

## SURVEY, SEA TRIAL

This is a **MECHANICAL** sea trial only, for both **TRAWLERS** and **SAILBOATS**, and will not involve using the sails.

### **What To Look For And Where.**

You will remember as we went through the things to look for on the engines, you checked the oil pressures and water temperatures of each when hot. **You should have these figures noted in your book.** Keep your notes handy for reference and add to them as things progress. **Vendors will often want to avoid a proper sea-trial... they KNOW what's amiss, YOU must find out! Would you buy a car WITHOUT a test drive?, and that is but a fraction of the price of this boat!**

At this stage you will be a bystander while the vendor does the driving, and that is how it should be. **As you will see, YOU have better things to do than stand around and listen to the sales chatter!** Don't worry, you'll get your turn to drive, but now you're going to see how the boat performs. By getting this far you have a good idea of condition, but there's still time for surprises to leap from the closet.

**REMEMBER, you want the boat operated from BOTH helm stations if it's a trawler. Try and pick a NICE DAY for your sea-trial,** there is no point in getting beaten up, and if you have wife or family along for the ride, you will only discourage them, maybe permanently, and that will defeat the object.

You will need the boat to operate under varying conditions and this can only be achieved by going **OUT TO SEA.** If conditions are not right postpone the sea-trial until they are. **A quick flip around the local harbour will NOT DO.** Make sure the salesman understands this, and that he is competent to drive the boat in the prevailing conditions. **OFTEN HE IS NOT!** Also, to do the trial properly you will need to spend **AT LEAST** a couple of hours at it. If the salesman says he cannot afford the time he should **NOT be in the business!**

**The seas will ideally be 3-4ft and the wind 10-15 knots.** Under these moderate conditions, by driving the boat on several different headings, you will be able to assess how it handles whilst heading up into the waves, across the troughs and with following seas from behind.

If an autopilot is fitted, you will be able to see how this performs under present conditions. **If an older pilot is fitted, or one with KNOBS,... it is better to reject this from the final deal.**

There is often a great selection of impressive electronic equipment aboard but it will likely be outdated, **no matter what the salesman says. If you eventually plan to seriously cruise, it's best to start with NEW equipment.**

**You can certainly watch it all work... if it works.** Listen to the excuses that this or that may need adjustment, or won't cost much to fix... but don't be hoodwinked into buying it. The owner can always sell it separately, if he feels it's **THAT** good, although it will have to be **removed properly and not just ripped out!**