



**'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.

**Inspection date:** 2015-05-05

**MIA report no:** M2015/86/25

**Surveyor's details:**

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**Vessel Details**

Make & Model	Sealine 33
No. of Compartments	x1 aft engine compartment break bulkhead, watertight. x1 forward cabin x1 stb Cabin x1x1 Heads x1 Saloon/Pilothouse
Hull Identification Number (HIN)	GB-SIL33217D898
CE Certification	Design Category B Max 10 Persons Luggage x 1000kg

**Survey Details**

Vessel in/out of water	Vessel in water
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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

<b>Under Water Hull Observations</b> <sup>1</sup> N/A
<b>Topside Condition ('ashore' or 'not ashore')</b> <sup>2</sup> Good Some fender chafe, surface marks. Would benefit from a deep clean & polish. No evidence of impact damage.
<b>Keel Type</b> N/A
<b>Keel to Hull Joint</b> N/A
<b>Hull to Deck Joint</b> <sup>3</sup> Good No evidence of water ingress or rust/corrosion, leaching from fastenings, where possible to access.
<b>Rudder Type</b> Fair Outdrive units operate and serve as rudders. These & trim tabs could not be close inspected as in the water at time of survey; however, good visual operational order. Rams for the trim tabs have recently been replaced. There is a fault on the trim tab controller.
<b>Rudder and Hangings</b> N/A It was not possible to further inspect the outdrive steering further, due to vessel being in the water at time of the survey.
<b>Internal Stress</b> <sup>4</sup> Good There is no evidence of stress and subsequent failure to the hull internals, frames or bearers. It was not possible to inspect all areas due to restricted access by linings, furniture & internal moulding work.
<b>Stern Platform</b> <sup>5</sup> Good The stern platform is in a clean serviceable order & houses a stainless steel stern ladder in a locker, well secured & in good order. the teak laid decking here, is in good condition.

<sup>1</sup> Visual check for damage and blisters. No removal of antifoul. No meter readings

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

<sup>3</sup> Visual check. Restricted access if vessel is afloat

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

<sup>5</sup> Visual check, as access allows

## Deck and Deck Gear

<b>Deck Moulding</b> <sup>6</sup> Good Good condition, firm underfoot, clean & in good order. No visual evidence of failure.
<b>Wheelhouse</b> Good Saloon/Pilot house/steering position, to stb, in good order. (see note on controls and instrumentation) Steering wheels operate freely & well.
<b>Cockpit</b> Good Clean & in good order. No evidence of failure, firm underfoot.
<b>Mooring Fittings</b> <sup>7</sup> Good All cleats/fairleads in alloy, in good serviceable order, firmly fixed.
<b>Windows</b> <sup>8</sup> Good In a good serviceable order, some a little stiff to open, check & lubricate as required.
<b>Canvas Condition</b> Fair Covers over the fly bridge seating & steering/engine controls & instrumentation pod, in serviceable order, showing signs of their age, however.
<b>Pulpit and Pushpit</b> Good All in good serviceable order, in stainless steel & firmly fixed. No bends or visual damage.
<b>Guardrail Stanchions</b> Good Form part of the above, running aft, Port & Stb to cockpit bulkhead area, along the side decks. The plastic coated guard wire is secure & in good order.
<b>Ground Tackle and Windlass</b> <sup>9</sup> Good The anchor chain, where possible to view, was in good order, a CQR type anchor was secured to the chain, all & the electric & operational winch housed within the forward deck locker with its fender and line removable tray, is in a good clean & serviceable condition.
<b>Steering Gear</b> <sup>10</sup> Good Steering gear was in a good visual order, in an operational & serviceable order.
<b>Deck Lighting</b> <sup>11</sup> Fair Ray-Line sealed beam unit is in reasonable visual order.

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

<sup>7</sup> Visual check for stress cracking and manual test for movement

<sup>8</sup> Visual check for obvious leaks

<sup>9</sup> Visual check on deck only. Cable has not been laid out

<sup>10</sup> Check movement of wheel, or visual check of tiller

<sup>11</sup> Switch test only for visible lights

## Mechanical Systems

<b>Engine</b> <sup>12</sup> Good Engines x 2 Volvo Penta AQAD41 200hp units (1998) I in a clean condition, no evidence of oil or water leaks. Engines were run up and found to be operational and quiet.
<b>Exhaust</b> Good In a good visual & serviceable order.
<b>Exhaust Smoke etc</b> <sup>13</sup> Fair White smoke on start up, clearing. Would benefit from a good long run under load.
<b>Engine Controls</b> <sup>14</sup> Good All operate freely & are in a good visual order.
<b>Generator</b> <sup>15</sup> N/A
<b>Stern Gear</b> <sup>16</sup> Fair Fair to good, where possible to view, in a good serviceable order. Internals= good Eternals= limited inspection within the restricted parameters of the vessel being in the water at time of inspection.
<b>Sternland</b> <sup>17</sup> N/A Out drives, external & internal, in a good visual order where possible to inspect.
<b>Fuel System</b> <sup>18</sup> Good Pipework in good visual order. Tanks in a good visual and serviceable order.
<b>Bow Thruster</b> <sup>19</sup> N/A

<sup>12</sup> Visual exterior check. Includes engine run if owner or responsible person is present

<sup>13</sup> Visual check if engine is running

<sup>14</sup> Manual check of lever only

<sup>15</sup> Visual exterior check, if easily accessible

<sup>16</sup> Visual check, if easily accessible

<sup>17</sup> Check for signs of water ingress

<sup>18</sup> Visual check in engine space only

<sup>19</sup> Visual exterior check only

## Interior and Domestic Systems

<b>General Condition of Headlinings/ Joinery/Upholstery etc</b> Good All in a clean bright condition
<b>General Condition of Heads</b> <sup>20</sup> Good In serviceable order & in a good visual condition.
<b>Signs of Water Ingress</b> Good There is no severe evidence of water ingress to the internals through deck or deck fitting in general. The bilges are clean & dry.
<b>Bilges</b> <sup>21</sup> Good Bilges, as above, are in a clean dry order, limberways are clear.
<b>Gas Locker</b> <sup>22</sup> Fair Pipe work, in general, is in good order with the exception of the rubber hose from the bottle/regulator. No gas safety compliance certificate was found on board.
<b>Batteries</b> <sup>23</sup> Good In a good clean condition, well secured.
<b>Grey and Black Water Systems</b> <sup>24</sup> N/A
<b>Interior Lighting</b> <sup>25</sup> Good Switch tested & operational.

<sup>20</sup> Visual check only. No testing

<sup>21</sup> Visual check for water

<sup>22</sup> Visual check from deck only. Appliances or pipework not tested or checked. Locker drain pipework not checked

<sup>23</sup> Exterior visual check if easily accessible

<sup>24</sup> Visual check from inside heads compartment

<sup>25</sup> Switch test only

## Fire and Safety Systems

<b>Fire Extinguishers: 1</b> <sup>26</sup>	Fair	In-date: Yes <b>No</b>
<b>Fire Extinguishers: 2</b>	Fair	In-date: Yes <b>No</b>
<b>Fire Extinguishers: 3</b>	Poor	In-date: Yes <b>No</b>
<b>Life Raft</b> <sup>27</sup> N/A The Halon automatic extinguisher in the engine compartment is non compliant to current rulings. There is a fire blanket in the galley area. The flare pack container is out of date. The signal/distress horn does not work. There is a man overboard life sling, along with an inverted distress/ light, not operational. x 4 life jackets and various buoyancy aids.		

<sup>26</sup> Visual in-date check

<sup>27</sup> Visual external check.

## Navigational Equipment

<b>VHF / DSC</b> <sup>28</sup> Good In an operational condition
<b>Chart Plotter</b> <sup>29</sup> Good The Raymarine C70 nav station is in a good visual order ( may need a card update)
<b>Radar</b> <sup>30</sup> N/A
<b>Wind Speed/Direction</b> <sup>31</sup> The Autohelm ST 6000 instrument is in good visual order.
<b>Depth</b> <sup>32</sup> Good Operational visual order ( see note on displays, main & fly bridge repeaters.)
<b>Log</b> <sup>33</sup> Good Operational visual order. ( not observed underway)
<b>Navigational Lights</b> <sup>34</sup> Good Operational visual order.

<sup>28</sup> Visual external and switch test.

<sup>29</sup> Switch test

<sup>30</sup> Switch test

<sup>31</sup> Switch test

<sup>32</sup> Switch test

<sup>33</sup> Switch test

<sup>34</sup> Switch test

## Surveyor's preliminary recommendations (if any):

1) Clean and polish topsides. 2) Rubber LPG gas hose from bottle regulator, should be renewed. The gas system should be tested & certified as safety compliant, by a qualified gas service engineer. 3) The fire safety & extinguishers compliment, should be reviewed. a) the Halon automatic extinguisher in the engine compartment, should be replaced with an in date & compliant unit, to current regulations. Replace all out of date extinguishers 4) The flare pack should be renewed. The signal/distress horn fault should be rectified. 5) Rectify the trim tab controller fault. 6) LED display back lights (main & fly bridge) Rectify faults & issues with instrumentation in general. 7) Run engines under load to full working temperature, check for smoking, rectify as required.

## 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 M2015/86/25; 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.