



BoatsTasmania Pty Ltd  
Marine surveys & consultancy  
Mobile: 0423 852 125  
19 Sandfly Road, Margate, Tasmania 7054  
[www.boatstasmania.com.au](http://www.boatstasmania.com.au)  
(ABN 51 132 429 308)

- ⇒ **VESSEL CONDITION REPORTS & SEA TRIALS**
- ⇒ **PRE-PURCHASE INSPECTIONS**
- ⇒ **INSURANCE AND/OR DAMAGE ASSESSMENTS**
- ⇒ **'PHOTOSURVEYS'**
- ⇒ **VALUATIONS**
- ⇒ **RADIO FREQUENCY MOISTURE TESTING &  
'OSMOSIS' MONITORING**
- ⇒ **ULTRASONIC METAL CORROSION AND  
THICKNESS TESTING**
- ⇒ **SUPERVISION OF NEW BUILD, REPAIRS, REFITS,  
INSTALLATIONS ETC.**
- ⇒ **CONSULTANT**
- ⇒ **PROJECT MANAGEMENT**

## ABOUT US



### **Denis Planchon – Marine Surveyor**

I spent 26 years as an officer in the French Navy and learnt the fundamentals of naval engineering and design at the French Naval academy in Brest before practicing them extensively during my naval career.

My first operational posting was on one of the last timber boats of the French navy, an ex-mine sweeper in New Caledonia in 1985. I then spent much of my operational career on French aircraft carriers.

As far back as I remember family holidays were always on the sea in the Mediterranean – to Corsica, Tunisia, Sicily and Greece – or off Brittany. As a child I sailed a Jeanneau Sangria (Philippe Harlé) then a Centurion 32 (Holman and Pye, Wauquiez), then a Gladiateur (Holman and Pye, Wauquiez).

I have since owned several yachts, including a Sun Legende 41 (Jeanneau), a fast Schionning catamaran 44 built in New-Zealand, a Farrier trimaran F22, a Davidson 34, an Adams 13m and currently a 52' aluminium ketch designed by Holman & Pye which is berthed at Oyster Cove Marina in Kettering.

I loved racing when I was young and although I do not race extensively anymore I still like to sail fast!

After retiring from the French Navy in 2009, being passionate about boatbuilding, I decided to work in a boatyard in New Caledonia where I worked mainly in composite boat building: learning “hands-on” the subtleties of fiberglass, Kevlar, carbon, epoxy and polyester resin. I then established my own business in Noumea, in partnership with a young naval architect, and was involved in numerous refit projects on both motor and sailing craft.

The technical and operational experience gained in the French Navy, combined with the skills learned working on composite boatbuilding and my extensive experience of sailing on numerous and various boats, led me to the field of marine surveying and my collaboration with Patrick.

Each new encounter with a boat, her owner and their common story is always an exciting challenge and a source of learning and sharing.

My wife Anita and I, with our children (Luc, 7 and Isabelle, 5), have lived in Tasmania since 2011 and truly enjoy it.



## **Patrick Synge - Marine Surveyor**

I grew up in a small fishing village in Scotland and have spent most of my life around boats and the sea – both for business and pleasure.

I bring to my work as a surveyor a lifetime of practical, hands on experience: designing, building and repairing boats plus extensive sailing experience: both offshore and coastal.

Over the years I've learned what works and what doesn't and I strive to keep up to date with new equipment and technologies

My apprenticeship was in repairing boats ranging from dinghies to large commercial vessels. All aspects of maintenance and repair: scraping and painting - major structural repairs – engineering and electrical. Learning what goes wrong, where and why it goes wrong – and, possibly most importantly, how to fix it.

I then moved on to designing and building aluminium yachts.

I now have more than 40 years experience in repair, maintenance, design, construction & inspection of both commercial and recreational craft in a variety of materials including traditional timber, timber composite, FRP and FRP sandwich, steel, ferro-cement and aluminium.

I have now specialised in marine survey work for more than 25 years and have inspected and reported on many hundreds of vessels of widely differing vessel types and condition.



# TERMS & CONDITIONS

## **Pre-Purchase Vessel Condition Reports:**

During the inspection we examine and report on:

- Hull/deck/cabin construction and condition (including corrosion, 'osmosis', rot, leaks etc. as applicable).
- Steering and stern gear
- Mechanical installation (including ancillary equipment)
- Electrics and electronics installation
- Plumbing (water & gas)
- Rig, chain plates, fittings, sails etc.
- Safety equipment
- Ground tackle

Within the limitations of a standard survey (see below) all visible faults or weaknesses are clearly reported on as are any repairs or modifications that may be required.

Whenever possible detailed photographs are included for clarification.

If relevant (and when practicable) we endeavour to establish the history of the vessel by contacting the builder, previous owners etc.

We can arrange for inspection of motors by reliable mechanics.

Often fuel and water tanks cannot be inspected internally without breaking or damaging seals. If such inspection is required this must be specifically authorised by the vessel's owner<sup>1</sup>.

Pre-purchase inspections are not undertaken with the intention of ascertaining whether the vessel complies or otherwise with any rule or code of practice that may be required by any jurisdiction under whose authority the vessel may be operated.

Vessels are not tested for longitudinal or transverse stability and the report must not be taken to imply that the vessel has sufficient stability or buoyancy for its intended use.



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<sup>1</sup> **NOTE:**

*Various non-destructive testing (NDT) techniques (ultrasonic thickness/corrosion testing, radio frequency moisture testing etc, acoustic testing/sounding, vacuum testing) may be employed as considered appropriate.*

*More comprehensive inspections can be undertaken if arranged for in advance as these must be agreed to (in writing) by the vessel's owner or agent. These may include withdrawal and inspection of propeller shafts, rudder stocks and other fittings and fastenings (e.g. chainplates, keel bolts etc.).*

*Sealed tanks may need to be opened for internal inspection. Fixed panelling or tankage may need to be removed. This may involve engaging shipwrights and/or other specialists and so will incur extra expense but may be considered prudent: most particularly when purchasing an older timber or steel vessel.*

## Fees:

### *STANDARD PRE-PURCHASE VESSEL INSPECTIONS & REPORTS:*

Pre-purchase inspection reports vary considerably in the amount of detail they provide.

Some surveyors simply provide a summary or tick off items on a generic checklist and give them a 'rating' (ABC etc). We try to provide as much useful and relevant detail as possible.

Unlike many surveyors we do not charge by boat length since this would be unfair to many clients even though it would 'average out' for us. A big boat may be quite simple, straightforward and in excellent condition throughout while a smaller boat may be full of complex systems, obsolete equipment, hidden corners, lockers full of gear and all sorts of potential problems.

The following formula usually (but certainly not always) reflects the amount of work and the professional liability involved and so gives an indication of the likely cost.

$\$450 + (\approx 0.5\% \text{ of the value of the vessel})$  e.g. - a \$50,000 vessel might therefore cost approximately  $\$450 + \approx \$250 = \approx \$700$

Please get in contact if you require a more accurate estimate of the likely cost of any particular survey.

- The better the condition of the vessel the less it costs proportionately.
- The better prepared the vessel is for inspection the less it costs.
- If the job is easier than 'average' the fee is adjusted accordingly.
- Some boats are inexpensive because they are in poor condition and these may need an extremely detailed inspection and complex report. If we find that the inspection/report is going to require an exceptional amount of work (i.e. cost significantly more than the above formula would suggest) we consult with the client know before going any further.
- Provision of a comprehensive written inventory and old survey/insurance forms/registration papers is helpful.
- Traditionally built timber boats, especially older ones, take more time to inspect and report on.
- All other costs in connection with the survey are entirely separate from the surveyor's fees and are normally the responsibility of the instructing client.

We may recommend engaging a shipwright to remove/replace fastenings, fixed panelling etc - but, obviously, this could only be undertaken with the agreement of the vessel's owner.

Clients are welcome to attend the inspection and we are happy to answer queries during the inspection.

### *\*TIMBER BOATS\**

Fewer and fewer surveyors are now willing to inspect timber boats. Some because they simply do not have the required specialist knowledge, others because of the extra work involved and the very real likelihood that they may miss some defect and later be held to account.

When considering the purchase of a timber boat (especially an older, traditionally built boat) this should be considered since it may be difficult to obtain future inspection reports (particularly interstate) when wishing to renew insurance.

We still inspect and report on old timber boats but obviously have to charge more than for equivalent sized vessels in less demanding materials.

It must be recognised that most timber boats have areas that cannot be adequately accessed during the course of a normal inspection and that without removing fastenings or removing coatings it may be impossible to make an accurate assessment of the exact condition of the vessel without doing so. If you feel that you will need extra services such as these please let us know when arranging the inspection so that this can be discussed with the boat's owner beforehand.

### *TRAVEL*

Travel beyond Hobart and Kettering is charged at \$50/hr + \$0.50 per kilometre.

Travel expenses and accommodation for interstate or overseas inspections are charged at 'cost plus time' and are payable in advance. Rates are negotiable depending on destination and other considerations. All fees charged in A\$ (Note: no GST is charged or applicable).

### *SEA TRIALS*

As part of a standard pre-purchase inspection (and when practicable) we like to run the motor under load and up to normal operating temperature and check operation of all controls, instruments etc.

Full 'Sea Trials' can also be undertaken by prior arrangement. This includes more comprehensive testing of the motor/s, better inspection of the sails (if applicable) and other equipment.

The cost of this reflects the time involved in undertaking and reporting @ \$85/hour.

### *INSURANCE RISK ASSESSMENT EVALUATIONS & VESSEL VALUATIONS*

The inspection is similar to a pre-purchase inspection but the report is less detailed and the cost reflects this. Usually this falls within the range of \$350 - \$750 (+ travel if applicable).

### *PHOTO-SURVEYS*

In the course of our inspections we take many photos (both as notes and for our records) and include some of these in our reports.

By pre-arrangement, we can take supplementary photos during the inspection in order to provide a comprehensive "warts and all" photo-survey of the vessel. We then arrange these in a reasonably coherent order and can send them (in medium definition) by email or (in high definition) via Dropbox (the file will be available for two weeks before being deleted). We can also mail a CD/DVD with HD photos for a cost of \$50 (plus international mailing costs if applicable).

This can be very useful - especially for clients who are unable to visit the vessel in person.

### *CONSULTATION*

We are happy to discuss the content of our reports for the purpose of clarification.

Further consultation is undertaken at normal professional rates.

**An introductory discussion costs nothing so please don't hesitate to give us a call.**

### *NOTES*

We do not give an assessment of the internal/mechanical/electronic condition of the motors or other equipment.

We do not climb masts etc to inspect rigging terminals and other fittings for hairline cracks etc but we do closely examine enlarged, high definition, digital photos taken with a 18 x lens.

Specialists in these areas should be engaged if this is required.

'Vessel Condition Reports' are based on a visual inspection of the vessel and equipment.

The inspection does not cover areas that are accessible only by invasive or destructive means. Machinery, electrical, gas and other equipment are inspected as seen in position without dismantling.

Comments and recommendations are based on:

- Uniform Shipping Laws Codes (AUS)
- The American Boat & Yacht Council (ABYC),
- Australian Standard AS1799 Small Pleasure Boats Code
- The 2003 / 44 / EC Recreational Craft Directive as adopted by the European Union.

All opinions expressed in reports are given in good faith but, notwithstanding this, the information contained may be inaccurate and/or misleading.

**OUR AGREEMENT:**

1. We can usually provide a verbal report upon conclusion of the inspection and, if required, a written summary report within 24 hours but stress that no commitment should be entered into until receipt of the final report.
2. We aim to provide the full written report within 7 working days unless time-consuming research is to be undertaken on your behalf.

**YOUR AGREEMENT:**

1. By engaging our services you agree to having read and accepted the Terms and Conditions in this document.
2. Interstate and overseas clients are required to pay 50% of the estimated fee in advance.
3. Payment should be made directly upon receipt of the invoice - by cheque, money order or direct transfer.
4. In the event that you fail to pay to BoatsTasmania Pty Ltd (BT) the debt balance on the invoice within 21 days from the date of the statement BT shall be entitled to charge an account keeping fee calculated at its prevailing rate every month in which there is a debt balance outstanding. In addition you will be liable for all legal costs and disbursements incurred by BT arising from the default calculated on the indemnity basis.

For more information about surveys, for general boat related articles and more comprehensive legal details visit: [www.boatstasmania.com.au](http://www.boatstasmania.com.au)



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P/L (ABN 51 132 429 308)

19 Sandfly Road, Margate, TAS 7054.