



'48 point' Independent Pre-sale Assessment of a used Motor Boat

In this MIA report up to 48 critical areas of the vessel are assessed and commented upon by an experienced, independent, marine surveyor.

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Surveyor's details:

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Vessel Details

Make & Model	Bounty Boat - Modèle Tasman
No. of Compartments	
Hull Identification Number (HIN)	Not found
CE Certification	Non - 1er Groupe de navigation, conforme à l'arrêté du 23/11/1987

Survey Details

Vessel in/out of water	Out of water on a trailer
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Unless otherwise stated in the footnotes, all of the observations, comments and remarks below are based upon visual checks only

Hull

Under Water Hull Observations ¹ Fair No visible signs of osmosis - Two direct outlets of old toilets have been blocked - No visible traces of hull repairs - The hull is in a rather good state but could do with sanding and painting.
Topside Condition ('ashore' or 'not ashore') ² Fair Hard rubbing strips and soft rubber protections in good order - Paint OK
Keel Type Good V shaped hull - No traces of visible repairs under the keel
Keel to Hull Joint N/A
Hull to Deck Joint ³ Good The hull to deck junction is protected by a semi-rigid PVC hose - It is not possible to check the condition of the hull to deck junction without removing the PVC hose - No visible signs of hard collision on the protective hose
Rudder Type Poor Single plate balanced rudder
Rudder and Hangings Poor Play in the bottom bearing - The rudder is corroded - - Counter keel and rudder plate corroded - We recommend that the rudder, steel counter keel and rudder support plate are de-rusted and treated against corrosion or preventively replaced - We note the absence of sacrificial anodes - Presence of a visiting trap over the propeller
Internal Stress ⁴ Good No particular comments concerning accessible parts
Stern Platform ⁵ N/A

¹ Visual check for damage and blisters. No removal of antifoul. No meter readings

² Visual check for damage and to observe general condition (subject to access ashore/not ashore)

³ Visual check. Restricted access if vessel is afloat

⁴ Visual check of bulkheads, tabbing and mast support when 'walking through' vessel. No lifting of cabin sole boards or berths/cushions

⁵ Visual check, as access allows

Deck and Deck Gear

Deck Moulding ⁶ Fair No soft parts on the deck - A fiberglass repair needs to be done on the starboard catwalk - The superstructure painting needs to be refreshed
Wheelhouse Fair Sliding roof over the wheelhouse (not tested) - Presence of a roof box (locked) and a plastic trunk over the stern roof
Cockpit Good Original state - Dashboard to be screwed back
Mooring Fittings ⁷ Fair 6 cleats well fixed onto the deck (two amidship) - Presence of mooring ropes
Windows ⁸ Fair Single glaze windows - One of the wheelhouse starboard window has been replaced by Plexiglas - Stern glazing of sliding roof in Plexiglas - No visual trace of internal water leaks from the windows
Canvas Condition N/A
Pulpit and Pushpit Fair Stainless steel pulpit well fixed and functional but bent in places
Guardrail Stanchions Good Presence of handrails over the forward roof and sliding roof
Ground Tackle and Windlass ⁹ Fair Presence of a chain and anchor roller at the bow and of a "britany" type anchor stored inside
Steering Gear ¹⁰ Good Steering through cable transmission - The stainless steel steering wheel is smooth - 3 turns from side to side
Deck Lighting ¹¹ N/A

⁶ Visual check for damage, distortion and stress cracking. Walk over deck to check for movement under body weight

⁷ Visual check for stress cracking and manual test for movement

⁸ Visual check for obvious leaks

⁹ Visual check on deck only. Cable has not been laid out

¹⁰ Check movement of wheel, or visual check of tiller

¹¹ Switch test only for visible lights

Mechanical Systems

Engine ¹² Fair Presence of oily water in the engine's room bilge - Perkins engine with hydraulic propulsion - Presence of an oil drain pump mounted on the engine - No visual signs of engine over heating - The engine hour counter indicates 4638 engine running hours
Exhaust Fair Flexible water cooled exhaust - Presence of a "water lock"
Exhaust Smoke etc ¹³ N/A The engine was not started
Engine Controls ¹⁴ Good Engine shift control smooth and functional
Generator ¹⁵ N/A No alternator charge testing
Stern Gear ¹⁶ Fair The stern gland "hydrolube" bearing has more than a functional play and needs to be replaced
Sterngland ¹⁷ Fair Stern gland with packing gland and packing rings fitted with a manual greaser
Fuel System ¹⁸ Fair The air tightness of the fuel system is to be tested (problem with the engine RPM upon starting: air inlet?) - No visual signs of diesel leaks
Bow Thruster ¹⁹ N/A

¹² Visual exterior check. Includes engine run if owner or responsible person is present

¹³ Visual check if engine is running

¹⁴ Manual check of lever only

¹⁵ Visual exterior check, if easily accessible

¹⁶ Visual check, if easily accessible

¹⁷ Check for signs of water ingress

¹⁸ Visual check in engine space only

¹⁹ Visual exterior check only

Interior and Domestic Systems

General Condition of Headlinings/ Joinery/Upholstery etc Fair The overall condition of the interior is rather good for a boat built in 1985
General Condition of Heads ²⁰ Good The direct evacuation toilets were replaced by marine toilets with manual pump - the fresh water system was not pressurised (discharged service batteries) - No mixing taps but separate hot/cold water taps - Shower trays emptied through 12 V pumps
Signs of Water Ingress Fair No visual signs of leaks or water ingress
Bilges ²¹ Poor All bilges under the floors need to be cleaned - Presence of a bilge pump with an automatic float switch
Gas Locker ²² Poor The butane gas cylinders are in a locker inside the boat - The flexible gas hose connected to the combined VANETTE type hob/grill/oven is outdated as well as the one connected to the "TRIMIX" Dometic fridge and must be replaced - The high pressure gas hose connected to the gas bottles are outdated and must be replaced
Batteries ²³ Fair The engine battery and the two service batteries have been replaced in 2014 - Due to the lack of an automatic battery charger and probably a consumer unit left on, the two service batteries are discharged
Grey and Black Water Systems ²⁴ N/A Direct drainage to sea water of black and grey waters
Interior Lighting ²⁵ Fair Neon lighting and four spotlights over the wheelhouse (not tested)

²⁰ Visual check only. No testing

²¹ Visual check for water

²² Visual check from deck only. Appliances or pipework not tested or checked. Locker drain pipework not checked

²³ Exterior visual check if easily accessible

²⁴ Visual check from inside heads compartment

²⁵ Switch test only

Fire and Safety Systems

Fire Extinguishers: 1 ²⁶	Poor	In-date: Yes No
Fire Extinguishers: 2	Poor	In-date: Yes No
Fire Extinguishers: 3		In-date: Yes No
Life Raft ²⁷ N/A Presence of a life buoy and life line		

²⁶ Visual in-date check

²⁷ Visual external check.

Navigational Equipment

VHF / DSC ²⁸ N/A
Chart Plotter ²⁹ N/A
Radar ³⁰ N/A
Wind Speed/Direction ³¹ N/A
Depth ³² N/A
Log ³³ N/A
Navigational Lights ³⁴ Fair Navigation light on port/starboard and stern (not tested)

²⁸ Visual external and switch test.

²⁹ Switch test

³⁰ Switch test

³¹ Switch test

³² Switch test

³³ Switch test

³⁴ Switch test

Surveyor's preliminary recommendations (if any):

Since the boat was out of the water, the engine was not started, nevertheless, a technician taking care of the boat tells me that the engine starts well but take a little time to reach its correct rpm regime (air bubbles in the fuel system?) and that the boat manoeuvres well despite the state of the rudder and rudder bottom bearing. None of the 12 V equipment were tested due to the service batteries being discharged. Engine oil change, engine oil filter, diesel filter and alternator belt replaced in 2014. Engine battery and 2 service batteries replaced in 2014. Presence on port side of a shore power 220V inlet and inside, a small electrical box with a 30mA differential circuit breaker and 2 thermal fuses. Presence of a hot water tank of a capacity of 60 l warmed either through the heat exchanger of the engine or by an electric heating element upon plugging onto 220 V shore power. Presence of a 220 V circuit and a few 220 V sockets. I strongly advise that the gas circuit is to be checked for integrity and conformity by a qualified gas technician and that the catalytic gas heater is removed. Notwithstanding some cosmetic decrepitude, the hull and superstructure are in a good state. In spite the age of the boat, the inside accommodation is also in a rather good state. A security and regulation upgrade will be necessary.

Conditions of Inspection

This report is a preliminary assessment of the vessel and items observed, based upon a walk through of the vessel whilst she was lying afloat, in a berth, or ashore as identified, on the date given above. The Surveyor cannot be held responsible for damage which occurs subsequent to the inspection date or defects which become apparent post inspection. It is intended to give an independent overview of the vessel and the equipment listed, prior to sale, but does not have the scope of a structural survey and must not be relied upon to show the vessel safe to operate afloat and free of defects. The report has been prepared for the owner of the vessel: whose IPA reference number is M2015/76/13; liability is to this client alone and is subject to UK jurisdiction. The report should not in any way be used as a pre-purchase or insurance condition survey. Although every care has been exercised in the preparation of this report the surveyor accepts no responsibility for defects not discovered due to the limitations of the inspection and a full inspection not being carried out. The surveyor has not inspected woodwork or any part of the structure which was covered, unexposed, or not easily accessible. He is therefore unable to report that any such part of the structure is without defect.

