



Ward & McKenzie

Marine Surveyors and legal Consultants

PRE DELIVERY INSPECTION

SCOPE OF WORK

The following work will be undertaken and limitations applied:

1. Visual examination of hull including:
 - Internal strengthening, frames, stringers, engine bearers, watertight bulkheads
 - Inspection of bulkhead penetrations
 - Visual inspection of hull/deck joint
 - Visual inspection of portholes, hull windows etc
 - Selective tanks may be opened for internal inspection.Within the limitations of reasonable access. No dismantling will be carried out for this purpose.
2. Visual inspection of the underwater hull not normally undertaken unless the vessel is out the water or if an underwater inspection is specifically requested the vessel will need to be lifted.
3. Visual examination of decks, superstructure & equipment including:
 - Internal strengthening, frames, stringers, bulkheads
 - Inspection of bulkhead penetrations
 - Visual inspection of hull/deck joint
 - Visual inspection superstructure windows etc
 - Teak decking, caulking, deck fittings
 - Inspection of companionway closures
 - Inspection of anchor winch installation, chain locker, bow roller and chain connections
 - Inspection of passerelle installation and system operation
 - Inspection of any deck cranes, davits, boarding laddersWithin the limitations of reasonable access. No dismantling will be carried out for this purpose.
4. Visual examination and testing of the interior and systems including:
 - Cosmetic condition joinery and furnishings
 - Testing AV equipment in normal operation
 - Testing domestic appliances including: laundry equipment, galley equipment etc
5. Visual examination of external cosmetic condition, including:
 - Hull topsides - fairing and finish
 - Decks & superstructure – fairing / finish
 - Deck fittings, gangways
 - Hull below waterline, hull lines anti-fouling coatings

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6. Seacocks, water chests, bilge, fuel, hydraulic, fresh water, grey water and black water systems and associated pipework will be visually examined and tested in normal operation and selective valves tested in normal operation.
7. Visual inspection and testing of the following engine room equipment and auxiliary equipment including:
 - Engines and ancillaries
 - Shafts and stern tubes
 - Exhaust system
 - Bow thruster
 - Stabilisers
 - Structural fire protection and air inlets
 - Pumping arrangements, hydraulics, water and fuel
 - Electrical equipment and auxiliary systems installations
 - Generator(s) installation and control system
 - Inspection of Aircon installation and systems operation
 - Inspection of water maker installation and operation
 - Inspection of rudders and steering systems

We accept no responsibility for the internal condition of systems or equipment.

8. Full operational sea trials and testing of systems afloat including:
 - Main engines
 - Gearboxes
 - Steering systems
 - Anchoring systems
 - Bow thruster and Stern thrusters if installed
 - Tender/safety boat launching equipment
 - Tenders and safety boats tested
 - Stabilisers
 - Navigation systems and equipment
9. Visual inspection and testing of safety equipment including:
 - Fire detection system
 - Fire fighting equipment
 - Liferafts
 - Safety boat
 - Emergency generators and electrical systems
10. Performance tests including:
 - Aircon performance
 - Noise levels
 - Generator operation



11. Cabin sole traps where accessible will be lifted throughout the vessel. Permanent or semi permanently installed linings and sole boards will not be lifted or removed.
12. No dismantling of the vessel will be carried out, save for the removal of normally portable items and loose gear for access.
13. Dismantling of equipment or structures may be requested but will be at the surveyor's discretion and without any liability attaching to the surveyor in respect of damage or subsequent malfunction.
14. Stability data will be checked where the correct documentation is available for review.
15. Compliance with Flag administration and Class Society regulations will not be checked, save for the examination of relevant certificates.
16. A pre delivery inspection is unable to assess whether the vessel is structurally sound in design or suitability for any given purpose. This can only be done by reference to construction drawings, calculations and observation of the manufacture process. On a completed vessel, we shall examine for any indication of design or manufacturing defects. It must be appreciated that some areas this would only be possible through destructive testing and opening up which is not covered. Where comments are included which refer to aspects of the design or improvements to the design, these are matters that we noticed incidental to our work and which we considered worthy of note. This should not be interpreted as an exhaustive review or appreciation of the design.
17. It should be noted throughout that the survey of the structure of the vessel is largely based on a visual inspection of accessible areas. Random or selective measurements are taken if appropriate. More detailed testing is undertaken in any area where there is any indication or suspicion of a potential problem. If a problem is identified we shall report this and make appropriate recommendations for remedial action.
18. Where recommendations are made, we shall seek to highlight any area which we feel has serious and immediate implications to safety or to the wellbeing of the vessel. At sea, it must however be appreciated that recommendations which might initially appear relatively trivial can in certain conditions become serious issues with underlying safety implications.
19. Vessels of this size are technically diverse and complex. Our final report will not normally include detailed descriptions of all aspects of the vessel or of the work we have completed. It will include sufficient description to identify any area where we have identified a problem or where we believe that there are matters which can usefully and appropriately be drawn to the buyer's attention.