

H T Bettle & Co



# H T Bettle & Co

Marine Yacht Surveyor



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Contessa 32



Vessel name: [REDACTED]

Type of vessel: Contessa 32 Fin Keel GRP Masthead Sloop.

Vessel Lying: [REDACTED]

Owner: [REDACTED]

Email: [REDACTED]

Date of Survey: 19/05/2023

Survey was conducted for [REDACTED] for the purpose of insurance, condition, and valuation by Henry Bettle MCMS AMRINA AMIMarEST BEng, Marine Surveyor.

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**Vessel Details and principle dimensions:**

Name: [REDACTED]

- Type: Contessa 32 Fin Keel GRP Masthead Sloop.
- Builder/ Designer: Rogers (UK) / David Sadler
- Year built: [REDACTED]
- Engine: Beta 20hp.
- ON: [REDACTED]
- RT: [REDACTED]

Dimensions:

- LOA: 32.00 ft / 9.75 m
- LWL: 24.00 ft / 7.32 m
- Beam: 9.50 ft / 2.90 m
- Draught: 5.50 ft / 1.68 m
- Displacement: 9,500 lb / 4,309 kg

Tankage:

- Fresh Water: 80 litres (18 gallons) (2 tanks).
- Fuel: 32 litres (7.0 gallons).

Sail Areas:

- Mainsail: 175.00 ft<sup>2</sup> / 16.26 m<sup>2</sup>
- Genoa: 258.45 ft<sup>2</sup> / 24.01 m<sup>2</sup>

\*All data and information above has been given by others, obtained by outside sources or publications.

**Survey conditions:**

The survey was undertaken on the 19/05/2023. The survey took place on the water at [REDACTED], as well as on the hard for a short period of time to inspect the underside of the vessel. The weather conditions on the 19/05/2023 were warm and dry throughout.

**Survey Limitations:**

The mast was stepped; hence, the rig was inspected to head height only. No dismantling of the hull, machinery or furniture took place, other than lifting or unscrewing portable boards and covers.

No dismantling of the engine took place and so the internal condition of the engine cannot be commented upon. Components hidden from view, such as the sump, crankshaft, camshafts, pistons, valves and cylinder head gaskets could not be examined for latent defects. No compression tests of the cylinders took place. Comments can only be made regarding the performance and general condition of the engine on the day of the inspection. No guarantee can be made regarding the life expectancy of the engine.

This report is subject to the conditions set out in the "terms and conditions" section of this report.

**Introduction:**

██████████ is a Contessa 32 Fin Keel GRP Masthead Sloop. The vessel has a dark green hull and a white and light blue superstructure, with green coppercoat antifouling.

The vessel's name ██████████ is displayed upon the transom of the yacht.

**Condition Report:**

**Hull External:**

Construction: The hull is constructed of GRP that is stiffened by internal mouldings, plywood bulkheads, semi-bulkheads, bonded-in locker dividers, glassed-in stringers, and floor moulding support beams.

The hull's GRP construction utilises a lay-up of polyester and isophthalic resin, mixed-strand glass-fibre matting and woven rovings finished with a white pigmented gelcoat. The thickness of the hull increases around the encapsulated keel area. Deck fittings were found to be reinforced by hardwood pads.

The underwater area of the hull was found to be coated with coppercoat. This was found to be in a good condition overall, with no areas of flaking coating noted during the survey. The hull was tapped over at random in its entirety with a small rubber hammer, and there were no signs of any voids or delamination detected.

Evidence of osmosis blistering was noted over the entirety of the hull below the waterline. The osmosis blistering was found to range in size, the largest being approximately 1cm in diameter. None of the blistering was found to be delaminating the GRP hull at this time.

Moisture readings: Moisture readings were taken using a Tramex Skipper 5 (scale 3, % MC) randomly over the entirety of the hull below the waterline. The weather conditions on the 19/05/2023 were warm and dry throughout. Readings were found to range from 24 to 30 on the portside, and 23 to 30 on the starboard side (averaging 25.9 on the portside and 27.4 on the starboard side). Readings of 14 and below are considered to be low, readings of 15 to 18 are considered acceptable, and readings of 19 to 30 are considered high. The readings taken on the 19/05/2023 were found to be high.

It must be noted that the vessel had only just been lifted from the water when the moisture readings were taken. If the hull was allowed to dry out properly for 48 hours, I would suggest that the moisture readings would be lower. However, I recommend that the moisture readings would still be high.

Due to the osmosis blistering not currently delaminating the GRP matting beneath, I suggest that the osmosis blistering and high moisture readings are not a structural concern at this time.

However, I recommend that it would be wise to monitor the hull below the waterline yearly for the osmosis blistering becoming larger, and beginning to delaminate the GRP beneath. I suggest that the vessel will need an osmosis treatment in the future.

Wintering the vessel ashore yearly will help to prevent the moisture readings within the hull from increasing further, and further osmosis blistering developing.

Damage: No areas of damage to the hull below the waterline were noted during the survey.

Skin Fittings: All skin fittings below the waterline were found to be in a good condition externally, with no evidence of galvanic corrosion on the fittings noted at this time.



Recommendations:

- I recommend that it would be wise to monitor the hull below the waterline yearly for the osmosis blistering becoming larger, and beginning to delaminate the GRP beneath.

**Keel/Skeg:**

Description: [REDACTED] has an encapsulated lead ballast fin keel. The area of GRP at the base of the keel is thicker to prevent any damage from grounding.

Hull/Keel join: No areas of cracking, or stress related fractures, were noted surrounding the encapsulated keel, both internally and externally.

Keel: The encapsulated keel was found to be in a good condition overall, with no evidence of cracking, expansion, or damage due to grounding noted during the survey.



Skeg: The rudder GRP skeg was found to be in a good condition, with no evidence of damage noted during the survey.

**Stern Gear:**

Rudder: The vessel's rudder is of the skeg-hung type and is constructed of GRP. This was found to be in a fair condition overall.

Osmosis blistering was noted over the entirety of the rudder during the survey, the largest of the blistering being approximately 3cm in diameter. Moisture readings of the rudder were taken at random locations and were found to be off the scale over its entirety. Higher readings are common with this age and design of rudder.

On the starboard side of the rudder, rust staining was found to be emitting from the rudder. This is due to the rudder post or steel rudder tangs beginning to corrode.

Due to the extent of the rudder osmosis blistering, combined with the area of corrosion emitting from the rudder, I recommend that an osmosis treatment should be performed on the rudder in the next 5 years. This would involve splitting the rudder to assess the condition of the rudder core, post, and tangs.



Little to no lateral movement was noted from the rudder mountings during the survey.

The stainless-steel lower skeg mounting was found to be in a good condition.



Propeller: The vessel is fitted with a 3-bladed bronze folding Featherstream propeller (2009), attached to a conventional shaft, and running through a cutlass bearing. The propeller was found to be in a good condition overall, with no evidence of damage due to fouling, dezincification, or pitting due to improper cathodic protection. The propeller folding mechanism was found to be in a good condition.

The propeller shaft was found to be in a good condition.

The cutlass bearing was found to be in a good condition, with little to no play noted during the survey.



Anodes: There is a large pear-shaped anode bolted to the starboard side aft of the vessel. The anode was found to be in a partially depleted condition. I suggest that the anode will need to be replaced within the next 6 months. The anode securing bolts were found to be in a good condition, internally and externally. I used a multimeter to check the electrical continuity between the anode, engine, and stern gear of the vessel. A good connection was found to all items.

A propeller anode has been fitted to the vessel. This was found to be in a partially depleted condition, but should last another 6 months atleast.

Recommendations:

- I recommend that an osmosis treatment should be performed on the rudder within the next 5 years.

**Topsides:**

The green topsides, with gold strake stripe and white boot stripe, were found to be in a good condition overall. Taptests of the hull in 20 random locations, spanning the whole of the topsides, found that this was in a good condition, with no evidence of delamination or weaknesses forming. The gold strake stripe was found to be in a cosmetically good condition. The white boot stripe was found to be in a cosmetically worn condition.

Moisture readings were taken over the entirety of the topsides and were found to range from 6-14 on both sides. These readings are low and not an issue to the vessel.

Mooring damage /Abrasion: No areas of structural or major cosmetic damage was noted on the topsides of the vessel, which were found to be in a good condition overall.

On the starboard side amidships of the vessel, an area of gelcoat scuffing was noted. This was found to be a cosmetic issue only, with low moisture readings.

On the portside amidships of the topsides, a large past gelcoat repair was noted. This was found to be structurally sound, with low moisture readings.



Transom: The transom of the vessel was found to be in a good condition, with no evidence of structural or major cosmetic damage noted during the survey.

Bow: The bow of [REDACTED] was found to be in a good condition, with no areas of structural or major cosmetic damage noted.



**Superstructure:**

The superstructure consists of a deck, a coachroof and a cockpit in one moulding of GRP. The deck, cockpit, and coachroof are of a single skin GRP construction and are stiffened by glassed-in lateral members and fore and aft stringers. Areas of load are backed with hardwood plates, which were found to be in good order, where access was possible.

The deck and coachroof of the vessel still have their original light blue gelcoat, with the sides of the coachroof being a white gelcoat, and moulded in non-slip areas. The gelcoat was found to be in a good condition, with no areas of crazing or pinhead blistering noted during the survey.





Damage: No areas of structural, or major cosmetic damage to the deck or coachroof of the vessel was noted during the survey.

I both walk-tested and percussion-tested the superstructure of the vessel. No areas of the deck or coachroof delaminating were noted during the survey.

Moisture readings of the deck and coachroof were taken and found to be low to acceptable over its entirety.

Hull - deck join: The hull and deck were found to be joined together by an inward flange joint, which was internally bonded and secured at 6-inch intervals. The joint is finished by a hardwood toerail. The joint was found to be in good order and appropriate for the size of the vessel.

Toe rail: The timber toe rail was found to be in a structurally sound condition, with no areas of splitting or damage noted during the survey.

Windows: It was a dry day when the vessel was surveyed. All the windows onboard (four smaller and four larger) were found to be in a good condition, with no evidence of past leaking, or damage to the frames noted during the survey.

Hatches: The v-berth main hatch was found to be in a good condition, with no evidence of damage noted.

**Deck gear:**

The following deck gear was found to be present on [REDACTED]

- Two bow cleats.
- Two amidships cleats.
- Two stern cleats.
- Two bow and two stern fairleads.
- Pulpit, pushpit, and stanchions (5 each side).
- Seven winches (One on the mast [Lewmar 8], four in the cockpit [Lewmar 8 and Pontos 40], and two on the coachroof [Lewmar 8]).
- Two timber grabrails on the coachroof.
- Main hatch and wash boards.
- Boarding ladder.
- Chainplates.
- Bow roller.
- Anchor locker.
- Anchor naval tube.
- 12.5kg Delta anchor with 8mm chain on bow.
- Quick electric anchor windlass.
- Water and fuel filler caps.
- Eight rope clutches.
- Wind generator.

All equipment was found to be in a good condition, operating correctly during the survey.

**Hull Internal:**

Condition of bilges: Access to the bilge is made by lifting the saloon sole boards, through the v-berth, and through the engine compartment. All portable boards were lifted for inspection. The bilges were found to be clean and dry. No evidence of stress cracking or damage was noted during the survey.

Bilge pumps: One electric bilge pump has been fitted beneath the galley sink (2023). This was being fitted during the survey.

One manual bilge pump has been fitted within the cockpit of the vessel. This was found to be in a good condition.

Skin fittings: A table of all the skin fittings onboard is shown below:

Use	Size/Type	Location	Nr of clips	Operational
Engine inlet	¾" Blake valve	Below aft saloon	2	Good.
Galley sink drain	¾" Blake valve	Below sink	2	Good.
Heads inlet	¾" Blake valve	Heads	2	Fair
Heads outlet	1 ½" Blake valve	Heads	2	Fair
Head sink drain	¾" Blake valve	Heads	2	Fair
Speed fitting + blank	Through hull plastic fitting	Below heads floor slat.	-	Good.
Cockpit drains (2)	1 ½" Blake valves	Below cockpit	2,2	Both good.

\*The seacocks were all left as they were found.

All seacocks were found to be in a good condition, moving freely, and connected to their corresponding pipes using two jubilee clips.

The three Blakes seacocks mounted below the heads were found to be covered with a layer of green powder. This is surface corrosion of the copper alloy. All three seacocks were found to be in a sound condition at this time.



Stiffeners Attached: The stiffeners strengthening the keel area were all found to be in a good condition, where access was possible.

The marine ply main bulkhead, located forward of the mast mounting, was found to be in a good condition, with no signs of the bulkhead coming away from the coachroof or bilge.

The hull is further stiffened by plywood semi-bulkheads in the v-berth, saloon, and rear of the cockpit, and locker dividers, all of which are properly attached with glassed-in bondings.

**Cockpit:**

The vessel benefits from a spacious and safe cockpit. Two large cockpit scuppers are fitted for drainage. The vessel has tiller steering. There are two cockpit lockers located on the port and aft of the cockpit, with a purpose built gas locker located to the portside aft.



The cockpit woodwork and teak affect decking was found to be in a good condition overall, with no areas of major damage noted. The cockpit gelcoat was found to be in a good condition overall, with no areas of structural or major cosmetic damage noted.

**Sprayhood and Covers:**

The vessel is fitted with a spray hood (2022) and a stack pack (2020).

Both the spray hood and the stack pack were found to be in a good condition, with no evidence of damage noted during the survey.



**Interior:**

The interior is created by hardwood and hardwood-faced marine plywood. There is a large fore cabin in the bow, a separate heads compartment, and a saloon. The saloon has a settee seat either side, a galley to port aft, a chart table to starboard aft, and a quarter berth to aft of the chart table.

The joinery below was found to be in good order and the finish too being in a good condition overall.

The upholstery was all found to be in a good condition, with no areas of damage noted during the survey.

The headlining was found to be in a good condition overall.

The interior woodwork was found to be in a fair condition overall, beginning to suffer from UV and damp damage in a number of areas. This is a cosmetic issue only at this time.

No areas of major cosmetic damage were noted to the interior of the vessel during the survey.



### **Machinery**

A Beta 20hp marine diesel engine is properly secured to substantial beds and bearers. The hours of the engine are displayed as 2294.5. The engine number is 736486.

The engine oil was found to be at the correct level and relatively clean. Externally, the engine was found to be in a fair condition, with areas of damaged paint work noted over the engine. Although not a serious issue at this time, I suggest that it would be wise to rust treat and re-paint the engine in the future.

The piping and filters on the engine were found to be in a good condition.



All engine mounts were found to be in a good condition, with no evidence of damage or excessive corrosion noted during the survey.

The engine wiring was found to be in a satisfactory condition where visible.

The bilges below the engine were found to be clean and dry.

The exhaust rubber piping, elbow and silencer were all found to be in a good condition, with no areas of damage noted. However, the exhaust hull fitting was found to be excessively corroded. I recommend that the exhaust steel hull fitting is replaced.





The gearbox was found to be in a good condition, going in and out of gear with ease during the survey. The gearbox oil was found to be at the correct level and clean.

The engine was started during the survey and tested under load. The engine started with ease and ran well throughout.

Service history: The engine has been serviced annually by the current owner of the vessel, most recently in 2022.

Stern gland: A PSS dripless shaft seal has been fitted to [REDACTED] approximately 8 years ago. This was found to be in a good condition, with no evidence of leaking or damage noted during the survey.



Recommendations:

- I recommend that the engine exhaust steel hull fitting is replaced.

**Fuel system:**

There is a 32L stainless-steel fuel tank fitted within the portside cockpit locker. The tank is secured in place with metal clamps.



The fuel tank was found to be in a good condition, where visible, with no areas of damage noted.

All piping and valves were found to be in a good condition and secured properly to the boat. The age of the flexible fuel hoses is unknown.

The fuel filter, located to the portside of the engine, was found to be in a good condition. No evidence of diesel bug was noted in the fuel system.



The fuel shut off valve, located above the fuel tank, was found to be in a good condition.

No smell or sign of fuel in the bilges or around the tank was noted during the survey.

Heating: An Eberspacher diesel heater has been fitted within the portside cockpit locker of the vessel. The heater, fuel line, exhaust hose, and hot air ducting, were all found to be in a good condition.



**Gas systems:**

One Campingaz bottle has been fitted within a locker on the portside aft of the cockpit. The gas locker was found to be gas tight. However, the gas locker is drained into the cockpit via a small hole in the base of the locker. This will not allow escaped gas to leave the vessel safely. The gas locker should be drained from the base of the gas locker directly out from the vessel. I recommend that the gas locker is fitted with a proper gas drain, that drains directly out from the vessel.



The gas regulator was found to be out of date and should be replaced.

The orange rubber gas piping (2014) in the gas locker was found to be out of date and should be replaced.

The gas shut off valve at the galley was found to be in a good condition, operating correctly during the survey.

The braided gas hose behind the gas cooker was found to be out of date and should be replaced.

The Plastimo Neptune 4500 gas cooker was found to be in a good condition.



I recommend that a gas safety inspection is performed on the gas system, once the above gas recommendations have been undertaken.

**Recommendations:**

- I recommend that the gas locker is fitted with a proper gas drain, that drains directly out from the vessel.
- I recommend that the orange rubber gas piping in the gas locker is replaced.

- I recommend that the gas regulator is replaced.
- I recommend that the braided gas hose is replaced.
- I recommend that a gas safety inspection is performed on the gas system, once the above gas recommendations have been undertaken.

**Electrical Installation:**

The vessel has three batteries fitted onboard (one 90Ah engine start and two 86Ah leisure). All three batteries are located below the chart table seat. All batteries look to be in a good condition, with no evidence of any leaking or damage noted during the survey. All batteries are housed and vented correctly.

A battery condition monitor was used to check the output of each battery, which found that all batteries were producing a good output voltage, and were at 100% health.

The three batteries are connected to one large isolator switch, located beneath the chart table. The isolator switch was tested during the survey and was found to be working correctly.



A switch board is located at the chart table of the vessel.

During the survey, every item on the switch board was tested. There were no issues with the switchboard, and all items worked as they should.

Wiring: All wiring, where visible, was found to be in a satisfactory condition.

Shore power: The shore power system, including an RCD breaker box within the quarter berth, a galvanic isolator at the chart table, and a battery charger housed within the quarter berth, was found to be in a good condition, operating correctly during the survey.



The wind generator and control were both found to be in a good condition, operating correctly during the survey.

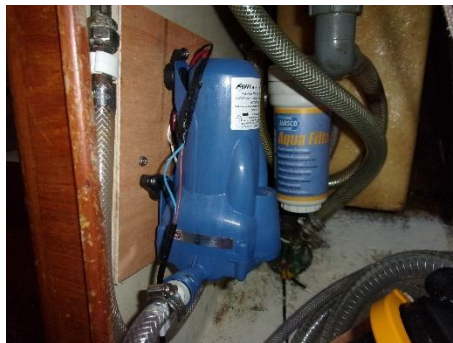
**Water system:**

One water tank has been fitted to [REDACTED]. One keel tank is located below the saloon soleboards. The tank is difficult to inspect, with only a small section of the tank clearly visible for inspection. The tank, where visible, was found to be in a good condition, with no signs of water leaking from the tank into the bilges. The internal condition of the tank was found to be in a good condition.



The freshwater system pipework was all found to be in a good condition, properly secured all around the vessel.

A pressurised water pump is located below the galley sink. This was found to be in a good condition, operating correctly during the survey.



Hot water: No hot water system has been fitted onboard.



**Toilet installation:**

There is a Blakes manual toilet system fitted to this yacht. The toilet and pump were found to be in a good condition overall. The owner of the vessel is servicing the manual pump in the near future.

The toilet pipework was found to be in a good condition and including vented loops that rise at least 20cm above the healed waterline.

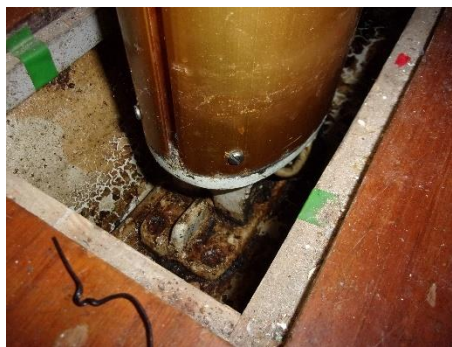
No holding tank has been fitted onboard.



**Mast, rigging and sails:**

As the mast was stepped for this survey, the mast could only be examined from head height downwards. The mast is constructed of gold anodised aluminium and has one pair of inline spreaders.

The mast is bilge stepped by a cast aluminium plate. The mast step was found to be in a good condition, with no evidence of cracking, distortion, or stress related marks.



Standing rigging: The following stainless-steel wire shrouds with roll-swaged eye toggle terminals were present:

- Forestay.
- Backstay.
- Two lower shrouds per side.
- One cap shroud per side.

The age of the standing rigging is unknown. The cap shrouds, forestay, and backstay were all replaced in 2009, according to the owner of the vessel. From head height downwards, the standing rigging was found to be in a good condition, with no evidence of damage noted.

However, due to the age of the standing rigging being over 10 years old, I suggest that it would be wise to have the rigging inspected in its entirety by a rigger, who can either sign it off as okay, or recommend that it is replaced.

Bottle screws are fitted at the base of each shroud. All are correctly fastened with split pins.

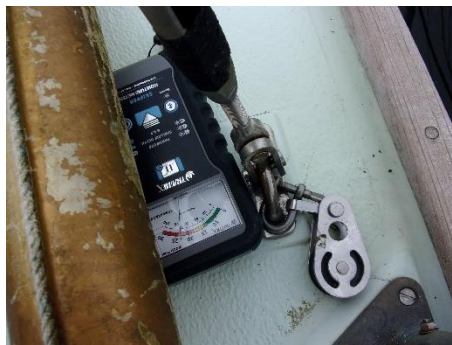
The boom was found to be in a good condition.

The chainplates on [REDACTED] include:

- Substantial stem head fitting for the forestay.
- Three hull mounted chainplates either side for the shrouds.
- One strip fitting for the backstay.

All the chainplates are well-attached to the hull and were found to be in good order. Six GRP "knees" have been glassed into the hull to add additional strength to the shroud chainplates, and to prevent any lifting of the deck in these areas.

Surrounding the port and starboard side aft lower shroud chainplates, gelcoat cracking was noted. No evidence of the deck raising in these two areas was noted. Moisture readings of the two areas of cracking were taken. The portside was found to have low readings, whereas the starboard side was found to have elevated readings. I therefore recommend that it would be wise to remove the starboard side aft shroud chainplate, repair the gelcoat cracking, and re-bed the fitting using fresh bedding compound.



Moisture readings surrounding the rest of the chainplates were taken and were found to be low to acceptable.

Running rigging: The running rigging was found to be in a sound condition, where visible.

Sails: Both the mainsail and furling genoa (2015) were found to be in a good condition, with no areas of damage noted during the survey.

A No1 and No3 jib are currently being stored within the v-berth of the vessel. Both sails were found to be in a good condition, where visible.

Spinnaker: A cruising chute (with snuffer) is currently being stored within the v-berth of the vessel. The sail was found to be in a good condition where visible.

A spinnaker is currently being stored at the owners' home, and could therefore not be inspected for the survey. The spinnaker, according to the owner of the vessel, is in a good condition.

The spinnaker pole, currently stored on the starboard side foredeck of the vessel, was found to be in a good condition.

Recommendations:

- Due to the age of the standing rigging being over 10 years old, I suggest that it would be wise to have the rigging inspected in its entirety by a rigger, who can either sign it off as okay, or recommend that it is replaced.
- I recommend that it would be wise to remove the starboard side aft shroud chainplate, repair the gelcoat cracking, and re-bed the fitting using fresh bedding compound.

**Safety Gear and Navigation Equipment:**

The following safety and navigation equipment are fitted to



Item	Location	Condition
Fire extinguishers	2 onboard (expired), and two at the owners' home (serviced 2022 and 2023).	<b>The two in date fire extinguishers should be carried onboard.</b>
Fire blanket	Galley	Good.
CO alarm	<b>Not found</b>	-
Life Jackets	6 (2018)	Good.
Flares	<b>V-berth</b>	<b>Expired.</b>
Danbuoy	Cockpit	Good.
LED flare	Saloon	Good.
Autohelm multi	Chart table	Good.
Garmin GPS 152	Chart table	Good.
B&G V7 plotter	Chart table	Good.
Navtex	Chart table	Good.
ICOM VHF M601	Chart table	Good.
Icom handheld VHF	Chart table	Good.
Echomax active x radar enhancer.	Chart table	Good.
AIS transponder	Chart table	Good.
Raymarine tri-date	Cockpit	Good.
Raymarine Wind (2)	Cockpit	Both Good.
Raymarine ST2000 autopilot	Quarter berth	Good.
Lowrance HDS7m plotter and radar.	Cockpit	Good.
Compass	Cockpit	Good.
Navigation lights	Deck and mast	Good.

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I recommend that the set of out-of-date flares onboard are safely disposed of.

I recommend that a carbon monoxide alarm is fitted to the saloon.



Recommendations:

- I recommend that the set of out-of-date flares onboard are safely disposed of.
- I recommend that a carbon monoxide alarm is fitted to the saloon.

**Recommendations:**

Recommendations have been ordered into three groups; "1)" is for serious structural or safety recommendations that should be addressed before the vessel is taken to sea. "2)" is for structural or safety recommendations that should be undertaken in the near future. "3)" is for cosmetic and minor recommendations.

1)

-

2)

- I recommend that the engine exhaust steel hull fitting is replaced.
- I recommend that the gas locker is fitted with a proper gas drain, that drains directly out from the vessel.
- I recommend that the orange rubber gas piping in the gas locker is replaced.
- I recommend that the gas regulator is replaced.
- I recommend that the braided gas hose is replaced.
- I recommend that a gas safety inspection is performed on the gas system, once the above gas recommendations have been undertaken.
- I recommend that the set of out-of-date flares onboard are safely disposed of.
- I recommend that a carbon monoxide alarm is fitted to the saloon.

3)

- I recommend that it would be wise to monitor the hull below the waterline yearly for the osmosis blistering becoming larger, and beginning to delaminate the GRP beneath.
- I recommend that an osmosis treatment should be performed on the rudder within the next 5 years.
- Due to the age of the standing rigging being over 10 years old, I suggest that it would be wise to have the rigging inspected in its entirety by a rigger, who can either sign it off as okay, or recommend that it is replaced.
- I recommend that it would be wise to remove the starboard side aft shroud chainplate, repair the gelcoat cracking, and re-bed the fitting using fresh bedding compound.





## **Terms and Conditions**

### **1. Definitions**

"Surveyor"/"Consultant" is the Surveyor/Consultant trading under these conditions.

"Client" is the party at whose request or on whose behalf the Surveyor/Consultant undertakes surveying services.

"Report" means any report or statement supplied by the Surveyor/Consultant in connection with instructions received from the Client.

"Disbursements" means the cost of all reasonable photography, reproduction of drawings, diagrams, sketches and printing, duplicating and, where applicable, electronic transmission fees, and all reasonable and appropriate expenses including travel, subsistence and hotel accommodation where an overnight stay is necessary.

"Fees" means the fees charged by the Surveyor/Consultant to the Client and including any value added tax where applicable and any Disbursements.

### **2. Scope**

The Surveyor/Consultant shall provide its services solely in accordance with these terms and conditions.

### **3. Work**

The Client will set out in writing the services which it requires the Surveyor/Consultant to provide. The Surveyor/Consultant will confirm in writing that it accepts those instructions or alternatively what services it will perform in connection with the Client's instructions. Once the Surveyor/Consultant and the Client have agreed what services are to be performed (the Services) any subsequent changes or additions must be agreed by both parties in writing.

### **4. Payment**

The Client shall pay the Surveyor/Consultant's Fees punctually in accordance with these Conditions and in any event not later than 10 days following the relevant invoice date, or in such other manner as may have been agreed in writing between the parties. Any delay in payment shall entitle the Surveyor/Consultant to interest at 8% above the Base Lending Rate of the Bank of England prevailing at the time of default.

## **5. Obligations and Responsibilities**

(a) Client: The Client undertakes to ensure that full instructions are given to the Surveyor/Consultant and are provided in sufficient time to enable the required Services to be performed effectively and efficiently and to procure all necessary access for the Surveyor/Consultant to goods, premises, vessels, installations and transport and to ensure that all appropriate safety measures are taken to provide safe and secure working conditions. The Surveyor/Consultant shall not be liable for the consequences of late, incomplete, inadequate, inaccurate or ambiguous instructions.

(b) Surveyor: The Surveyor/Consultant shall use reasonable care and skill in the performance of the services in accordance with sound marine surveying/consulting practice.

(c) Reporting: The Surveyor/Consultant shall submit a final written Report to the Client following completion of the agreed Services describing the Surveyor's/Consultant's findings and the condition and/or quality of the object and/or purpose of the assignment, unless otherwise expressly instructed by the Client not to do so.

(d) Confidentiality: The Surveyor/Consultant undertakes not to disclose any information provided in confidence by the Client to any third party and will not permit access to such information by any third party unless the Client expressly grants permission save where required to do so by an order of a competent court of law.

(e) Property: The right of ownership in respect of all original work created by the Surveyor/Consultant remains the property of the Surveyor/Consultant.

(f) Conflict of Interest/Qualification: The Surveyor/Consultant shall promptly notify the Client of any matter including conflict of interest or lack of suitable qualifications and experience, which would render it undesirable for the Surveyor/Consultant to continue its involvement with the appointment. The Client shall be responsible for payment of the Surveyor/Consultant's Fees up to the date of notification.

## **6. Liability**

(a) Without prejudice to Clause 7, the Surveyor/Consultant shall be under no liability whatsoever to the Client for any loss, damage, delay or expense of whatsoever nature, whether direct or indirect and howsoever arising UNLESS same is proved to have resulted solely from the negligence, gross negligence or wilful default of the Surveyor/Consultant or any of its employees or agents or sub-contractors.

(b) In the event that the Client proves that the loss, damage, delay or expense suffered was caused by the negligence, gross negligence

or wilful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

(c) Without prejudice to (a) and (b) above, the Surveyor/Consultant shall not be liable for loss of or damage to physical equipment and property placed at its disposal by, or on behalf, of the Client however such loss or damage occurs, unless such loss or damage was caused by act or omission committed with intent to cause some or recklessly with knowledge that such loss or damage would probably result.

## **7. Indemnity**

Except to the extent and solely for the amount therein set out that the Surveyor/Consultant would be liable under Clause 6, the Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including, but not limited to, legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the Services under these Conditions.

## **8. Force Majeure**

The Surveyor/Consultant and/or the Client shall not, except as otherwise provided in these Conditions, be responsible or have any liability for any loss, damage, delay or failure in performance hereunder arising or resulting from act of God (including, but not limited to earthquake, flood, tsunami, volcano, hurricane, tropical storm, cyclone, blizzard or other similar event), act of war, terrorist attack, nuclear contamination, seizure under legal process, epidemic quarantine restrictions, strikes, boycotts, lockouts, riots, civil commotions and arrest or restraint of princes, rulers or people. Following a force majeure event either party may serve notice on the other to terminate the agreement.

## **9. Insurance**

The Surveyor/Consultant shall affect and maintain, at no cost to the Client, Professional Liability Insurance for such loss and damage

for which the Surveyor/Consultant may be held liable to the Client under these terms and conditions.

**10. Surveyor's/ Consultant's Right to Sub-contract**

The Surveyor/Consultant shall have the right to sub-contract any of the services provided under the Conditions, subject to the Client's right to object on reasonable grounds. In the event of such a sub-contract the Surveyor/Consultant shall remain fully liable for the due performance of its obligations under these Conditions.

**11. Time Bar**

Any claims against the Surveyor/Consultant by the Client shall be deemed to be waived and absolutely time barred upon the expiry of 6 months from the submission date of the Report to the Client.

**12. Jurisdiction and Law**

These Conditions shall be governed by and construed in accordance with the laws of England and Wales and any dispute shall be subject to the exclusive jurisdiction of the English Courts.