

Sea Trial Survey Report

"Vessel Name"

Moody Sailing Yacht 42



This is to certify that the undersigned carried out a partial Sea Trial on the above vessel at St Sampson's Harbor, Guernsey, on XX Sept 20XX at the request of "Clients Name" for the purpose of reporting on the vessels condition subject to the limitations stated on page three of this report. This Sea Trial is carried out on the understanding that I am legally liable to the above client only and not to any subsequent holder of the said report. Such liability must be constructed as a contract under British law and jurisdiction and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales.

A full sea trial was not a carried out due to time tide and weather conditions one the morning of the trial.

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Conditions of the survey

This Survey was carried out in accordance with the following:

- a) Our Atlas Yacht and Powerboat Surveyors Standard Terms and Conditions
- b) The code of Practice for Small Craft Surveys set by The International Institute of Marine Surveying.

The reason for the survey was to carry out a structural and mechanical evaluation of the vessel for pre-purchase, mortgage and or insurance purposes.

The vessel was ashore supported on chocks/slings. This allowed access to the hull bottom, apart from the chocking/sling positions.

Machinery installations, auxiliary and ancillary equipment and other service systems, electronic equipment, pumping and plumping, sanitation systems, navigational aids and other sundry items were visually inspected only. None of these items were dismantled nor were specific tests applied except in the case of electrical systems where simple switch tests were used. The steering gear installation was given a simple "hard over to hard over test" only as a visual inspection was not possible.

Diesel engines and generator examined externally only.

All tanks when were inspected where visible but not internally inspected and they have not been pressure tested; their contents have not been tested for contamination.

Window hatches and external doors have not been tested for water tightness.

Skin fittings and valves have not been dismantled but visually inspected.

The batteries were tested and were in good order.

No generator tests were carried out and it was visually inspected only.

The air conditioning system could not be checked, as the generator could not be made to run.

Due to over coatings joinery work and installations, access to certain parts of the vessel were difficult or impossible and therefore no responsibility can be accepted for failure to discover or report on defects which may exist in these areas.

A Sea Trial was undertaken but due to the time, location and tidal range it was a basic Sea Trial. The vessel was not tested for transverse or longitudinal metacentric stability or buoyancy and this report must not be taken to imply that the vessel has sufficient stability or buoyancy for the intended purpose. No liability whatsoever is accepted for any injury, death or damages arising from those parts of the vessel to which access could not be gained at the time of the survey and on the strength of which I am unable to comment. This survey was not undertaken with any intention to ascertain that the vessel would comply with any rule or code of practice that may be required by any authority under whose jurisdiction the vessel may be operated

Vessel details

Name	Vessel name
Type	Sailing yacht
Builder / Designer	Moody
Year built	2001
Material	GRP Glass Reinforced Plastic
Builders / Registration marks	CE marks on vessel were the same as that on the boats papers
LOA	42 FT
Engine / Engines	Yanmar HP 50



Onboard check

Check fixed fire fighting equipment is serviced and in date	Service date unknown new fire extinguishers should be invested in
GMDSS equipment stowed and working correctly. Life saving gear, distress signals and first aid on board	We would recommend that the client invests in these items as none were found on board
Tender inflated and stowed	Stowed not inflated service date was valid
Outboard motor serviceable	None onboard
Machinery spaces clear of combustible material and all rubbish disposed of	Machinery spaces clean and clear
Bilges clear of oil and water	Clean and Clear

Liquid levels

Main engine lube oil	Correct and in good order
Main engine coolant water header tank	Correct and in good order
Main engine anti-freeze concentration	Correct and in good order
Generator oil	Correct and in good order
Generator coolant header tank	Correct and in good order
Gearbox oil level	Correct and in good order

General comment

Performance and general handling was good with no obvious signs of problems.

Top speed was not achieved due to time and tide. Rigging and sails full operation was not observed due to adverse weather conditions.

Fuel system

Location	Status
Fuel supply valve open	Correct and in good order
Fuel return valve open	Correct and in good order
Fuel filters / Water separator clear	Correct and in good order
Main tank level (Full, ¾, ½, ¼, empty)	½ full

Seawater system

Location	Report
Main engine seawater suction strainer clean	Unknown visual inspection was not possible as the filter was contained in metal container
Main engine seacock open	Correct and in good order
Generator seawater suction strainer clean	Unknown visual inspection was not possible filter was contained in metal container
Generator seacock open	Correct and in good order

Main shafts

Location	Report
Shaft locking gear in/out	Functioning correctly
Stern gland eased – if applicable	Functioning correctly

Steering gear

Location	Report
Emergency tiller secure and deck cap free	None found on board.
Test steering gear from all primary control positions, check movement and indicators over full range	<p>Proved from helm. The steering was functioning correctly from the cockpit</p> <p>1x spade rudder was visually inspected and looked to be in good condition. It is cable operated and further investigation into the run of the cables should be carried out as the appeared to overlap each other on the tripod located in the rear cabin under the bed.</p>

Ventilation system

Location	Report
Engine room inlet and exhaust vents open	Functioning correctly

Batteries

Location	Report
Check electrolyte level / density	All in good order
Isolating switches	Functioning correctly
Main engine, check voltages	In good order
Generator, check voltages	In good order
Domestics, check voltages	In good order

Main engine start up test

Location	Report
Seawater filters	Could not be checked as filter was secured inside a metal container
Seawater supply	Functioning correctly
Belt tensions	Functioning correctly
Engine controls for ease of movement	Functioning correctly
Start and stop engines using key.	Functioning correctly
Engine leaks	Functioning correctly no leaks were detected
Pipe work temperatures & raw water cooling pump	Functioning correctly no leaks were detected
Engines to run at idle for a least five minutes until warm	This was carried out and found to be functioning correctly
Select ahead and stern	Checked and functioning correctly
Check controls and stop engines	All functioning correctly
Ease of starting: starter motor	Functioning correctly
Time to reach oil pressure / Pressure when cold	Five minutes. Functioning correctly
Smoke when cold? Crankcase breather	Nothing problematic. Functioning correctly
Tick over speed	Carried out and functioning correctly

Gear shift operation	Functioning correctly.
Ease of starting: starter motor	Functioning correctly.

At sea tests and observations

Exhaust smoke	Visually observed and appears to be functioning correctly.
Exhaust acceleration smoke	Visually observed and appears to be functioning correctly.
Turning at speed	Carried out and functioning correctly.
Astern operation	Carried out and functioning correctly.
Steering	Carried out and functioning correctly.
Engine rpm	Not fully explored due to weather and tidal conditions.
Boat speed	Not fully explored due to weather and tidal conditions.

General comment

Performance and general handling was good with no obvious signs of problems.

Top speed was not achieved due to time and tide. Rigging and sails full operation was not observed due to adverse weather conditions.

Survey practice statement

This survey report is for the benefit of "Client Name" and is not transferable except for the named Client's purpose and may not be used for other purposes and may not be relied upon by any other person without written consent from the Surveyor. The Surveyor warrants that this report is a true and unbiased opinion of the vessel, based upon a visual inspection on the date of the survey. The findings, opinions and conclusions are based upon the best professional judgment of the undersigned Surveyor. If this survey does not discuss a specific item, equipment or machinery, it is not covered by this survey. While every effort has been made to conduct a thorough survey, there can be no guarantee or warranty, express or implied, as to the condition or suitability of the vessel and her equipment or machinery. This survey makes no representation and does not purport to describe any condition, which may have changed since the date of the survey, and the recommendations herein are limited to those that, in the opinion of this Surveyor, are reasonably necessary and appropriate, based upon the conditions and circumstances, as they existed at the time of the survey.

Respectfully submitted,

Alan Price,

Atlas Yacht and Powerboat Surveyors.