

SAND DOLLAR MARINE SURVEYORS

Boat Owner Authorization Survey Form

I, _____, the undersigned
owner/owner's designated agent of the

Boat type: _____,

Boat name: _____,

Located at: _____,

grant permission to and authorize Michael Cunningham, marine surveyor, Sand Dollar Surveyors, to board the subject boat for the purpose of performing a condition and value marine survey for pre- purchase as assigned by the prospective purchaser of the subject boat. The survey inspection is subject to the terms contained the following Scope of Marine Survey.

Scope of Marine Survey

1. Certain parts of the boat's structure, systems and equipment can only be inspected after removing flats, bulkheads, joinery, headliners, tanks and other fixed obstructions. This would be prohibitively time consuming, potentially destructive and costly to restore. Unless noted otherwise, components requiring access with tools or by disassembly are not inspected. **No invasive or destructive inspection or testing methods are utilized during the survey without the expressed permission of the boat's owner or the owner's representative.**

Conditions suspected or discovered using non-destructive methods may be referred for invasive testing and/or laboratory analysis and/or engineering evaluation to assess extent of suspected problems. Where dirt, marine growth, coatings buildup or corrosion restricts the surveyor's ability to inspect, the limitation is noted in the report.

2. Hull and deck moldings are subject to close visual inspection, random percussion sounding and moisture meter readings. Meter readings may not always be practical if the boat was afloat immediately prior to the haul out as residual wetted surface moisture can render the readings unreliable. The use, purpose and effectiveness of moisture detection equipment in marine surveying are widely misunderstood, both within the trades and the boating public.

The use of these instruments and their readings are subject to expert techniques and interpretations. There are no absolute readings and readings taken are considered as relative. In our opinion, moisture detection equipment should never be relied upon exclusively or out of the context of other usual and customary marine survey observation practices and field-testing methods, some of which are invasive and/or destructive.

3. Complete inspection of machinery, plumbing, electrical systems and available equipment can be made only by disassembly or by continuous operation. This is not been done but may be recommended. No mechanical tests are performed on propulsion or auxiliary generating equipment. No fluid samples are drawn. Only the installation and external condition of machinery and accessory equipment are inspected, subject to limitations of access. This should not be considered a complete mechanical inspection. Qualified marine mechanics experienced with brand specific machinery should be employed to survey propulsion engines and auxiliary generators.

4. Propulsion engines and auxiliary generating machinery represent a significant percentage of the investment in a boat and we strongly recommend an independent engine survey for all such machinery. Such an inspection is usually performed concurrent with our survey and each professional protocol generally complements the other. The engines used in modern marine applications are often marinized versions of automotive, truck or industrial engines.

The marine modifications can result in shorter engine life (than that of a road or land based application), which is complicated by factors existing in the normal marine operating environment. A qualified, preferably engine manufacturer certified, marine engine surveyor is able to focus solely on the machinery, its operating and performance characteristics, its compliance with manufacturer's engineering specifications and tolerances and the surveyor can identify maintenance needs and make repair recommendations before major engine failures occur. The inspection also includes the engine accessories, transmission, exhaust system, fuel system, engine mounts and bearers and fluid analysis.

5. Propulsion and rudder shafts are not drawn for inspection but this may be recommended. The inspection of flexible piping is limited to the condition of its external casing and only where readily accessible for visual inspection.

6. Electronic and electrical equipment is tested by powering up and observing function. No measurements are taken; no calibrations or adjustments are made. Batteries are not load tested. ***Only the external condition of readily, visually accessible electrical wiring, connections and system installations is inspected.*** No attempt is made to perform a complete analysis of the boat's electrical systems. To do so would require disassembly with tools, removals, etc. to gain access to components.

7. A test run is strongly recommended and conducted when requested by the client. If no test run is requested and, if the boat is afloat, operation of propulsion and auxiliary machinery and the steering system is observed in static mode. ***The owner or the owner's authorized agent must be available to operate the boat.*** The surveyor's liability limits preclude starting engines or igniting appliances or other equipment that are fueled by combustible fuels. If the boat is blocked ashore, no machinery is operated. Boats in a state of lay-up or that have been decommissioned for long-term storage preclude proving operation of some systems.

8. Bimini tops, dodgers, awnings, winter covers, etc., are not laid out for inspection. Absent documentation to the contrary, "canvas" (a word traditionally used to describe sail covers, dodgers, biminis, awnings and weathercloths regardless of the material used) are presumed to be original equipment. Only a qualified sail or canvas maker can provide meaningful evaluation.

9. Boats undergoing pre-purchase surveys must be hauled out for a hull inspection. The boat that is stored on a lift over the water is not considered "hauled out" for our purposes. Inspecting the hull of such a boat poses hazards to our personal safety and compromises our ability to perform a close visual inspection, hull percussion soundings and moisture meter readings. If a proper haul out cannot be arranged, we will not attempt to inspect those areas of the hull or underwater gear that are not readily accessible within our safe reach.

Accepted by: _____
(Print boat owner's name or authorized representative)

Signature of boat owner or authorized representative _____
Date: _____