



'48 point' Independent Pre-sale Assessment of a used Motor Boat

In this MIA report up to 48 critical areas of the vessel are assessed and commented upon by an experienced, independent, marine surveyor.

Inspection date: 2015-03-03

MIA report no: M2015/67/18

Surveyor's details:

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Vessel Details

Make & Model	Aquastar Ocean Ranger 33 Flybridge
No. of Compartments	2
Hull Identification Number (HIN)	SSR 115413
CE Certification	

Survey Details

Vessel in/out of water	Out of water
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Unless otherwise stated in the footnotes, all of the observations, comments and remarks below are based upon visual checks only

Hull

Under Water Hull Observations ¹ Good Generally in good condition, but some stress cracking to the port bow. Also stress cracking and a void beneath the surface coatings on the starboard bow. Neither considered to constitute major structural weakness, but should be repaired.
Topside Condition ('ashore' or 'not ashore') ² Good Generally in good condition, but the stem has been repaired. The exterior appearance was considered satisfactory, but there were stress cracks to the interior of the moulding which should be repaired.
Keel Type Good Vee with metal shoe.
Keel to Hull Joint N/A
Hull to Deck Joint ³ Fair Covered by rubber rub strake. Some damage and repair, but considered serviceable.
Rudder Type Good Two yellow metal spade rudders. Ensure connected to galvanic protection system.
Rudder and Hangings Good
Internal Stress ⁴ Good Except stem already mentioned.
Stern Platform ⁵ Good

¹ Visual check for damage and blisters. No removal of antifoul. No meter readings

² Visual check for damage and to observe general condition (subject to access ashore/not ashore)

³ Visual check. Restricted access if vessel is afloat

⁴ Visual check of bulkheads, tabbing and mast support when 'walking through' vessel. No lifting of cabin sole boards or berths/cushions

⁵ Visual check, as access allows

Deck and Deck Gear

Deck Moulding ⁶ Good Generally in good condition and consistent with the age of the vessel. There were some stress cracks in way of fittings, with some partially repaired at the guardrail stanchion bases. The strip plank overlay was generally in satisfactory condition.
Wheelhouse Good Generally in good condition, but some water staining to the starboard side aft. Possibly caused by moisture from the flybridge.
Cockpit Good
Mooring Fittings ⁷ Good
Windows ⁸ Good Most have been re-sealed and were without obvious leakage. Exceptions were the front windows for the wheelhouse, where there were signs of possible moisture ingress.
Canvas Condition Good
Pulpit and Pushpit Good
Guardrail Stanchions Good Generally in good condition, but there appeared to be movement at some bases, with one fastening missing to the port side forward.
Ground Tackle and Windlass ⁹ Good In good condition, but 10kg Bruce anchor could be considered too small.
Steering Gear ¹⁰ Good
Deck Lighting ¹¹ Good

⁶ Visual check for damage, distortion and stress cracking. Walk over deck to check for movement under body weight

⁷ Visual check for stress cracking and manual test for movement

⁸ Visual check for obvious leaks

⁹ Visual check on deck only. Cable has not been laid out

¹⁰ Check movement of wheel, or visual check of tiller

¹¹ Switch test only for visible lights

Mechanical Systems

Engine ¹² Good
External visual inspection only.
Exhaust Good
Exhaust Smoke etc ¹³ N/A
Engine Controls ¹⁴ Good
Operation not tested.
Generator ¹⁵ N/A
Stern Gear ¹⁶ Good
Sternland ¹⁷ Good
Fuel System ¹⁸ Good
Bow Thruster ¹⁹ N/A

¹² Visual exterior check. Includes engine run if owner or responsible person is present

¹³ Visual check if engine is running

¹⁴ Manual check of lever only

¹⁵ Visual exterior check, if easily accessible

¹⁶ Visual check, if easily accessible

¹⁷ Check for signs of water ingress

¹⁸ Visual check in engine space only

¹⁹ Visual exterior check only

Interior and Domestic Systems

General Condition of Headlinings/ Joinery/Upholstery etc Good
General Condition of Heads ²⁰ Good
Signs of Water Ingress Fair
Generally satisfactory, except minor staining beneath the front wheelhouse windows.
Bilges ²¹ Good
Gas Locker ²² Fair
Consistent with good practice at the time of build. The drain pipework has possibility for a water trap. Check for compliance with current ISO if necessary.
Batteries ²³ Good
Grey and Black Water Systems ²⁴ Good
Not fully accessed. Diverter valve appeared stiff to operate.
Interior Lighting ²⁵ Good
One front cabin lamp unserviceable.

²⁰ Visual check only. No testing

²¹ Visual check for water

²² Visual check from deck only. Appliances or pipework not tested or checked. Locker drain pipework not checked

²³ Exterior visual check if easily accessible

²⁴ Visual check from inside heads compartment

²⁵ Switch test only

Fire and Safety Systems

Fire Extinguishers: 1 ²⁶	Poor	In-date: Yes No
Fire Extinguishers: 2	Poor	In-date: Yes No
Fire Extinguishers: 3	N/A	In-date: Yes No
Life Raft ²⁷ N/A		

²⁶ Visual in-date check

²⁷ Visual external check.

Navigational Equipment

VHF / DSC ²⁸ Good
Chart Plotter ²⁹ Good
Radar ³⁰ Good
Wind Speed/Direction ³¹ N/A
Depth ³² Good
Log ³³ Good
Navigational Lights ³⁴ Good

²⁸ Visual external and switch test.

²⁹ Switch test

³⁰ Switch test

³¹ Switch test

³² Switch test

³³ Switch test

³⁴ Switch test

Surveyor's preliminary recommendations (if any):

As presented for this preliminary inspection, the vessel appeared generally in above average condition for its age. This inspection has identified some defects to the forward of the hull, but they could be rectified comparatively easily by a competent repairer.

Conditions of Inspection

This report is a preliminary assessment of the vessel and items observed, based upon a walk through of the vessel whilst she was lying afloat, in a berth, or ashore as identified, on the date given above. The Surveyor cannot be held responsible for damage which occurs subsequent to the inspection date or defects which become apparent post inspection. It is intended to give an independent overview of the vessel and the equipment listed, prior to sale, but does not have the scope of a structural survey and must not be relied upon to show the vessel safe to operate afloat and free of defects. The report has been prepared for the owner of the vessel: whose IPA reference number is M2015/67/18; liability is to this client alone and is subject to UK jurisdiction. The report should not in any way be used as a pre-purchase or insurance condition survey. Although every care has been exercised in the preparation of this report the surveyor accepts no responsibility for defects not discovered due to the limitations of the inspection and a full inspection not being carried out. The surveyor has not inspected woodwork or any part of the structure which was covered, unexposed, or not easily accessible. He is therefore unable to report that any such part of the structure is without defect.