



## Marine Surveys UK

*"Pragmatic Surveys in Plain English"*

[www.marinesurveysuk.com](http://www.marinesurveysuk.com)

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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: New build open motorboat constructed from FRP hull moulding with Plywood wheelhouse

### At the request of:

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

This survey was carried out on the [REDACTED] April 2011 at the above address. The above named being the owner of the vessel.

**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.**



### **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.
- ✚ The vessel has been built on design drawings and stability has not been assessed by the surveyor.

### **Scope of Survey:**

- ✚ This is an Insurance Survey and its purpose is to establish the structural 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, but this is a visual inspection only without running the engine. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run.
- ✚ The vessel was surveyed out of the water and tests carried out as described to ascertain any possible sources of water ingress, however, the vessel was not surveyed in the water and when launched, best practice is to thoroughly check for any leaks.
- ✚ Hatches and Port lights were not tested for leaks with a hose.

### **Recommendations:**

- ✚ These will not be made concerning cosmetic or other minor defects, although relevant advice may be made in the text normally at the end of each section.
- ✚ 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 summary and recommendations at the end of this report.

### **Conditions of Survey:**

Vessel was examined on its road trailer in the drive way of the owner. No special conditions affected the survey other than as described in the text. The owner was with the boat for the survey. The report will use information supplied by the owner and is verified by the surveyor unless stated as well as surveyors findings.



Information is reported in the sections below, followed by summary and recommendations. A separate valuation is supplied.

**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. Gas Installation.
27. Electrical Installation.
28. Electronic and Navigation Equipment.

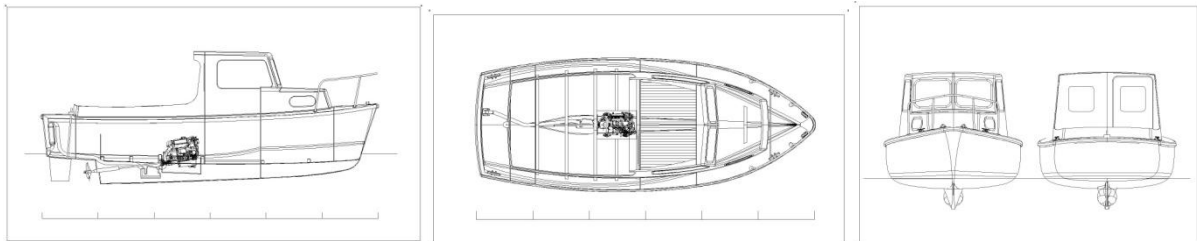


**1.Details of subject vessel:**

The boat is from a concept design based on the Chichester Pilot by Flight Marine Limited. 'West View', Chidham Lane, Chidham, Chichester, West Sussex. PO18 8TD. United Kingdom. Tel: +44 (0)1243 574365 Fax: +44 (0)1243 574365 [www.flightmarine.net](http://www.flightmarine.net)

██████████ is a motorboat constructed from polyester/ fibreglass layup and marine plywood intended for use in inshore, sheltered waters. She has been designed to operate with a Beta Marine diesel Engine of between 10 and 38 HP. The hull was purchased as a shell with a stern tube, cutlass bearing rudder bearings and engine beds installed. It has been fitted out by the builder, J. Brown, a private individual. The craft has been self certified by the builder as meeting the requirements of the Recreational Craft Directive, Category D. Information from owner.

The lines of the craft and photo of vessel at survey.





**Manufacturers' information from owner (not verified by measurement)**

Overall Length :-	6.0 Meters
Beam	2.4 Meters
Waterline Length	5.5 Meters
Draught	0.55 Meters ( Without Payload)
Displacement	1300 Kilos To be verified ( Without Payload )

**Boat specific information**

Registration	Not yet registered
Serial Number	Non
Year of Build	2011 owner advised
RCD	Owner self certifying cat D – Sheltered waters, significant wave height up to and including 0.5m. Maximum wind strength Beaufort force 4

**Advisory Note - Extract from RCD Directive**

**Home built boats**

Boats built or largely completed by the owner are excluded from the scope of the RCD provided the vessel is not sold within the EEA for a period of five years. A boat is not Home Built if the owner 'project manages' other trades.

It is important therefore to establish the date of completion because if the vessel is sold or transferred, for whatever reason, inside the five year period it must be RCD compliant and have a CE marking. This will be conducted as Post Construction Assessment. CEproof offer an interim registration service for vessels acquiring exemption under this rule. This records the date of completion so that the absence of a CE marking can be justified and the qualified exemption status declared.

There are special criteria to be considered with Kit Boats, Sailaways, and boats fitted out from finished hulls whereby compliance has to be demonstrated and certified by the manufacturer to the extent of their involvement. (Partly Built Craft)

**2. Keel**

- a) The vessel was sitting on her keel on a road trailer
- b) The keel is an encapsulated long keel with no ballast fitted yet.
- c) The FRP is considered in section 3 below



**3. Hull below Waterline:**

- a) The hull below the waterline is of solid FRP construction with blue gel coat and no antifouling. The hull is certified by the builder to CE and the certificate is appended.
- b) The vessel is supported by her trailer and no distortion was noted.
- c) There are no visible signs of significant damage or repairs to the hull below water line.

**4. Topsides above Waterline including Rubbing Strake:**

- a) Part of the same moulding as Hull below the waterline and constructed in the same way.
- b) No stress crazing or cracking noted in way of bulkheads or other re-enforcing members.

**5. Deck moulding:**

- a) The decks are 12mm ply bonded to the beams, deck-beams and carlings. They are also bonded with microfiber/epoxy fillets to the cabin and wheel house sides. The decks are sheathed in fibreglass cloth and epoxy.
- b) The whole deck was carefully tested underfoot.

**6. Coachroof / wheel house:**

- a) The cabin and wheelhouse are constructed from 12mm ply on an Iroko framework. The ply is bonded and screwed to the framework. From what I can ascertain it is well attached.

**7. Cockpit**

- a) Being an open boat, the cockpit sole is sole boards mounted above the open bilge. There are panels to the aft area, not water tight and two lockers. The engine cover is hinged aft.

**8. Hull/Deck Join:**

- a) This is screwed and bonded to deck-knees constructed from 25mm ply and fastened and bonded to the inwales and hull. Fillets of microfiber filled epoxy provide additional strength.
- b) A Rubber fender protects the hull deck edge running around the outside of the deck hull joint.
- c) There are no gaps to the joint when viewed externally,

**9. Bulkheads and Structural Stiffening including Internal Mouldings:**

- a) The hull is reinforced with floors,(transverse stiffeners not running to deck level), longitudinal and transverse stiffeners.
- b) The carlings, deck and wheel house structure provide extra strengthening
- c) No cracks or lack of bonding noted.

**10. Rudder and Steering:**

- a) FRP rudder blade with stainless stock. Rudder tube is FRP and supported inboard with webs.
- b) There is no excessive play in either bush and no damage noted to the blade.
- c) The main steering is cable wheel steering to a wooden arm bolted to the stock.



**Advisory note:-** An emergency tiller that can clamp to the stock is advised.

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

- a) 3 Blade bronze propeller on stainless steel shaft, supported at the aft end by a cutlass bearing in the FRP tube, bonded to the hull.
- b) Inboard the water fed stern gland was checked and is well clamped.
- c) The hose to the water feed is in two parts. It has been extended with non reinforced clear piping.

**Advisory note:-** The distance between the propeller and bearing support is considered excessive. The advise is this should be no greater than the diameter of the shaft. The propeller may whip and cause vibration and rapid wear of the bearing.

**Recommendation:-** *Hose from engine to gland clear section should be replaced with reinforced hose.*

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

- a) One shaft anode is fitted and is new.
- b) The engine has anode in the water system.

**Advisory note:-** The size of the anode is considered small for the size of the propeller. The owner advises that the boat will only spend 2 months in the water this year and therefore will check its wasting at that point.

The stern gland feed fitting mounted in the seawater side of the engine is copper. The owner is advised that anodes are regularly checked and condition of this copper fitting monitored.

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

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 unless noted.
- ✚ Lying fair to hull unless noted

### **Below Waterline:**

- a) Engine seawater intake – New Yellow metal skin fitting with lever valve. 2 clips on hose. The spigot was loose.

### **Above Waterline:**

- b) Manual Bilge pump outlet plastic skin fitting. 1 clip.
- c) Aft Electric bilge pump outlet, plastic skin fitting no clip fitted



- d) Forward Electric bilge pump automatic, plastic skin fitting. 1 clip.
- e) Exhaust, chrome through transom.
- f) Breather for diesel tank at deck level with swan neck fitted.

**Recommendation:-** *The spigot on the engine seawater intake should be tightened which may involve reseating the skin fitting to allow the correct angle to be achieved.*

**Clip to be fitted to through hull skin fitting of aft electric bilge pump.**

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

- a) The boat is an open boat with a wheel house and is not designed to be a weather tight construction and therefore no comment is made about doors, ports or windows apart from they are fitted and work.

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

- a) Comment as 14 above

**16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:**

- a) None fitted at present although the owner advised a stainless steel pulpit is being made to be fitted. The height of the deck to the cockpit sole is approximately 1m.

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

- a) Main bow anchor. 9KG plough with 10m of 6mm chain. Warp.
- b) There is a deck post mounted forward, well attached.

For the intended area of operation the ground tackle is adequate.

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

- a) All found of adequate size and securely through bolted with stainless washers below.

**19. Davits and Boarding Ladders:**

- a) None seen

**20. Navigation Lights:**

Vessel fitted with new lights seen working unless noted.

- a) All around white
- b) Port and starboard either side of wheel house
- c) Steaming light seen working

**21. Bilge Pumping Arrangements:**

- a) Boat is fitted with three bilge pumps.
- b) Manual Chimp pump fitted in cockpit and pick up from aft of bilge. No strum box fitted.
- c) Electric pump 800 GPH with two float switches, one in lowest part of bilge and one just below sole boards manual and automatic operation.
- d) Second electric pump 500GPH, submersible type mounted forward operates from control panel, no float switch.



**22. Fire-fighting Equipment:**

- a) There were the following fire-fighting appliances found onboard.
  - a. 1 x 1KG Powder 34b fire extinguishers mounted in cockpit

Advisory Note: There are no regulations covering this vessel in private use however what is fitted along with buckets and lanyards is considered adequate. It is advised a hole with plug is fitted in engine cover to allow discharge of extinguisher into the engine compartment.

**23. Lifesaving and Emergency Equipment:**

- a) None seen

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

Booklet is obtainable from nautical bookshops or direct from the RYA, [www.rya.org.uk](http://www.rya.org.uk).

**24. Engine and Installation:**

- a) Engine is new. It is a Beta Marine 3 cylinder 25bhp freshwater cooled.
- b) Engine number is 9L2326.
- c) Flexible mounts bolted to FRP frame. No signs water, oil or diesel leaks.
- d) Plastic strainer mounted in engine area, hoses are suitable for purpose.
- e) Exhaust system fitted with water traps and swan necks to below deck at transom and exits through transom.

**25. Fuel System:**

- a) Vetus Polycarbonate diesel tank, mounted in cockpit locker and secured in place. Isolation valves at tank.
- b) Hose is marine ISO 7840. Fittings secure, hose new.
- c) The tank was not filled so no signs of leaks currently.
- d) Pick up pipe hose clamps fouls cockpit locker lid. No clamp on tank outlet spigot fitted.

***Recommendation:- Fit clamp to tank outlet.***

**26. Gas system**

None fitted

**27. Electrical Installation:**

DC circuits

- a) Domestic and engine battery, securely mounted in cockpit locker, Isolation switch fitted.
- b) All circuits have fuses or switches doubling as Circuit breakers on panel.
- c) All 12V electrical appears correct size writing, well fitted.

240v Circuits

- a) None



**28. Electronic and Navigation Equipment:**

- a) Standard Horizon DSC VHF. Not tested.
- b) Nasa marine depth sounder

**SURVEY SUMMARY AND RECOMMENDATIONS**

**Survey Summary**

The boat has been carefully and well constructed by the owner and from what I can ascertain is structurally strong. The recommendations are quick fixes probably already attended to by the owner since the survey yesterday. Care should be taken during first sea trails to ensure adequate stability has been maintained by the wheel house addition and extra ballasting may be required.

**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.**

**11. Stern Gear:**

Hose from engine to gland clear section should be replaced with reinforced hose.

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

The spigot on the engine seawater intake should be tightened which may involve reseating the skin fitting to allow the correct angle to be achieved.

Clip to be fitted to through hull skin fitting of aft electric bilge pump.

**23. Lifesaving and Emergency Equipment:**

This vessel be equipped to the level appropriate to proposed use.

**25. Fuel System:**

Fit clamp to tank outlet.

**End**

**Appendix – RCD conformity of Hull**



**DECLARATION OF CONFORMITY  
RECREATIONAL CRAFT**

**Directive 94/25/EC**

Name of the manufacturer:	Flight Marine Limited
Address:	West View Chidnam Lane Chidnam West Sussex PO18 8TD
Country:	GB Great Britain
Conformity assessment module used:	A

**DESCRIPTION OF THE CRAFT**

Hull Identification Number (HIN)	<input type="text"/>
Brand name of the craft:	Chichester Pilot
Type or number	Custom forward control
Design category	C or D depending on fit-out
Type of craft	03 motor boat
Type of hull	01 monohull
Deck	03 owner/builder design
Construction material	02 fibre reinforced plastic
Propulsion	03 diesel engine
Type of engine	02 inboard
Maximum recommended engine power	30KW
Length of hull	5,97m
Beam of hull	2,304m
Draught	0,55m

I declare at my own and sole responsibility that the craft mentioned above complies with all applicable essential safety requirements in the way mentioned overleaf.

Name: P. Dewick Signature and title: [Signature]  
 Date: 10/2/2010

END