



AGREEMENT ON COMMENCEMENT OF THE SURVEY

The purpose of this inspection and survey is to ascertain, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessels current condition and value and thus documenting the vessels inventories and appendages and any deficiencies and non-compliance within the vessels structure and equipment.

Certain parts of structure, systems and equipment may be inaccessible without removing decks, tanks, bulkheads and headliners etc. and, in the case of cored structure where the drilling of core samples may be the only means of fully understanding the structures integrity. Coatings build up, corrosion, marine growth, excessive equipment and gear on board, dirt and grime may hamper the surveyor's ability to inspect.

Components requiring access with tools or by dis-assembly have not been inspected. Some systems and component parts often give no readily detectable external indication of deterioration or failure. Cosmetic issues may be addressed where there is noted a significant effect on the market value of the vessel.

Testing of some components such as hull, rudders, shafts, skegs, cleats, chainplates, working machinery nuts, screws and bolts will require a moderate amount of force, such as the surveyor using a crowbar, hammer or chisel to test the vessels integrity. If the surveyed items are in acceptable condition they should not break, but occasionally due to pre existing corrosion, fatigue, delamination or other factor the items may break. Some examples may include but not be limited to;

- While sounding the hull with a hammer the hammer may penetrate the hull if the hull is not seaworthy
- While applying a liberal amount of force to the rudder or skeg it may crack
- While testing nuts, bolts or screws they may break.

The testing of these items is done in good faith to check their seaworthiness and responsibly of breakage and cost of subsequent repair shall be accepted by the owner. The surveyor shall not be liable for any breakages or damage that may occur during the survey.

Any screws, bolts or fittings removed will be replaced using sickaflex 291 or a corrosive inhibitor such as Tufgel. If the owner wishes for alternative sealant or more advanced boat building such as use of epoxy it is the responsibility of the owner.

Non destructive testing (NDT) such as Ultrasonic thickness measurement, moisture content measurement, or the use of sprays or gels to check for cracks may be required or requested as part of the survey to ascertain the integrity of the hull, deck or spar. To enable correct analysis using NDT paint, polish and rust may need to be removed by scraping, sanding or wire brush. Salus maritime is not responsible for repair of paint or polish. It is the owners responsibility to re paint or polish on completion of the survey. Any destructive testing such as drilling holes for hull sampling or to ascertain moisture content will be agreed upon after agreement with the owner.

Electronic and electrical equipment has undergone testing by powering up or tuning on and is solely reliant on intended power source being available to the inspector. A complete analysis of the vessels electrical systems would require the services of a qualified marine electrician. Only the external condition of wiring, connections, switches and control boards have been visually made and reported.

The surveyor recommends that a qualified marine mechanic inspect all engines, generators, transmissions, sail-drives or stern-drives to determine the integrity of the equipment. Loose gear and accessories are neither inventoried nor inspected.

This survey is an opinion of the surveyor and based on the surveyor's knowledge and experience at the time of inspection. Within these parameters the surveyor will report on the hull, deck, vessel systems, running gear, cosmetic condition and provide a report on the foregoing. The surveyor cannot predict how the vessel, or its systems will perform over time and therefore this report is valid only at the time of survey.

The vessel was surveyed without the removal of any parts, such as screwed or nailed boards, anchors, chain, fixed partitions, instruments, spare parts, or miscellaneous materials in bilges and lockers and or any other fixed or semi fixed items. Inaccessible areas also preclude this inspection.

Furthermore, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto.

The surveyor will endeavor to return the vessel to its found condition, however some items such as circuit breakers and battery switches may be left off and sea cocks may be left shut. It is the responsibility of the owner to conduct their own pre start checklist prior to recommencing boat operations.

If the owner is unhappy with the survey findings or the surveyors work, this survey can be discontinued at any time. By Reading this disclosure prior the survey the owner agrees to commence the surveys and understands that the surveyor is acting with best interests in the safety of the vessel and is not liable for any damage as a result of survey practices or defects identified during the survey.

This survey report represents the condition of the vessel on the above date and is the unbiased opinion of the surveyor. Salus Maritime Terms & Conditions are available on Salus website