

'Yacht Name'



ANCHOR HOUSE
MARINE SURVEYS

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Insurance Survey Report

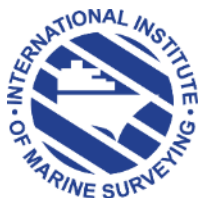
Carver 30

(Yacht Name)

Drivers Wharf, Southampton, UK

18th February 2019

Prepared on Behalf of the Owner



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Summary

'██████████' is a Carver 30 Aft Cabin built in 1981 by Carver Yachts, Wisconsin, USA. She was found to be in overall good condition for her age and showing evidence of having had regular and ongoing use as a 'live aboard' but with various areas requiring servicing / maintenance / updating. She appears not to have been altered from her original design. The main summary of points is as follows:

1. The topsides, deck and superstructure are in overall good condition structurally with no signs of any major damage or repair though there are some stress cracks in areas around the toe rail / fender. The internal structure where seen is clean with no evidence of any movement though there are areas of standing water / oily water.
2. New antifoul had just been applied and the outer bottom laminates were tested for moisture content and the resulting readings were mainly in the low scale though there were some higher readings from the keel aft which turned out to be bilge water. The bathing platform gave high readings but this due to its design holding water and sediment.
3. The stern gear is in a serviceable condition overall but the shaft glands need servicing.
4. The steering gear is in a serviceable condition but the port rudder gland requires servicing.
5. All seacocks are in very good condition with three out of four being new. There is an unused skin fitting with a plug that requires changing.
6. The gas bottle hose requires replacement.
7. The electrical system is in a serviceable condition though there are some issues that need attention such as some loose cabling / wires. There is no permanently installed charger fitted.
8. The fuel system is in a serviceable condition though the copper fuel lines are showing some signs of surface corrosion.
9. The engines are in a generally good and serviceable condition but there are areas of corrosion and deposits on both risers and heat exchangers and many hoses have deposits where they join connections.
10. The accommodation fire extinguishers are out of date.

This is a generally sound example of a Carver 30 and with all servicing and maintenance issues addressed as well as some upgrades, '██████████' can continue to give good service for many years.

Within this report, any issues found are graded for your information according to severity as:

"Urgent Recommendation"	Must be done urgently before re-floating and certainly before any use is made of the vessel.
"Recommendation"	Should be done at the earlier of next docking or within twelve months or such other time scale as may be specified.
"Suggestion"	For information and consideration but not particularly significant to safety at this stage.
"Note"	For information only.

'Yacht Name'

Circumstances

The survey was carried out on the 18th February 2019. [REDACTED] was inspected ashore at Drivers Wharf, Southampton. The weather at time of inspection was overcast with rain, 10°C with varying southerly winds. The survey was carried out on the instruction of the owner [REDACTED] to ascertain the condition of the yacht and produce a report for insurance purposes.

No fastenings were drawn and no paint was removed above the water line externally. Due to the good condition of the hull and with it being recently antifouled, no areas of paint were removed below the waterline. Moisture meter readings were taken to determine the moisture content of the hull laminate. The hull was examined externally above and below the water line and internally where accessible, elsewhere internal mouldings prevented examination. The cabin soles, bunk boards, hatches and portable joinery were removed as necessary to gain access to the interior of the vessel. The engines were not stripped, the tanks were not opened unless stated, nor their capacities checked. The batteries and the electrical systems were tested including interior and exterior lights. Equipment and interior fittings were tested as far as practicable and as described below.

Please note: This condition report is correct as per the date of survey stated above and as such, it cannot be guaranteed for any time after the survey was undertaken.



'Yacht Name'

Description of the Yacht

'██████████' is an all glass fibre construction, deep V planing hull, bilge chined motor yacht. She has a fine entry and a transom stern, carrying her maximum beam aft of amidships.

She was built by Carver Yachts, Wisconsin, USA in 1981.

The yacht's principle dimensions as supplied are set out below:

Length overall	9.10m
Length of waterline	n/a
Beam	3.50m
Draft	0.86m (approx.)
Displacement	4.80 tonnes (approx.)
Engine	Mercury Marine MIE 470 4-cylinder petrol
Fuel capacity	650 litres (approx.)
Water capacity	418 litres (approx.)
Stern gear	Conventional shafts
HIN	ODR 0003210 81-82
SSR	n/a



<p>Hull <i>Hull:</i> All original GRP construction, deep 'V' planning hull forward running into a shallow 'V' bilge with a shallower run aft to a transom stern. She has bilge chines and spray rails moulded at and below the water line.</p> <p><i>Port Topside:</i> This is in white GRP with an upper moulded knuckle and a navy blue stripe below the fender. The surface is dulled in appearance and there are scratches and rub marks forward, rubs and scratches at midships and a stress crack at the upper aft corner as well as various small rub marks, scuffs, scratches and light scoring in areas but there are no signs of any major damage or repair.. There are red, blue and grey decal stripes at the waterline and these are generally clean. The fender consists of a plastic runner with black rubber insert and this is securely fitted and in overall good condition though there are some gaps in the under sealant. There are label sling tags above the fender and faded fore and aft sling tags fitted below the fender.</p> <p><i>Starboard Topside:</i> This is in white GRP with an upper moulded knuckle and a navy blue stripe below the fender. The surface is dulled in appearance and there are scratches at midships, stress cracks above the fender aft and forward of midships and some gelcoat damage forward of the aft stress crack but there are no signs of any major damage or repair. There are red, blue and grey decal stripes at the waterline and these are generally clean. The fender consists of a plastic runner with black rubber insert and this is securely fitted and in overall good condition though there are some gaps in the under sealant. There are label sling tags above the fender.</p> <p><i>Bow:</i> This is generally clean and sound.</p> <p><i>Transom:</i> This is in white GRP with a securely attached GRP bathing platform moulding with a non-slip surface moulded into the deck. The transom is generally clean, though dulled in appearance and there is a scratch on the port side and some general light scratches and scuffs in places.. The fender consists of a plastic body with black rubber insert and this is securely fitted and in overall good condition. The bathing platform is generally sound but there is some impact damage on the starboard and port corners and the fender rubber is coming away on the starboard corner.</p> <p><i>Attachments:</i> There is a fixed, stainless steel bathing ladder with three rungs located on the port side of the transom. The securing brackets have corrosion present and the lower left bracket has cracks in it and the upper right is broken and the unit is very slightly loose.</p> <p><i>Coatings:</i> The antifoul had just been renewed prior to survey. This is in red and is overpainted and there is no epoxy resin applied.</p> <p><i>Gel Condition:</i> The gel was inspected and is smooth overall with no signs of any blisters, delamination, damage or repair.</p> <p><i>Hull Below Waterline:</i> Moisture readings were taken with a 'Protimeter' Aquant 2 meter at more than 100 positions over the outer bottom area and these produced readings ranging from 70 – 170 which is mainly in the low scale. Readings along the keel were higher, ranging from 160 – 200+ but with higher readings at extreme aft. The bathing platform gave very high to maximum readings but closer inspection showed that the moulding has various open sections as the engine exhausts vent through the bathing platform. As a result, these are full of wet sediment and standing water. The scale used is 0 – 160 (dry) / 161 – 200 (medium) / 201 – 999 (wet).</p>	<p>Recommendation Repair all the gelcoat defects and polish the topsides as part of annual maintenance. Suggestion Remove the faded tags.</p> <p>Suggestion Repair the fender damages and replace any bilging rubber.</p> <p>Recommendation Replace all broken and split securing brackets.</p> <p>Suggestion At the next service ashore, remove all bathing platform sediment and allow to fully dry out.</p>
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Cathodic Protection

Anodes:

- Each shaft has a shaped anode fitted.
- There is a bar anode fitted on the keel between the shafts.

Bonding:

The bonding is satisfactory to all stern and steering gear.

Wastage:

All anodes are new.

Hull Openings and Fittings

Sea Water Coolant Inlets:

- There are two forward facing bronze scoops that are securely fitted and in overall good condition though the grills have some debris in them. Internally, these are fitted to two brass body seacocks, the port side unit is new and marked 'CR' (corrosion resistant) and the starboard side unit is in a clean condition though no 'CR' markings were noted. Both operated satisfactorily.

Toilet Inlet / Outlet:

- The toilet inlet is located starboard side at midships and is a secure 18mm bronze fitting which is new. Internally, this is fitted to a new, secure, brass body seacock which operated satisfactorily though no 'CR' markings were noted.
- The toilet outlet is located aft of midships on the starboard side and is a 37mm secure bronze fitting which is new. Internally, this is fitted to a new, secure, brass body seacock which operated satisfactorily and marked 'CR' (corrosion resistant).

Grey Water Outlets:

The heads and galley sink outlets are secure plastic fittings in both port and starboard topsides.

Bilge Outlets:

Located on the starboard topsides are two secure plastic skin fittings for the electric pumps.

Exhausts:

- The engines exhaust through mouldings inside the bathing platform on both sides.
- The heater (disconnected) exhausts through a secure chromed fitting at midships on the port side.

Cockpit Drains:

The cockpit drains directly overboard via side openings..

Scuppers:

The decks drain directly overboard via the side deck aft ends.

Tank Vents:

There are circular stainless steel gauzed tank vents securely fitted through the port and starboard topsides and these are in a serviceable condition.

Transducers:

Located outboard of the centreline at midships on the starboard side is a securely fitted, speed through water thru-hull and an internally bonded depth transducer. Internally, no leaks were noted though there is some bilge water present.

Stern Gear

Propellers:

There are fitted two, four blade, outward turning, bronze propellers in good condition. There were no signs of dezincification and hammer testing produced a good ring.

Shafts:

The propeller shafts are 32mm 'temet' stainless steel. They are in a serviceable condition and rotated satisfactorily when turned by hand.

Securing Arrangements:

Each propeller is secured to the shaft via a castle nut and split pin and both installations are secure.

P Brackets:

These are in bronze, secure and in a good condition where paint was scraped away. The palms are securely located. Internally, the palm nuts are showing surface corrosion.

Cutlass Bearings:

There was no detectable play noted in both cutlass bearings.

Stern Tubes:

The stern tubes are in GRP with inner bronze sleeves holding the bearings but these could not be inspected.

Stern Glands:

The stuffing box type stern glands are showing surface corrosion all over the bodies with the fixings showing strong surface corrosion. There is salt water surrounding both installation and both will need a complete overhaul.

Recommendation

Clean up the palm nuts and preserve.

Urgent Recommendation

Service both glands and remove all standing water.



Fig.1 – stern glands showing corrosion to stiffing box and fixings.

Couplings:

The rigid couplings are secure and serviceable.

Steering Gear

Mechanism:

The rudders are turned via a hydraulic ram and tiller link arm operated from the twin helm power steering set up. The hydraulic hoses are clean with no leaks noted at reservoir and ram connections. The steering operation was firm.

Rudders:

There are two unsupported, stainless steel blade rudders in good condition where the paint was scraped away.

Stocks:

These are in 30mm stainless steel and are secure.

Trunks / Glands:

The trunk / gland fittings are in bronze and showing all over surface corrosion and the port gland has salt deposits present.

Recommendation

Service both rudder trunk glands.

Bearings:

There was no detectable play in the rudder bearings.

Trim Tabs:

There are two stainless steel trim tabs securely attached to the end of the bathing platform. These are operated by double acting, hydraulic rams as neither have spring back operation.

Emergency Steering:

There is no emergency steering system.

Deck and Superstructure

Deck:

The deck is in white GRP with non-slip panels moulded into the horizontal surfaces. The surface is dulled in appearance and there are stress cracks above the fender and in side decks aft on both sides and stress cracks above the fender forward of midships on the starboard and port sides.

Superstructure:

The superstructure is in white GRP with non-slip panels moulded into the horizontal surfaces. The surface is dulled in appearance and there is a stress crack in the flybridge base at the starboard forward corner, a stress crack in the aft face of the superstructure above the transom and a stress crack in the step to the flybridge but there are no signs of any major damage or repair.

Hull Deck Joint:

This was accessible in only a few places and is a 'biscuit tin' type joint with the deck laid over the hull and bolted through to the inside via the fender. Where visible, there are no signs of any movement.

Inner Tray:

There is an inner GRP deck tray matrix bonded to the hull throughout the forward accommodation and a wooden deck tray matrix over the engine compartment and in the aft cabin, both incorporating seating and bunk bases. This is in good condition overall and there are no signs of any movement or damage.

Floors / Stiffening:

There are transverse floors and partial bulkheads with limber holes partially bonded between the hull and deck tray with sealant along the joins. There are also various inline stringer beams fitted and where seen, there are no signs of any movement.

Bulkheads:

The main bulkheads are in marine ply, bonded to the hull and where seen, these are clean with no signs of any movement.

Hatches Windows and Portlights

Main Hatch:

The main hatch is built as part of the superstructure moulding and consists of vented twin wooden, lockable doors with good glazing over which a wooden hinged lockable cover locks and this is in good condition.

Fore Hatch:

There is a square, aft hinged, aluminium framed fore hatch with good glazing securely fitted over the forward cabin. This has two internal lockable handles and there are no obvious signs of any leaks.

Windows:

There is a main windscreen and side windows installation securely fitted. The frame is in aluminium with no signs of any corrosion and the glazing is of toughened glass and in good condition with no chips or cracks. The side window lower seals are wet and have moss and dirt present. The seals are in good condition, though the windscreen base frame to superstructure sealant is poor in areas. Internally, no leaks are noted and the installation is secure.

Recommendation

Repair the various stress cracks.

Portlights:

There are eight portlights located in the accommodation and heads. These are all securely fitted with no leaks noted and clean seals where openable.

Additional Hatches:

There are two hatches located aft and outboard on both sides in the saloon. These are aluminium framed and in overall good condition with good glazing though the inner seals are beginning to lift away at the base corners.

Hand Rails and Stanchions

Pulpit / Pushpit:

There are 22mm diameter stainless steel tube pushpit / fore deck railings and pushpit / cockpit railings incorporating stanchions. Many of the foredeck railing stanchions are either broken or cracked and the cockpit railings are loose especially on the port side and can be lifted free in areas due to missing pins.



Fig.2 – cracked forward railing mounting bracket.

Handrails:

There are securely fitted, stainless steel hand railings located on the superstructure sides.

Ground Tackle and Mooring Arrangements

Anchor:

There is a good condition, galvanised steel 'Danforth' anchor securely located at the bow. The anchor to chain shackle is corroding and not secured against accidental unscrewing.

Chain:

The main anchor cable is a length of 8mm galvanised steel chain in a serviceable condition where seen. The chain bitter end is connected to a length of rope which is connected to a timber block which will stop the chain exiting the locker. It is advised the rope is connected to an installed strong point in the chain locker side or deck head.

Windlass:

No windlass is fitted.

Stem Head:

There is an anodised aluminium stem head with aluminium roller securely mounted through the forward end of GRP 'bowsprit' moulding. The moulding is secure but the sealant is old and dirty with some gaps evident.

Recommendation

Replace all broken and split stanchion supports and replace any missing or broken railing pins.

Recommendation

Install a purpose fitted strong point and affix the rope.

Recommendation

Install an electric windlass.

<p><i>Cleats:</i> There are eight stainless steel cleats fitted around the deck edge and these are all secure, though the port aft unit has had larger fixings added to prevent lifting.</p> <p>Gas and Domestic Installation</p> <p><i>Locker / Cylinder(s):</i> This is located in the cockpit aft, is a secure tub with hinged lid and consists of two 4.5kg 'Calor' butane bottles which are not secured in place though the space is relatively tight. There is a drain hole removing any leakage overboard. There is a stress crack in the lid surface.</p> <p><i>Regulator / Hose:</i> The regulator is loose but serviceable. The orange gas flexible is BS 3212 compliant with no signs of cracking visible but dated 03/2013.</p> <p><i>Gas Pipe / Cut Off Valve:</i> The pipe is in drawn copper but not visible or accessible. There is no cut off valve noted.</p> <p><i>Cooker(s):</i></p> <ul style="list-style-type: none">• There is a 'Hoover', brushed stainless steel cooker with four burners located in the galley on the port side aft. This is a standalone unit and is serviceable.• There is a 'Samsung' microwave oven lying loose in the forward cabin. <p>Sewage and Bilge Pump Installations</p> <p><i>Pipework:</i> The grey and black water pipework installations are as follow:</p> <ul style="list-style-type: none">• Grey water – reinforced hose and securely clipped.• Black water – reinforced clear and non-clear hose and securely double clipped. <p><i>Electric Bilge Pumps:</i> There are two Attwood' units with external float valves located under the galley deck and aft cabin deck forward and these are secure and operable. It is recommended to move the aft pump to the lowest part of the aft bilge.</p> <p><i>Pipework:</i> The pipework is run in white plastic hose and securely clipped to the topside skin fittings.</p> <p>Electrical Installation</p> <p><i>Batteries:</i> There are two 12V 90Ah batteries located in secure tubs but without lids on the centreline in the engine compartment. These are wired in parallel and serve both the engine starters and the main domestic systems. These are secure and the terminals have surface corrosion present and some of the cabling ends to the clamps are loose.</p> <p><i>Isolator:</i> Located in the switch panel is a rotary selector switch (1-2-All-Off) and this operated satisfactorily. There is a 'Sure Power' battery charging isolator unit fitted in the engine compartment and this is slightly loose and the terminals and fittings are showing light surface corrosion.</p> <p><i>Charger:</i> There is no permanently installed charger and this is recommended.</p> <p><i>Shore Power / RCD Unit:</i> There is a shore power inlet plug on the starboard side of the saloon superstructure and this is wired directly to the switch panel 220V breakers which operated satisfactorily.</p> <p><i>Panel:</i> The 12V DC fuse and 220V switch panels are located on the starboard side in the saloon. This is well laid out and the 220V panel was operable at the time of survey. The generator breaker switch has been removed. The volt and amp gauges do not work but it is unknown if these relate to any fitted generator.</p>	<p>Recommendation Secure the bottles from any movement.</p> <p>Urgent Recommendation Tighten the regulator and replace the gas orange hose.</p> <p>Note Gas systems and appliances must be maintained and or checked by a suitably qualified gas 'Corgi' engineer conversant with the requirements of BS 5482 Part III or its modern equivalent.</p> <p>Recommendation Replace all toilet hoses with sanitary grade type.</p> <p>Recommendation Place a lid with a vent over the batteries to keep them dirty.</p> <p>Recommendation Install a permanently fixed charger.</p>
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Wiring:

Where visible, the main wiring has been bunched together and securely clipped. There are areas of loose wiring and cabling around and on the battery area and these should be tidied up and secured together.

Lights:

There are various LED and regular bulb switched lights throughout the accommodation and all operated satisfactorily though some bulbs are missing.

Navigation Lights:

There are superstructure mounted navigation lights, a flybridge forward mounted steaming light and a transom stern light fitted. **These all operated satisfactorily though the port navigation unit is loose.**

Fuel Installation

Deck Filler:

This could not be unscrewed.

Tank:

There are twin securely installed stainless steel tanks located outboard in the aft cabin on both sides. The inlet and vent hoses are both ISO 7840 compliant and securely double and single clipped respectively.

Distribution:

This is in overall accordance to good engineering practice where seen.

Fuel Shut Off Valves:

There are twin cut off / selector valves located under the bottom saloon step and these operated satisfactorily.

Pipework:

The copper pipework from the tank is showing areas of surface corrosion outboard both sides in the engine compartment. The flexible hoses to the engines are ISO 7840 compliant and no leaks were noted.

Recommendation

Tidy up and loose areas of wiring and securely clip any runs to the bulkheads.

Recommendation

Clean up all corrosion on the fuel pipes and / or replace with ISO 7840 flexible.



Fig.3 – copper fuel pipes with surface corrosion.

Pre-filters / Filters:

There are no pre-filters installed, only standard based engine filters within the fuel pump assembly. Where accessible, no leaks were noted.

Machinery

Engine:

The engine details are:

Make	2 x Mercury MIE 470 4-cylinder petrol
Max rating	170hp @ 3,800 – 4,200 rpm (approx.)
Serial nos	5641650 (P) / 5770958 (S)
Engine hours	Unknown

The engines are in overall average cosmetic condition though there is heavy surface corrosion around the exhaust manifold and riser joints and these should be cleaned up, protected and monitored for any worsening. Despite the engines being regularly serviced by the owner, it is still recommended to have a competent 'Mercury' specialist fully inspect and service the engines at the next service ashore to ensure their longevity.

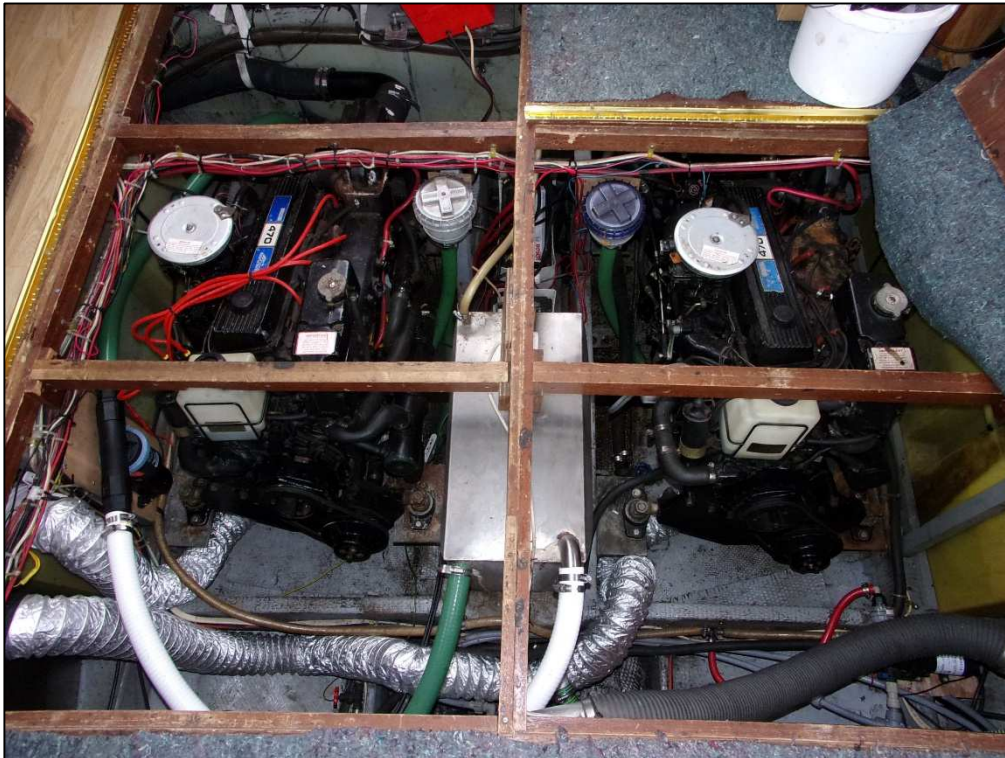


Fig.4 – Mercury MIE 470 4-cylinder petrol engines.

Gearboxes:

The gearboxes are in an average cosmetic condition and details are:

Make	Mercury Marine
Ratio	n/a
Serial Nos	5641650 (P) / n/a (S)

Bearers and Mounts:

The engines are firmly secured to lengthwise strong GRP beams via four engine mounts. These are in good condition overall and there was no detectable movement of the engine when rocked by hand but some of the mounts are showing surface corrosion and this should be cleaned off and the units preserved.

Strainers:

Both strainers are securely mounted with reinforced hoses that are securely clipped to the seacocks and water pump inlets.

Hoses:

These are all in a generally serviceable condition with no signs of cracking evident where seen and single clipped. There are deposits around the ends of some hoses where they join main components or pipe connectors.

Recommendation

Have the engines fully inspected and serviced by a competent 'Mercury Marine' specialist.

Recommendation

Clean off all surface corrosion and protect with 'Tectyl' or similar.

Recommendation

Clean off all deposits and monitor for any leaks / further deposits.

<p><i>Cooling / Heat Exchanger:</i> Each engine is cooled indirectly by seawater supplied by an engine driven impeller type pump which is serviceable with no signs of any leaks or salt deposits. Coolant in both engines was tested with the port engine reading at -22°C protection with clear coolant and the starboard engine giving no reading because the pointer was not visible as the coolant was heavily clouded with sediment.</p> <p><i>Lubricants:</i></p> <ul style="list-style-type: none">• The port engine oil is heavily carboned, thin and reading full on the dipstick.• The starboard engine oil is heavily carboned, thin and reading ½ full on the dipstick.• The port gearbox oil is clear, thin and reading ½ full on the dipstick.• The starboard gearbox oil is clear, thin and reading ½ full on the dipstick. <p><i>Fluid Tight:</i> There is oily water in the bilge and signs of oil in areas on the engine blocks.</p> <p><i>Exhausts:</i> The exhaust gases from the engines travel through the manifolds and risers to double clipped, black reinforced exhaust grade rubber hoses which connect to connecting pipes leading to the outlets in the bathing platform. Where seen, these are in a serviceable condition but some of the connecting pipes are showing signs of corrosion.</p> <p><i>Ancillaries:</i> Each engine is fitted with a fixed stator charging system which supplies charge to the yacht's batteries when the engines are running. Consideration should be given to replacing with a standard alternator setup.</p> <p>Hydraulic Systems</p> <p><i>Trim Tabs:</i> The trim tab control and reservoir installation is located in the aft cabin behind the starboard side fuel tank and is in a secure and serviceable condition where seen. The fluid reservoir connections are secure with no evidence of any direct leaks.</p> <p>Fire Fighting Equipment</p> <p><i>Accommodation:</i> There is a 1kg ABC, dry powder extinguisher showing fully charged and dated 05/1999 fitted under the helm.</p> <p><i>Galley:</i></p> <ul style="list-style-type: none">• There is a 2L foam extinguisher showing fully charged and dated 06/1998 at the galley.• There is a fire blanket seen at the galley. <p><i>Engine Compartment / Fuel Tanks:</i></p> <ul style="list-style-type: none">• There is a 1kg, automatic, DP ABC extinguisher fitted over each fuel tank showing fully charged at dated 2016.• There are no extinguishers fitted in the engine compartment. <p><i>Smoke / CO / Gas Alarm:</i></p> <ul style="list-style-type: none">• There are no smoke / CO alarms fitted.• There is a 'Pilot' gas alarm unit fitted at the galley but this is flashing away indicating this is faulty and / or requires servicing.	<p>Recommendation Replace the coolant and lubricants in both engines as part of a wider full service.</p> <p>Suggestion Remove all bilge water, clean and allow to dry.</p> <p>Recommendation Upgrade to alternator charging.</p> <p>Urgent Recommendation Install 'clean agent' extinguishers in the engine compartment, service the gas alarm and add smoke / CO alarms.</p>
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'Yacht Name'

Statement

This report is a true and accurate description of '██████████' as far as could be ascertained at the time of the survey, but no guarantee is given or implied. We have not inspected equipment, woodwork or other parts of the structure which are not included within this report or were covered, unexposed or inaccessible and we are therefore unable to report that any such part is free from defect.

The owner should satisfy themselves that all systems which could not be tested or inspected at the time of survey are operable.

The yacht has not been examined for compliance with any code, rule or craft directives and no opinion as to such compliance is expressed or implied.

This report is provided for the sole use of the instructing client named within this survey report and no liability of any nature will be accepted by the surveyor to any third party.

This report is submitted without prejudice.



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23rd February 2019

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