

## **SURVEYING, All vessels.**

*When buying a boat it is advisable to carry out a survey to determine the nature and severity of any defects.* Without exception it is **ALWAYS** the responsibility of the **BUYER** to pay the survey and haul-out fees. Sometimes the vessel will have a so called “**RECENT SURVEY**” but this should be treated with the **UTMOST CAUTION**, Why so, will become apparent later in this chapter.

**Some folk buy the WRONG boat** due to their reluctance or inability to afford the **enormous costs of consecutive surveys** and **haulouts** of several boats they'd considered. They feared, and in some cases experienced, the sad fact that in the final analysis, they'd be left with insufficient funds to buy anything. A second reason is salesman pressure, combined with their own personal lack of knowledge.

*It therefore follows that if you know the basics of surveying, you will be capable of forming an accurate assessment... with NO initial outlay.*

*By coming this far you have shown an overwhelming desire to get it RIGHT FIRST TIME, and that is the ONLY practical and economical way.* The following sections will assist in overcoming the pitfalls normally experienced during the period of acquisition,.. and onwards to planning your dream voyage. Additionally, it will extend to everything you will need to know, to finally bring that voyage to its satisfactory conclusion.

Later you will come to a checklist to simplify matters further, **but to fully understand what you are doing, and be able to apply it to the checklist**, you must first read on;

During the 40 years that I've been in the marine business, I've seen some of the most diabolical “surveys”. In many cases they tend to describe what “**they think**” you want to hear... the microwave works, or... lucky you, the sharp end is at the front, etc... and of course, you are expected to pay **US\$1000's** for this privileged information. **A few hours of study will ensure that you are not caught this way.**

**RELAX... and if necessary re-read this chapter until you know it backwards.** When you are comfortable that you understand the basics, you can confront the salesman with confidence... and **SAVE in every way.** To make it easy each step is explained using laymans language. I am starting with the;

## **ELECTRICAL SYSTEM.**

Electrics, if they are poorly installed or in bad condition and “**leaking**” are the most common destroyer of vessels no matter what the construction material. **LIKE AIDS, it's a problem NOBODY likes to talk about but the majority of vessels suffer it in varying degrees... the resultant damage, if not discovered can be DEVASTATING!**

**NEVER UNDERESTIMATE THE POWER OF STRAY ELECTRICITY.**

This starting point may at first seem odd, but the boats you will view will invariably be afloat. **HOWEVER**, treat this inspection as thoroughly as a doctor's major examination because, if the **ELECTRICS ARE BAD there's a high probability of MAJOR PROBLEMS THROUGHOUT** due to the effects of **ELECTROLYSIS**,... the **MARINE** equivalent of... **AIDS**. The construction material of the vessel is **IRRELEVANT**.

**EVERYTHING WILL DETERIORATE... MOTHER NATURE GUARANTEES IT!**