[redacted]

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BSS Examination Report: BSSER-454257/23

Information from the checks by the above Examiner concerning the boat and systems detailed below

Signed: _____ **PIN:** 704

Examined on: 16/03/2023

Boat Details:

Name: Naomhog

Category of checks: Private

Nav. Authority: Canal & River Trust

Reg./Index/Mark: 523570

The Examiner noted the following fuels or items on board this boat:

Diesel fuel and/or system: Yes

Petrol fuel and/or system: No

Portable Generator: No

Electrical DC power: Yes

Electrical AC power: Yes

Solid fuel appliance and/or solid fuel fired steam engine: Yes

Paraffin, kerosene, or other fuel and/or system: No

Portable LPG canister(s) and/or appliance(s): No

Installed LPG system: Yes

LPG Test method ***(B=Bubble tester M=manometer NT=Not Tested):***

If NT this is why:

Your boat has been examined by the BSS Examiner above against the category of Checks relevant to the class of vessel indicated above. The BSS Examination is a way of verifying that your boat meets your navigation or harbour authority's minimum safety Requirements. The Requirements help reduce the risks of fire starting & spreading, explosions, pollution and carbon monoxide poisoning. Visit boatsafetyscheme.org for more information.

BSS Certificate

Did the boat meet all the applicable minimum safety requirements?

Yes

If yes, the expiry date is 15/03/2027

Was a warning notice issued? **No** Was the examination terminated? **No**

See examiner's comments for details, if 'Yes' is the answer in either field.

The full details of any Checks that have not passed and why, are given in the examiner's comments section which is attached if relevant. Any Check item that is marked with an 'R' (Required) must be addressed in order for the boat to pass.

If a pass is reported, this document can be considered a receipt-style certificate. However, it is the entry of this information on the central BSS database, and not this Examination report, that will be used by your boat licensing authority to confirm that your boat has passed its BSS Examination.

A BSS Examination is NOT a full condition survey of a vessel - to understand the scope of a BSS Examination and the nature of the Examination Report, please read About the BSS Examination and BSS Examination Report. If your examiner has not provided you a copy, please ask for one, or view the information at www.boatsafetyscheme.org/boat-examination/arranging-the-examination/about-the-bss-certificate

Examiner's comments linked to: BSSER-45425723 Boat Name: Naomhog

Examination Date: 16/03/2023 [redacted]

Check Items marked as required (R) are linked to navigation authority requirements and must be addressed in order for the boat to pass.

Check Items marked (A) are advice. The boat owner bears the responsibility for the safety of the crew concerning advice items. These will not prevent a boat passing.

'Additional Observations' (AO) are linked to potential risks identified by the BSS Examiner that are either not associated with any BSS Requirements, or may be identifying a future potential risk.

Check Item	Check Item Details	Further Details Of The Examiner's Observations And Findings

[redacted]

CONDITION SURVEY

NAOMHOG

13/11/2021

[redacted]

SURVEY REPORT ON BEHALF OF;-

[redacted]

This is to certify that we attended the above vessel, for the purpose of obtaining a pre-purchase condition survey of those components as listed on page two of the report, on the actual date of survey. She was inspected on a trolley on hard standing at the address below.

Note – The client was not present during the survey.

DETAILS OF VESSEL [dimensions not measured, from client]

LENGTH - 43' BEAM - 6' 10'' DRAUGHT - Unknown

PLACE OF SURVEY- Braunston Boat Yard, Braunston, Warwickshire.

TYPE - 2006 (as stated by client, not verified), Narrow Beam.

SHELL BUILDERS - Liverpool Boat Builders. (not verified, from client).

FIT OUT - Liverpool Boat Builders. (not verified, from client).

CRT No - 523570 (painted on cabin side).

DATE OF SURVEY- 13/11/21

CIN (craft identification number) - None seen or any RCD information

THE FOLLOWING ITEMS WERE INSPECTED

1.0 THE HULL DECKS & SUPERSTRUCTURE

2.0 THE ENGINE & ANCILLARY EQUIPMENT

3.0 THE GENERAL AND ELECTRICAL EQUIPMENT

4.0 THE DOMESTIC EQUIPMENT

SURVEY CONDITIONS

This report is a factual statement of the examination carried out within the limitations stated below and with the opinions given in good faith as far as seen at the time of the survey. It implies no guarantee against faulty design or latent defects or the suitability of the vessel for any purpose. The surveyor's responsibility for this report is to the instructing client only, and to no other party.

SURVEY LIMITATIONS

This vessel was not inspected as a matter of course as to its compliance with the Recreational Craft Directive, BSS, the "CE" marking system, or its equipment compliance with the system. None of the above related documentation has been inspected nor confirmed that it actually exists.

In the normal course of survey, engines, machinery & equipment are run and checked for working under normal operating conditions. No form of warranty is given, or implied as to the condition of installed equipment. All equipment is tested and examined without any form of dismantling.

Ultrasonic thickness readings should not be interpolated into areas which were not tested, however close they may be.

Opinion is based upon what can be visually seen externally. Should faults or inconsistent operation be experienced, specialists or main dealers should be contacted for remedial work and/or diagnostic opinion/repair. It should be understood that in this instance, the machinery was not run up to full power. Should this be required, special arrangements should be made with the owner/broker.

It should be noted that inspections in the course of normal survey are restricted to those that are readily accessible only. If accessible items such as screwed or fastened sole panels, deck head or trim panels are to be removed, the owners written permission should be obtained and arrangements may need to be made for this work to be carried out.

Readily Accessible - means capable of being reached for operation, inspection or maintenance without removal of any craft structure or use of any tools or removal of any item of portable equipment stowed in places intended for storage of portable equipment, such as lockers, drawers or shelving. [Source ISO 10088 E].

Accessible - means capable of being reached for inspection, removal or maintenance without removal of permanent craft structure. Source ISO 10008 E].

Fuel and water tanks were not fully inspected, due to lack of ready access to all faces, or pressure tested as to their structural condition, therefore their integrity cannot be guaranteed. The contents of the tanks were not tested as to the quality or condition.

Bitumen and paint coatings were removed only as necessary to help establish the condition of the hull material. Every effort has been made to check on the general condition of the hull material and associated substrates, but it should be understood that without complete removal of coatings, or areas of coatings, it is not possible to check on areas of possible faults, or repairs that may be concealed by these coatings.

Electrical, electronic, gas, plumbing, pumping, fire fighting, alarm systems have been inspected where visible but have not been operated, unless specifically stated otherwise. The gas system has not been operated or tested for tightness.

Batteries are not tested, other than visually as to their installation. Electrical systems if tested are to be switch tested only. Circuits and switches will be left as found.

No panelling was removed during survey. Should panelling or joinery need to be removed to obtain access for further assessment, written consent should be obtained from the owner and reinstatement costs agreed.

"We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect"

GUIDE TO RECOMENDATIONS

Items listed as -

BSS Requirements are required to comply with the Boat Safety Scheme or insurance renewal.

Essential Repairs are required prior to any further use of the vessel.

Repairs are required to bring worn or damaged items to a serviceable condition, or prevent them becoming prematurely unserviceable.

Maintenance are for regular, annual or seasonal maintenance. The survey does not include a complete maintenance list.

Advisory are suggestions to consider for updating or modification.

Recommendations will not be made concerning cosmetic or minor defects, although suggestions relevant may be made in the body of the report.

Recommendations will be in blue text at the foot of the relevant section heading for quick reference and to assist context.

CONDITION REPORT

GENERAL DESCRIPTION OF THE VESSEL

The vessel was an all welded steel, typical narrow boat design with a flat bottom plate. The cabin sides featured the usual tumblehome. There was a forward well deck and a cruiser stern type.

1.0 THE HULL, GENERAL DESCRIPTION OF THE VESSEL

1.1 TOPSIDES

The topsides were extensively hammer sounded and no structural defects were found using this method. No significant denting was found with the topsides however light denting was seen in the bow, no action required.

A full length 'D' section rubbing band ran the full length of the vessel approximately 30cm below the gunwhale. Partial length sections were located at the uxter (counter) plate and one more in the bow area. They were welded to the hull continuously along top and bottom edges suggesting conscientious building practice. No structural faults were found all being in a serviceable condition and securely attached.

The counter bands, bow livery and the topsides paintwork were inspected. The paint finish was found satisfactory with only small areas of abrasions and peeling seen. No action required.

1.2 BELOW THE WATERLINE

These areas were inspected for any areas of distortion, impact damage etc. No significant faults were found. The immersed plating was extensively hammer sounded and no structural defects were noted via this examination.

A number of random and selected points were chosen for ultrasonic thickness testing of the hull's plating. Areas of the hull's side plating were selected and cleaned back to bright steel. Also datum points above the waterline were selected and cleaned back to gauge the original material thickness of the side plating. This was of 6.0mm gauge mild steel plate.

The blacking type coatings were inspected and were found wasted. The immersed plating must be blacked.

Using a Tritex Multigauge 5500 ultrasonic thickness gauge, readings were taken. No side plate thickness loss was found measured at 5.7mm - 5.9mm. The areas which had been cleaned for measurement along with others were also inspected for pitting corrosion. Pitting was estimated on the side plating at 1mm deep in a light rash in frequency. No action required.

The bottom plate was also measured in random and selected places and was between 9.7mm and 9.9mm. Readings were indicative of the plate being originally 10mm nominal thickness.

The areas which had been cleaned for measurement along with others were also inspected for pitting corrosion. Pitting was found on the bottom plating at 1.5mm deep, the pitting was in a light rash in frequency. The bottom plate was thought to have not been painted in the past which unfortunately is common practice. Consider preparing and painting the bottom plate.

A bilge pump sump was fabricated into the base plate aft. This had a 10mm base but the sides were of 6mm, making this the weakest point of the base plate, especially when considering that this area will corroded internally and externally. Ensure the bilge pump sump is very thoroughly prepared and painted regularly, both internally and externally.

The base plate had not been pressure washed off and remained covered with a heavy layer of marine growth and corrosion blisters. Due to this, the transverse butt weld joints were not seen.

The uxter plate was inspected. No plate thickness loss was noted measured at 5.8mm indicating original nominal thickness of 6.0mm. Pitting was found on the uxter plating estimated at less than 1mm deep in a light rash. No action required.

The plate welds were inspected visually at selected points for application, excessive wear or corrosion and no faults were found.

The sacrificial chine or wear edges (the projection of the bottom plates from the hull sides, which protect the joint welds) were inspected and were found to be offering adequate protection.

Hull anodes were fitted to the vessel paired forward and aft found un-wasted and well attached.

The stem post and stern post were inspected for damage, corrosion or other faults. No faults found.

1.2 Recommendations

Maintenance * The immersed plating must be blacked.

Maintenance * Consider preparing and painting the bottom plate.

Maintenance * Ensure the bilge pump sump is very thoroughly prepared and painted regularly, both internally and externally.

1.3 THE INTERNAL STRUCTURE

The engine space and other available areas of the internal structure were inspected visually. The plating in the engine space was found fairly clean and dry with no areas of significant corrosion.

The gas locker plating was found structurally sound. No action required.

An access panel had been made just forward of the engine bulkhead which is where water usually collects if present on the bottom plate. The bottom plate could not be seen but the top of the concrete slab ballast could. There were no signs of damp but it could not be fully confirmed water was not present. Three further areas of the internal structure were seen to be dry.

The internal structure could not be accessed further. Some opening up of cabin linings and sole is always recommended for inspection and maintenance purposes.

The exposed plating to the internal structure was hammer sounded where possible and no structural faults were found. The visible insulation was of sprayed foam found sound in the areas seen. The ballast was not seen elsewhere.

1.3 Recommendations

Maintenance * Some opening up of cabin linings and sole is always recommended for inspection and maintenance purposes.

1.4 HULL PENETRATIONS

The aft deck hatch area drained via channels around the hatch perimeter routed to the side plating in two mild steel tubes. The channels and tubes were structurally sound and no faults or blockages were found. The aft deck step drained directly to the bottom plate in the engine space. The forward deck drained via openings in the hull sides, these were of adequate size and found satisfactory.

The gas drains were of satisfactory size, condition and unblocked. The exhaust outlet for the engine was located near the stern. No faults found.

A weed hatch which gave access to the propeller was fitted in the uxter plate. The cover was attempted to be removed but was found tight. Therefore, freeboard height and condition of the weed hatch is unknown.

Further freeboard heights were an acceptable level above the marked waterline and welded tube and yellow metal skin fittings were in a satisfactory condition.

Below the waterline penetrations were not fitted.

1.5 THE STEERING SYSTEM AND STERN GEAR

The steering system consisted of a steel swan-neck, steel stock and a flat plate rudder blade. The stock was supported at its bottom end by a skeg-mounted cup bearing. The stock passed through a close fitting tube to the top bearing mounted on the aft deck.

The system was visually inspected and functional when tested hard over to hard over. The lower cup bearing in the skeg and the top bearing on the aft deck were inspected and no un-due play was found. The rudder blade was found straight but loose on the stock. When the vessel is blacked, properly secure the rudder blade to the rudder stock by tightening the through fastenings.

A three bladed yellow metal non-ferrous propeller was fitted to a stainless steel propeller shaft. The propeller was percussion tested which suggested there were no cracks to the blades. Sample scrapings were taken and no cracking or corrosion was seen. The propeller was secured by a yellow metal nut and a stainless steel lock tab washer all found sound and secure.

The propeller shaft was heaved up and down to check for excessive play/wear to the cutless bearing/shaft. None found. The skeg was found sound and secure.

1.5 Recommendations

Repairs * When the vessel is blacked, properly secure the rudder blade to the rudder stock by tightening the through fastenings.

1.6 THE CABIN AND DECKS

The cabin superstructure and decks were inspected visually for any signs of distortion or impact damage. No faults found. The cabin sides and roof paint work were inspected visually. The roof paint was observed from the aft deck only. It had been raining which limits inspections. The paint coatings were covered with light scratches. It was thought much of this may polish out. Some peeling was noted such as around windows. The overall appearance of the paint finish was satisfactory. No areas of significant corrosion, scratches or damage were noted and the paint was offering satisfactory protection to the steel.

The decks were inspected visually and were found structurally sound. The deck's paint work was found in a satisfactory condition with no significant areas of corrosion or damage seen. A locker was fabricated onto the aft deck. The locker was structurally sound. The cratch board and cover and aft deck cover were found with wear and tear and had suffered from UV damage and had gone very firm. The zips were difficult to operate and some press studs did not work and some areas of stitching were coming undone. Renovate the cratch board and cover and aft deck cover.

1.6 Recommendations

Maintenance /Repairs * Renovate the cratch board and cover and aft deck cover.

1.7 HATCHES, DOORS AND WINDOWS

Port side and starboard side, hopper topped windows and ports were fitted. The windows and ports were inspected visually inside and out. Some light staining to nearby linings was noted which was thought to be from condensation but not confirmed.

The aft cabin doors were of timber construction and glazed. The forward cabin door were of timber construction. The doors were found satisfactory without significant defect noted.

A set of steel side doors with timber inserts were seen in good order.

No leak tests were carried out.

1.8 THE JOINERY AND FURNISHINGS

The internal fit out had been carried out to a satisfactory standard using satisfactory quality materials. The overall appearance of the fit out was satisfactory and the fit out remains serviceable with no significant defects found.

There was no flexing noted underfoot to the cabin sole. The floor coverings were found of satisfactory quality and condition.

The cabin linings were inspected. The deckhead, decksides and bulkheads were clad in a combination of tongue and groove boarding and veneered panels with wooden trims. The cabin linings were all found sound and secure with no significant defect noted.

The kitchen units were in a satisfactory condition. The units were inspected internally and externally and no significant faults were found.

The fixed and soft furnishings were found satisfactory. The bathroom fit out was inspected and found satisfactory.

No leak testing was carried out.

2.0 THE ENGINE & ANCILLARY EQUIPMENT

The vessel was fitted with a Barrus Shire, 4 cylinder, in-line, naturally aspirated, diesel engine. This drove through a PRM gearbox. Connected to this was a stainless steel propellor shaft which had a Vetus water fed shaft seal.

Engine numbers - No - 0540 09601

Gearbox numbers - C921309 R01(rest not seen)
- 150 D2

Engine Hours displayed - 2054.3 (Not verified).

The engine and ancillary equipment were inspected visually and were found in a satisfactory condition with no significant fuel, oil or water leaks. The engine battery isolator was turned on and the engine started well. No excessive exhaust smoke was seen on start up or during running. The engine idled and free revved correctly. The oil pressure light correctly extinguished on engine starting and no breathing was noted when the filler cap was removed.

A PRM gearbox was fitted. Both forward and reverse gears selected with a quiet and smooth operation. The gearbox oil was not inspected. The gearbox oil cooler and pipe work was seen secure and in good visual order.

The engine oil was inspected. The level was found correct and no signs of emulsification or other contamination were seen.

The engine was mounted on four rubber type flexible mounts connected to large longitudinal floors. These were inspected and the bolts hammer sounded. No faults noted.

The shafting, half coupling and shaft seal were inspected visually. The fastenings were all lightly hammer sounded and inspected visually. No faults found.

The engine's coolant was cooled by an internal skin cooling tank located starboard side of the engine in the swim plating. A skin tank was also fitted to port which is not being used. The pipes and hoses of the cooling system were inspected and no faults were found. The coolant was inspected and found at the correct level. The coolant was not checked for antifreeze content.

The fuel tank was part of the shell plating located aft of the engine. The fuel filler was located on the aft gunwale and spillages would correctly discharge overboard. The flame trap and breather were on the aft railing found sound. The fuel pipes were inspected, they were either flexible marked ISO 7840 or of copper or steel which is of suitable specification. A fuel isolator was fitted by the tank outlet seen in good order. A fuel filter was fitted to the engine. No leaks, weeps or other faults were found to the fuel system.

The exhaust system was inspected visually. No evidence of leaks could be seen. The unit was secure.

2.0 Recommendations.

Maintenance * In the absence of a recent documented service a full service of the engine and ancillary equipment should be carried out in accordance with the manufacturer's recommendations.

3.1 The 12 Volt DC Battery System

The battery system consisted of four, 12 volt batteries, three for domestics and one for engine starting, located starboard side on the uxter plate. The batteries were found secure. The battery terminals and connections were inspected visually and found in good order.

Battery isolation was via two key type isolators. One isolator was for domestic and inverted power and one for engine power. The isolators correctly isolated power to their circuits when switch tested.

For battery charging two engine driven alternators were fitted. The wiring and associated components were inspected visually and no faults were noted although the alternator drive belt(s) could be heard slipping. Adjust or replace as found required, the alternator drive belt(s). A battery charger was not fitted.

The DC wiring which was readily accessible was inspected visually, the installation was considered to be a neat installation and found clipped up securely. The 12 volt panel had all breakers correctly labelled as to what they control, evidenced by sample circuit isolation.

The fridge was found in good visual condition and powered up when briefly switch tested. All lights operated when switch tested. Audio visual equipment was not tested.

3.1 Recommendations.

Maintenance * Adjust or replace as found required, the alternator drive belt(s).

3.2 The 240 Volt AC System.

A 240 Volt AC electrical installation was fitted and inspected visually and switch tested from inverted power only. The shore plug was located on the aft deck found secure and in good visual order other than the flap was broken.

A Sterling inverter was fitted. The installation was found in good visual order and secure. The inverter was turned on and the fan powered up but power was not available at the consumer unit. The inverter either is not working or it is not routed via the consumer unit. Determine if the inverter is working correctly or if it is not routed via the consumer unit, perhaps both. Repair as found required.

A consumer unit was fitted which incorporated a combined 30 milli amp RCD (residual current device) and an MCB (miniature circuit breaker). No obvious physical defects were noted.

The AC wiring which was readily accessible was inspected visually and the installation was considered to be a neat installation. Audio visual equipment was not tested.

3.2 Recommendations.

Repairs * Determine if the inverter is working correctly or if it is not routed via the consumer unit, perhaps both. Repair as found required.

4.0 THE DOMESTIC EQUIPMENT

4.1 The Water System

The water system was inspected visually and operated under normal operating pressure. A cold water storage tank was located below the forward deck which was believed to be integral, no visible faults were noted.

The filler and tank breather were routed up to the forward deck. No faults found. A main water isolator was seen by the tank outlet in good order.

The visible waste plumbing and water delivery pipe work were inspected. The water delivery pipe was of a plastic Hep type pipe. The waste and delivery pipe work was found without evidence of past leaks and seen secure where visible. The taps were inspected visually. No faults found.

The main water delivery pump and shower drain pump both operated when briefly switch tested and no leaks, weeps or faults were found.

The calorifier was seen in good order and no leaks or weeps were noted to the calorifier or associated pipes and connections. No testing of heating water was carried out.

A macerator toilet was fitted and seen in good visual condition. The toilet powered up and the macerator could be heard - not tested further. The toilet was connected via pipe work to a plastic holding tank. No leaks, weeps or odours were noted.

4.2 Heating

A Webasto diesel fired boiler was located in the engine space found secure. The visible fuel lines, fuel pump and exhaust were secure and in good order. The unit was switch tested and correctly went through a power up sequence then stopped. This happened three times. Repair the Webasto diesel fired boiler as found required.

The radiators and heating pipe work were seen secure, with no faults or signs of past leaks.

A Morso solid fuel stove was fitted on a hearth found secure. No obvious defects were noted internally or externally.

The stoves flue and joints were seen in good order inside the vessel however the flue was not inspected internally.

4.2 Recommendations.

Repairs * Repair the Webasto diesel fired boiler as found required.

Maintenance * Any appliance that burns fossil fuel can potentially emit carbon monoxide and as such a service now and annually is recommended for the stove.

4.3 The Gas System

A gas installation was fitted to the vessel and inspected visually only. The gas system was not operated at all. A gas locker was fitted forward of the forward deck. Two Propane bottles were fitted, found secure.

The installation pipe work was inspected where visible. The flexible gas pipe in the gas locker was seen in good visual order. The regulator was seen secure without obvious physical defect. The visible bulkhead sleeves/fittings were inspected and found secure and in good order.

The copper installation pipe work was inspected. No faults found with the visible parts of the copper pipe installation all being clipped securely with no visible signs of damage.

Two appliance isolators and a test point were seen secure and in good order.

A Vanette oven and grill and a separate Vanette 4 burner hob appliance was fitted, both found secure. Flame failure devices were correctly fitted to all burners and no obvious physical defects were noted.

It is always recommended that the gas installation including all appliances is fully serviced and a certificate of compliance issued annually. All gas 'work' should be carried out by a Gas Safe engineer competent and qualified to work on small craft and the appliances fitted.

High level ventilation was provided by 4 mushroom roof vents. The mushroom vents were found un-blocked and in good order although there were some signs of a leak from the vent in the galley. Monitor the mushroom vents for leaks and reseal as found required. Permanent low level ventilation was provided by one vent in the aft cabin door and two in the forward cabin doors, no faults or blockages were found. Ventilation requirements were not calculated and the gas installation was not tested for gas tightness.

4.3 Recommendations.

Maintenance * Monitor the mushroom vents for leaks and reseal as found required.

Maintenance * It is recommended that the gas installation including all appliances is fully serviced and a certificate of compliance issued annually. This should include ventilation calculations/requirements. All gas 'work' should be carried out by a Gas Safe engineer competent and qualified to work on small craft and the appliances fitted.

4.4 Fire Fighting & Safety Equipment

Fire extinguishers of the correct type were fitted. An ABC 1KG powder fire extinguisher was located forward, a similar extinguisher in the galley and one more unit located aft. They all had their pins in, sealed with gauges in the green zone. A fire blanket of the correct type was located in the galley.

A bilge pump was fitted below the shaft seal and powered up when switch tested. The pipe work and clips were inspected and were found sound. The pump was permanently energised to the batteries. Ensure the bilge pump has an automatic facility and stays in good working order, especially when considering how the aft deck step drains.

The tunnel light, navigation lights and horn were switch tested and powered up, no faults found.

A smoke alarm, carbon monoxide detector and a gas alarm were not fitted. Consider fitting a smoke alarm and a gas alarm. Fit a carbon monoxide detector.

4.4 Recommendations.

Advisory * Ensure the bilge pump has an automatic facility and stays in good working order, especially when considering how the aft deck step drains.

Advisory * Consider fitting a smoke alarm and a gas alarm.

BSS Requirements * Fit a carbon monoxide detector.

This survey is restricted to those areas of the vessel that were accessible to make a representative opinion as to the average condition of those parts of the vessel that were the subject of inspection at the time of survey.

The undersigned has not established ownership or title of the vessel. The client is accordingly advised to satisfy himself that the vessel is offered as a legitimate sale and free from all debts and encumbrances.

No liability can be accepted for parts of the vessel and/or structures that were inaccessible through being mechanically secured, or by coatings, or outside the scope of this report, or for subsequent failure or performance of equipment.

Our liability shall expire 12 months after completion of the services in respect of which liability is alleged to arise and we shall thereafter have no liability in respect of those services and/or any alleged default in connection with the provision thereof;

Under no circumstances shall our liability exceed a total of hull value at the time of survey or £250,000 whichever is the lesser.

This contract between surveyor and client shall be interpreted in accordance with English Law and enforceable in the Courts of England.

This is a confidential, report for the express use of the client, his insurers/financiers and is not transferable without written consent of the company. It is not to be used or reproduced by any other parties.

[redacted]