steps to flybridge
- d) Deck fillers securely fitted.
- e) Two Volvo Penta metal separators mounted by tanks. All pipes securely fitted.

#### **25. Accommodation General:**

- a) Interior is clean and tidy.
- b) No obvious damage or breakages noted.

#### **26. Gas Installation:**

This vessel was built RCD/CE compliant.

Irrespective of the above all gas systems are subject to the checks listed below as part of this survey. Recommendations will be made where there is an obvious serious safety issue and these must be carried out before use. Suggestions will also be made where appropriate to enhance safety criteria, particularly with systems where there is no mandatory requirement to conform to a standard. It must be understood however that some Insurance companies require a declaration from the assured that the gas system conforms to *current* standards and if that is the case here upgrading may be required as a condition of the insurance policy.

#### **Sources of further information:**

[www.calormarineshop.co.uk/rules-regs-answer.htm](http://www.calormarineshop.co.uk/rules-regs-answer.htm) Comprehensive information on standards and best practice. [www.boatsafetyscheme.com](http://www.boatsafetyscheme.com) Even if your boat is not required to comply with this standard it contains much sensible advice and the manual can be downloaded.



**Gas Observation and action table**

Item	Result	Action required.
Condition and efficiency of self draining bottle storage	Bottles are mounted in dedicated sealed locker in starboard cockpit with 18mm Ø drain exiting transom	
Age and condition of flexible hose at bottle.	Hoses marked replace 2012. Does not show signs of perishing when bent back. Correctly fitted with pressed fittings and single clip on regulator.	
Age and condition of regulator	Good	
Connection to copper pipe	Correct gland	
Condition of copper pipe where accessible	Not seen as behind joinery.	
Is pipework adequately supported and not under stress where accessible?	Not seen	
Connections and Flexible pipe to cooker and other appliances	Good marked change 2012	
Is cooker gimballed?	No – gas hob only	
Are all appliances fitted with flame failure devices on all burners, and did these work properly under test?	FFD on burners.	
Are any appliances requiring flues properly fitted with same?	N/A	
Is a gas alarm fitted?	No	Consider fitting gas alarm
Is each appliance fitted with an isolating tap	Cooker yes in locker below	
If fitted did leak bubble tester function?	N/a	Consider fitting bubble tester.

**Additional Observations:**

None

Please note this survey is not a gas safety certificate, that is only obtainable after comprehensive pressure testing and assessment by a qualified person listed on the Gas safe register (formally CORGI) [www.gassaferegister.co.uk](http://www.gassaferegister.co.uk)

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

- a) 2 Water tank fitted outboard engine compartment. Pressure system with accumulator tank. Push connection plastic plumbing pipe. Secure where seen.
- b) Hot water calorifier heated from engine and 240V. All fittings found sound and secure.



**29. Heads:**

- a) Toilet is PAR ITT salt water flush, connected to holding tank with option for toilet direct outlet or tank. Electric macerator fitted in outlet pipe. Deck pump out option. Access to holding tank from under companionway by cabins. All clips correct and no signs of leaks.

**30. Electrical Installation:**

12v circuits

- a) Each engine has alternator which charge the batteries.
- b) Engine and domestic batteries are mounted in FRP boxes between engines.. Boxes are securely mounted. Ventilation is into engine compartment.
- c) Two further 50ah batteries mounted under for cabin berth, securely fitted in battery boxes with lids.
- d) All wiring appears original manufacturers; all circuits have RCD breakers.
- e) Raymarine camera under canopy – not seen working but purchaser has.
- f) Entertainment systems not checked.

240v Circuits

- g) 240V Shore power socket on transom with RCD breaker in aft cockpit locker.
- h) Battery charger mounted in engine compartment.
- i) Microwave – seen operating
- j) Hot water immersion heater system.
- k) 240V socket circuit
- l) Fitted with RCD circuits in engine compartment and on switch panel.
- m) All professionally installed and no modifications noted.

**31. Electronic and Navigation Equipment:**

- a) Binnacle compasses at both helm stations
- b) Ray marine E80 radar and chart plotter with GPS seen operating but no chart inserted.
- c) Raymarine E120 display at lower helm
- d) Simrad RS82 DSC VHF seen working at lower helm. Bracket for repeater at upper helm
- e) Raymarine ST60 tridata at both helms
- f) Barometer and clock

**Advisory Note:-** The speed log was reading slow approximately 50% of the GPS reading.

**32. Heating and refrigeration**

- a) Webasto Heater system. All securely fitted with correct exhaust and seen operating.
- b) Front loading upright refrigerator 12v and 240v seen working.



**RECOMMENDATIONS and CONCLUSIONS:**

**Maintenance Overview:**

Cosmetic maintenance: Has been kept very clean and tidy throughout with just winter stains externally.

Technical Maintenance: No invoices seen but appear to be well maintained and service is scheduled for engines.

**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.*

**19. Navigation Lights:**

Light to aft required so all around white light should be fixed.

**22. Lifesaving and Emergency Equipment:**

this vessel be equipped with safety equipment to the level appropriate to proposed use.

**Conclusions:**

The boat is in excellent condition with no major faults noted and very few minor ones.