

What is a Marine Survey?

What is a Condition and Value Survey?

A condition and value survey is a detailed report of a vessel's current condition and its estimated value in the marketplace. A survey requires a thorough inspection of the vessel, and, depending on the customer's needs, may include a sea trial and hull inspection.

Why would I need a survey?

There are two primary circumstances when a survey is strongly recommended or required.

1. When purchasing a vessel. As a prospective buyer of a boat, you want to know what you're buying and be confident in your purchase. A good survey ensures you're making a buying decision with eyes wide open. The last thing you want is to find expensive issues after the deal has closed. Think of a pre-purchase survey on a boat as you would a pre-purchase appraisal on a house. Before closing a transaction on a house, an inspection and appraisal is customary so that the buyer has an independent, third-party perspective on what the house is worth as well as its present condition. Conducting a survey on a boat during the buying process is customary for the same purpose. A pre-purchase survey is often the most comprehensive and typically includes a sea trial and hull inspection.
2. When binding insurance or a loan. Protecting your investment! Very often, especially with large and more expensive vessels, insurance companies and lenders require a survey as part of the underwriting process. The survey report helps underwriters understand the boat, its condition and its value when determining the risk of underwriting the asset. Hull inspections are sometimes required in this circumstance, whereas sea trials are rarely required.

What is included in a PAC Captain Services Condition and Value survey?

- A thorough, non-destructive, visual inspection of the vessel and its systems, equipment and components. Non-destructive means that no equipment, components, etc. will be taken apart nor dismantled during the survey. For example, do the bilge pumps work? Do all the electronics work? Does the hull show any signs of a previous collision? This is a small subset of the many things we look for.
- A detailed report of the vessel and its condition, a list of recommendations for addressing any deficiencies, an analysis of the boat's value and a collection of pictures taken during the survey.

See the SURVEY INSPECTION TYPES pdf at <https://www.pac2captainservices.com/terms-and-conditions> for more detail about our survey options.

What is NOT included in a PAC Captain Services Condition and Value survey?

- PAC Captain Services and its representatives do not take command of the vessel at any point during the inspection.
- Destructive inspection methods of any kind, including in depth mechanical inspections.

- Haul out services. The party purchasing the inspection is responsible for arranging and paying for a haul out if needed.

What are the different types of inspections?

Pre-Purchase Inspection

This is the most comprehensive type of inspection and is strongly advised when purchasing a new or used vessel. An out-of-water inspection and a sea trial are strongly recommended. This inspection is intended to be holistic and comprehensive. An estimate of fair market value is included. This surveyor recommends that all engines, propulsion systems and other rotating equipment should be inspected by a manufacturer's authorized representative. Additionally, any vessel cranes, winches or other vessel rigging should be inspected by qualified rigging specialist.

Underwriting (Insurance/Finance) Inspection

This inspection is often required from insurance companies and lenders for the purpose of determining risk during underwriting. Underwriters are generally interested in safety, the condition of the vessel and its estimated market value. Most insurance companies require an inspection on older boats. Required components of the inspection are determined by the underwriter and may require an out-of-water inspection, but rarely require a sea trial. This inspection is intended to be holistic and comprehensive. An estimate of fair market value is included. This surveyor recommends any vessel cranes, winches or other vessel rigging should be inspected by a qualified rigging specialist if required by the underwriter.

Discovery Inspection

This inspection is performed when a cursory review of the subject vessel is desired/required. In lieu of a full inspection, the Discovery inspection is intended to reveal areas of concern prior to engaging a more in-depth inspection. This inspection focuses on areas of substantial functional or financial concern. This inspection is intended to alert the client of areas of risk concerning the vessel. This inspection is not intended to be holistic nor comprehensive, and no determination of the vessel's holistic condition nor value will be provided.

Damage Inspection

In the event of loss or damage, the vessel owner or underwriter may retain the surveyor to determine the cause of a loss and determine the extent of loss related damage and may be asked to recommend repairs, review estimates, and determine the pre-loss value of a vessel. This inspection focuses on the area and cause of loss or damage and may or may not require a sea trial and/or an out-of-the-water inspection. This inspection is not intended to be holistic nor comprehensive except regarding the damaged area, and no determination of the vessel's holistic condition nor value will be provided.

Appraisal Inspection

This inspection is performed for the purpose of determining the fair market value of the vessel. This is normally needed for financing, estate settlements and tax purposes (donations). This inspection involves only a cursory review of the vessels systems and equipment. Depending on the owner's or underwriter's requirements, this may or may not require a sea trial and/or an out-of-the-water inspection. No determination of the vessel's holistic condition will be provided.