

On Board Preparations requested for a Pre Purchase Survey

Hello Captain,

We have been instructed to come and have a look at your yacht. Our goal is to understand what the general condition of your vessel is and if there are any deficiencies or shortcomings that could influence a sale of your vessel.

Seatrial

Usually we start with a seatrial that will take a couple of hours to complete. The seatrial is conducted in normal weather conditions and ideally we would like to see the vessel at 50% load. Details of the time and place of the seatrial will be communicated between yourself, the broker and us.

Depending on the client's instructions we will normally have the engine dealer on board to capture the required performance data from engines and auxiliary machinery. We will also take oil-samples from both engines, generators and gearboxes. We will furthermore test all systems on board as far as possible during navigation, this includes all machinery, electronic systems, navigation systems, communication systems, deck equipment (including deckcranes and hatches) and tenders if any.

The seatrial protocol can be found at the end of this document, if there is anything in it that gives any concern or that is not possible to do in your view, we would appreciate you let us know. You are the master of the vessel and you are in control, we will never force you to do anything that is against your normal practice.

Drydock survey

Once the seatrial has been successfully completed and we receive instructions from the potential buyer to continue, we will proceed with the dry dock survey. A haul out will be organized, usually by the broker or the captain, the costs for the haul out are paid by the potential buyer, not by us, we are only surveying the vessel. Once the vessel is out of the water we will inspect the underwater hull, steering gear, propellers, shafts, rudders, hull openings, coatings and anything else that cannot be inspected while in the water.

In case you need to replace your anodes, this would be a good time to do it!

The dry dock survey can take from a few hours for smaller vessels to a day or more for large vessels.

Condition Survey

For the condition survey we need to inspect the exterior areas of the vessel and all internal areas of the vessel as well. The external areas include all deck lockers and all deck furniture; we would appreciate if you could make the deck lockers accessible and if you could remove the covers from the furniture. The internal areas include all bilges and especially all bilges where equipment is installed. If you could prepare access to the bilges that would be a great help.

We will check all systems on board to assess how they are installed and if they function properly. We will also look at all carpets, wall linings, woodwork, furniture and decorations. We will check all electrical systems and any audio video system and household appliances that are installed. If you have an inventory list available for all items that are included in the sale of the vessel than please prepare a copy for us.

Obviously we need you or your first mate around to answer some of our questions and we also like to talk to your chief engineer when inspecting the machinery and look at maintenance logs, but we will not distract you completely from your normal duties and work.

Usually after 1 or 2 hours talking to you about the situation on board we will be able to find our way around with a bit of help from the other crew members where necessary.

In order to facilitate your and our work and be as efficient as possible it would be highly appreciated if you could make the below described information available during the survey:

Profile and Lay-out (GA) of the yacht

System drawings

Technical Specifications (if available before survey that would be great)

All on board documentation related to vessel's registration, classification and insurance

(Mini)ISM system if available

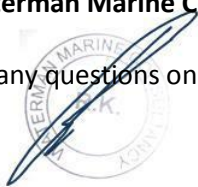
Deck and Bridge logbook

Maintenance logs

Thank you for your cooperation.

Waterman Marine Consultancy

For any questions on the above please do not hesitate to contact us :



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All our surveys are done entirely online and **powered by Watermanlive** (www.watermanlive.com)

Seatrial Test Protocol GENERAL

Check of loading condition, tank contents and draughts
Check of the propeller shaft thrust bearing temperature
Check on operation of the steering gear.
Turning circle test PS & SB at full and half speed.
Emergency stop.(Crash test)
Emergency steering and manoeuvring.
Sailing astern with a reduced speed at idle rpm of the main engines.
Manoeuvring test with bowthruster, one full circle of 360° to PS and SB.
Test of stabilizers
Anchoring tests
Test of all navigation and communication equipment
Balance of engine room ventilation system (with closed entrance doors/hatches)
Test of tenders and other watersport equipment as necessary
Test of watermaker in clean water

All domestic items that would be in use during normal operation to be run and tested while on the trials, including laundries,refrigeration,icemakers, entertainment equipment and miscellaneous equipment .