

Preparation for Survey

Being prepared for your survey means the Surveyor can spend as much time as possible inspecting the vessel for defects. The following advice is offered.

Safe access to the vessel is required. We reserve the right not to start a survey if the vessel is presented in a dangerous state such as to present a serious risk to the Surveyor or other Yard users, or to curtail a survey if it subsequently becomes apparent that such a risk exists.

A structural survey requires the vessel to be either securely struck off ashore, or held in crane or hoist slings for a minimum of two hours.

Fouling should be cleaned from the hull bottom and fittings below the waterline (usually by high pressure washing) and the bilges should be clean and dry.

All keys, security codes and a safe ladder should be made available.

Personal effects, ship's stores and ancillary gear should be removed as far as is practicable. For example, if there are inspection hatches at the back of wardrobes or under bunks, then all garments, bedding and locker contents should be removed.

Items such as tanks, rigging attachment points, keel bolts and through-hull fittings should all be made accessible. It may be necessary for the yard to remove fixed linings to achieve this. Screwed down sole boards and inspection hatches should be unscrewed where necessary.

If sails are to be inspected, they should be presented fully opened out.

A serviceable battery bank is necessary if DC electrical items are to be tested and a working shore power connection is necessary if AC items are to be tested.

The following paperwork should be made available to the Surveyor:

- Any previous Survey Reports
- Registration documents
- Safety certificates
- Any compliance documents (e.g.: Class Society documents)
- The Broker's Sales Particulars
- Inventory
- Service Records and Logbooks
- Warranty documents (if appropriate)
- Invoices to confirm major repairs or renewal of equipment that may be listed in Sales Particulars (e.g. for new standing rigging, an osmosis repair, etc)
- Equipment manuals
- Any other relevant paperwork

Yachts built or put into service after 16th June 1998, when the Recreational Craft Directive came into force, must have a Hull Identification Number (HIN) and a CE-Mark plate, and the Owner's Manual should be presented together with the Declaration of Conformity. Please note that it is not part of the Surveyor's remit to check ownership title documentation.