

## Sample LIMITATIONS OF SURVEY

The decks and hull are visually inspected. On the hull random anti-fouling coupons will be removed to allow visual inspection of the hull epoxy coating beneath and to allow moisture meter readings to be taken. (if agreed by owner) Areas of the hull not examined beneath the anti-fouling or hull coating cannot be commented upon.

Hammer sounding will probably not detect small areas of delamination and small voids.

Windows and hatches will not be hose tested for water tightness.

Rudders are inspected in situ and not unshipped, areas hidden from view cannot be commented upon.

If the mast is stepped, this and the rigging can only be examined to head level, the upper sections cannot be commented upon. An inspection of the sails will only be carried out if there is a room or place suitable to spread the sails.

The tanks, plumbing, heads, skin fittings, sea cocks, etc. are visually examined in situ and not removed from the vessel. Tanks will not be pressure tested or their contents tested for contamination.

No fitted linings or panels are removed and no dismantling is undertaken to gain access other than normally removable panels. Parts of the structure which are paint covered, unexposed or inaccessible will not be examined or committed on.

The engine, stern gear, generator installations and electrical systems are inspected visually, and (where possible if presented in commission) the engine is run up to assess its general characteristics, vibration levels etc. No dismantling of the engine or associated equipment is carried out so no detailed comment upon the condition of internal parts is possible without a separate full strip down and mechanical survey.

The inspection of the gas system is limited to a visual external inspection without dismantling or testing. Guidelines for the correct installation should be sought from a **Gas Safe Registered engineer from 1 April 2009.**

All measurements, dimensions and capacities are approximate only. The dimensional and numerical data given is that taken from the manufacturers specifications, either directly or via standard texts, this information has been relied upon and has not been checked for accuracy.

A detailed investigation to confirm the age of the vessel will not be carried out. The ownership of the vessel, legal and financial status of the vessel is not commented upon.

Any estimate of valuation provided is based on known average retail values achieved by craft of similar type and condition in the same location and should not be confused with the replacement value, which may be substantially higher, particularly in the case of rare or unusual boats. Valuations assume a willing buyer and a willing seller and the current market conditions at the time of the valuation and are based on opinions and are not representations of fact.