

Hulls are sighted for moisture intrusion and are checked by approved and recognized moisture meters. Components are checked for corrosion. This includes galvanic, chemical, and fluid corrosion, wood electrolysis, and grounding/bonding status.

Engines, generators and other machinery are run for general condition and serviceability only. Fluids are checked and reported. Analysis is available. Further investigation of machinery is also available.

Consulting Services

There are many circumstances when a survey may not be what you need. This is where the consulting part of our business may benefit a vessel owner. **Gulf of Maine Boat Surveyors and**

Marine Consultants can tailor our services. With our solid background in vessel operation, construction, and repair we can address issues and problems that surveying alone does not cover.

Consulting services often include refitting, repowering, or major systems repair. We will work with the builder or repair facility to schedule visits

and inspections at crucial points in the process. We then report back to you, with recommendations that may be necessary and/or approve the work to proceed.

Each individual client has different needs and expectations for their vessel. Before a refit, purchase, or construction commission, we offer advice and direction. Let us help you make this process an enjoyable and educational experience—not a headache!



For clients with insurance concerns, we offer damage appraisals and repair expense evaluations. We work closely with adjusters and claim representatives to properly assess the details of damage claims.

Gulf of Maine Boat Surveyors and Marine Consultants can provide expert witness testimony in arbitration and litigation cases. Our unique combination of training and experience positions us to be a valuable asset.

Gulf of Maine Boat Surveyors and Marine Consultants conducts surveys of pleasure vessels, both power and sail, as well as commercial vessels. Each survey is thoroughly documented with a detailed survey report. A findings and recommendations section, with photographs, stating the deficiencies are listed and standards references quoted.

Once you retain us, we work only for you and no one else!

We will gladly discuss your marine needs and situations, and advise you of your options and possibilities. Just call us.

(617) 823-2936
(781) 447-0750



Powerboats Sailboats



GULF OF MAINE BOAT SURVEYORS AND MARINE CONSULTANTS

Why Have a Marine Survey Performed?

How do I choose a Marine Surveyor?

What Will Gulf of Maine Boat Surveyors Do for You?



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**SAMS (SA)
ABYC**

Why Have a Marine Survey Performed?

A thorough professional survey can provide you with important information on a vessel's condition as well as ascertain the vessel's suitability for its intended use. Buying a boat is as much an emotional transaction as a financial one. Love may be blind but through the experienced eyes of a professional surveyor, you will be provided with an objective opinion of the vessel's condition and value. Most banks and insurance underwriters require a survey on used vessels. They want to know the condition and fair market value of the vessel they insure or finance. But more importantly you need to know, how safe is this vessel for my family and guests?

How do I choose a Marine Surveyor?

Talk with prospective surveyors and ask questions! What standards do they use in their surveys? Do they use American Boat and Yacht Council (ABYC), National Fire Protection Association (NFPA), and United States Coast Guard (USCG) Regulations? What does the survey include, and what type of report will I receive? How long will it take and how much will the survey cost?

What Will Gulf of Maine Boat Surveyors Do for You?

We will complete a work order to ascertain vessel information and when you want the survey performed. We will also ask the specific reason for the survey, i.e., a *Condition and Valuation Survey* for pre-purchase, bank, or insurance requirements. We will then offer a time schedule of the services you contract for and quote the costs involved. You should note that a thorough inspection will be performed and will not be rushed. You will be fully informed of any findings that may require additional inspections.



Sea trials are performed at an additional charge at an hourly rate. Remember, a survey conducted in an objective and unbiased manner, can only report what is seen and exists that day and are not guarantees of future performance but can give a degree of confidence when determining the vessel's condition and value.

Types of Surveys

Condition and Value

This survey is performed so the insurance company can determine whether or not the vessel is an acceptable risk. Structural integrity, safety for intended use, and an appraisal of the fair market value are the considerations.

Pre-Purchase Survey

This type of survey is the most comprehensive type of inspection and is strongly advised when purchasing a new or used vessel.

Report

1998 50 ft. Viking,
Sports Fish Convertible

Renegade



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Condition and overall operation should be examined, including all vessel systems, structural integrity, and overall maintenance.

Damage Surveys

This type of survey is usually ordered by an insurance company after damage has

occurred to a vessel. The surveyor will assess the extent of damage and make determinations as to the cause and origin of damage.

Industry Standards

The surveys conducted by **Gulf of Maine Boat Surveyors and Marine Consultants** comply with, or exceed, all applicable industry standards, practices, and codes. The following list outlines just a few of these:

- ✓ Society of Accredited Marine Surveyors code of ethics and rules of practice
- ✓ ABYC standards and recommended practices
- ✓ NFPA (fire protection standards)
- ✓ USCG rules and regulations
- ✓ The Code of Federal Regulations
- ✓ Value determinations by BUC, NADA and Power Boat Guide



Analysis Methods

In the water survey consists of the vessel structural components, decking, ground tackle, electronics, control mechanisms, engine externals, fuel and water storage, sanitation devices, safety systems, electrical wiring and panels, and the overall appearance and condition. An engine run up is performed for control function and basic engine and transmission operation only. Sea trials are performed as per request and are an additional charge.

On the hard examinations include the in-the-water components and continue to structural component checks below the waterline. This includes rudder system, propellers & shafts, through hull fittings, sacrificial anodes, transducers, and other externally mounted items. The engine run up portion is omitted if the vessel is not launched.

Hulls are sounded and checked for voids, delaminations, osmotic blistering, gel coat and paint condition, previous repairs, and existing damage.