



# Important Information Pack

## Contents

1. [Pre-Purchase Survey](#)
2. [Insurance Survey](#)
3. [Ultrasonic Survey](#)
4. [Tonnage Measurement](#)
5. [Damage Reports](#)

## Pre-Purchase Survey

Every system on board the vessel will be tested from the integrity of the hull to checking the helm seat supports. Engines would need to be seen running by a Marine Engineer. The survey report is followed by a list of 'Essential' and 'Non-Essential' recommendations, my conclusions and a valuation.

In order to carry out a Pre-Purchase Survey, the vessel will need to be ashore or held in slings so that we can check the moisture content and the condition of the laminate on the hull. It must be noted that some systems on vessels cannot be checked whilst the vessel is on the hard.

Most Insurance Companies require this type of survey before they will take on risk any new instruction. Therefore, if you want peace of mind and like to know exactly what you are buying before you commit to purchase, this survey is ideal for you and can subsequently be presented to your Insurance Company, avoiding any delay in getting out onto the water!

### Survey scope

#### **HULL, DECK & STRUCTURE**

- 1.Details of vessel (Description, dimensions, registration etc.)
- 2.Keel
- 3.Hull below waterline
- 4.Topside above waterline including rubbing strake
- 5.Deck molding
- 6.Coach Roof
- 7.Cockpit
- 8.Hull/Deck Join
- 9.Bulkheads and Structural Stiffening including Internal Mouldings

#### **STEERING, STERN GEAR & SKIN FITTINGS**

- 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 Access to Accommodation
- 15.Ports, Windows
- 16.Pulpit, Stanchions, Pushpit, Lifelines and Jackstays
- 17.Rigging Attachment Points
- 18.Ground Tackle and Mooring Arrangements
- 19.Other Deck Gear and Fittings
- 20.Davits and Boarding Ladders

#### **RIGGING**

- 21.Spars
- 22.Standing Rigging
- 23.Running Rigging
- 24.Sails and Covers Safety

- 25. Navigation Lights
- 26. Bilge Pumping Arrangements
- 27. Fire Fighting Equipment
- 28. Lifesaving and Emergency Equipment

**ENGINE**

29. Visual inspection of the engine. For full inspection of the engine, we recommend an official engine service.

**GENERAL**

- 30. Gas Installation
- 31. Fresh Water Tanks and Delivery
- 32. Heads
- 33. Electrical Installation
- 34. Electronic and Navigation Equipment

## Insurance Survey

Insurance Companies require just this sort of survey in order to initially put a vessel on risk and subsequently every five years if the vessel is over 20 years old. The survey validates the overall safety and condition of the vessel taking it through 25 -35 core non destructive tests, dependent upon the type of vessel and the materials used in its construction. (See Survey Scope listing)

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The vessel needs to be either ashore on blocks or in slings so that the hull can be inspected. The systems on the vessel are checked for safety and working order and a full 15 to 20 page condition report is presented to you via email and a printed version is sent via first class post.

Although tailored to the demands of insurers, the survey does provide the owner with a comprehensive review of the condition of their investment allowing them to prioritise 'non-essential' works or improvements to suit their budget or calendar.

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## Ultrasonic Survey

Corrosion inevitably lessens the strength of all metal hulls, particularly steel. By employing 250 – 350 point thickness measurements in different areas of the hull, an ultrasonic survey will give readings of the plate thickness of a steel (or aluminium) vessel making an estimate of the hull's structural integrity possible.

The vessel will need to be ashore or held in slings for the survey to be conducted effectively. The advanced testing equipment used applies the triple echo method, comparing three echoes at each point improves the accuracy of the gauge since the the readings are cross-checked as they are taken, eliminating distortions from aberrant readings caused by surface corrosion, especially on the, often inaccessible, inner face. The readings are scrupulously interpreted, which may result in further detailed testing across multiple points in any area where the primary readings indicate concern.

As well as reporting the overall condition of the hull, the survey may recommend necessary areas for repair as well as measures to improve the condition of areas not yet in need of essential restoration as a precaution against future weakening.

The survey will consider the diminution (erosion of thickness) and recommend repairs where plating has lost significant strength.

## Equipment

Mediterranean Yacht Survey Spain use the latest non-destructive testing equipment, including;

Sovereign moisture meters which are specifically designed for marine use and includes a self-calibration facility. Both near surface and in depth readings can be compared and the moisture content displayed as a numerical readout from 1 – 100, or as % H<sub>2</sub>O WME (Wood Moisture Equivalent).

Cygnus ultrasonic thickness gauges manufactured in the UK by the world leading innovators in measurement technologies. Founded in 1983 and based in Dorchester, Cygnus pioneered the digital multiple echo technique that has long since become the marine industry's standard for accurate measurement of material thickness.

Cygnus have successfully developed multiple echo digital thickness gauges which measure metal thickness even through protective coatings in a reliable and repeatable way. The complete range is engineered to withstand the harshest environments while delivering accurate readings that help determine the condition of the subject hull.

[www.cygnus-instruments.com](http://www.cygnus-instruments.com)

Flir thermal imaging cameras, form an image using infrared radiation, similar to a common camera that forms an image using visible light, these images allow us to create a visual representation of the integrity of various materials and spot any potential problems before they occur.

## Tonnage measurement

Mediterranean Yacht Survey Spain provides surveys for tonnage and measurement, required for a Certificate of Tonnage and Measurement. This is one of the documents needed to register your vessel on Part 1 of the UK Ships Register.

Registration on Part 1 of the UK Ship Register entitles you to the following benefits:

Evidence you own the boat

Shows your boat's nationality

Use the boat as security for a marine mortgage

Protection from the Royal Navy and the services of British Consuls

Internationally accepted documentation to ease passage to foreign ports

Can enhance the re-sale of your vessel

Evidence of date of build for the EU Recreational Craft Directive

Ensures that your boat's name is unique on Part 1

Part 1 Registration requires renewal every 5 years but does not require a further survey unless there are changes to the vessel (i.e: change of engine).

To see more about Part 1 Registration and how to start your application with the UK Ship Register, see the [government website](#).

## Damage reports

Whether injury to a boat is sustained by virtue of bad weather, incidents with other vessels or an operating failure in a yard, a damage report typically includes the reported circumstances of the damage, statements from owners, operators and witnesses, identification and description of the vessel and its condition as well as the damage incurred. Where appropriate, it will also include a damage appraisal, a review of estimates for reasonable repairs plus pre and post-loss valuations.

If necessary, the survey will identify the need for and recommend third party specialists to evaluate the damage and help define suitable repairs in key areas. This outcome is more likely in the case of fire, complex mechanical failure, extensive damage to a hull or electrical/electronic systems.

As well as reporting the overall condition of the hull, the survey may recommend necessary areas for repair as well as measures to improve the condition of areas not yet in need of essential restoration as a precaution against future weakening.

Commissioned by the insurer or owner the report focus on facts and an account of all damage sustained by the vessel. It has integrity and authority based on its independent perspective, recommending the repairs needed to restore the vessel to prime condition.