

**Blue Ocean Sales & Management LLC**

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**Marine Survey Scope, Guidelines and Limitations**

Client Name: \_\_\_\_\_ Date: \_\_\_\_\_  
Address: \_\_\_\_\_  
City: \_\_\_\_\_ State: \_\_\_\_\_ Zip \_\_\_\_\_  
Survey Location: \_\_\_\_\_  
Year/MFG/Model: \_\_\_\_\_ Vessel No \_\_\_\_\_  
Survey Type: Pre-Purchase \_\_\_\_\_ Insurance/Finance \_\_\_\_\_ Sea Trial \_\_\_\_\_

**Guidelines:** The Survey guidelines used for the inspection conform to the common practice by members of the Society of Accredited Marine Surveyors and the U.S. Surveyors Association. The mandatory standards are promulgated by the U.S. Coast Guard under the authority of the Code of Federal Regulations, Parts 33 and 46 as published for pleasure craft, and the U.S. Coast Guard Navigation Rules. The voluntary standards and recommended practices are developed by the NFPA 302 pleasure and commercial motor craft standards, and the ABYC Standards for small craft. The guidelines for determining fair market value are the N.A.D.A. Appraisal Guide, BUC Value Guide, a national search of the Internet for comparable vessels, and local market conditions. The surveyor is committed to providing accurate surveys which meet or exceed these standards. It is not possible to determine the full extent of compliance with some standards due to the nature of a vessel's construction, but I will report all findings and observations as they relate to the above standards to the best of my ability.

**Scope and Limitations:** This survey should not be construed as an engineering or engine analysis and is not considered a complete mechanical inspection. The survey is limited in its nature. It is not possible to verify or determine the types of fiberglass, resins, cores, or laminating schedule the manufacturer has used in the construction of the vessel. There will be no withdrawal of any shafts. There will be no opening of joiner work, paneling, tankage, or bulkheads. There will be no removal of stores or equipment. There will be no removals of decking or destructive testing undertaken. There will be no disassembly of the hull structure, engines, machinery, electrical system, plumbing or other equipment. An inspection of the internal parts of the engine is not possible. Blue Ocean Sales & Management LLC recommends that the client consider contracting the services of a certified engine surveyor for a complete gas or diesel engine and generator analysis. The spars and rigging for sailboats are inspected at deck level only, unless un-stepped. It is not practical or cost effective to list every cosmetic deficiency. It is not possible to discover hidden flaws if no outward signs or evidence of such exist. No assurances can be made that every problem can be discovered or have time to manifest itself during the limited amount of time spent surveying the vessel. Coatings build up, corrosion, marine growth, excessive gear on board or dirt may have hampered the surveyor's ability to inspect. Any reference to bronze, aluminum or stainless-steel metals is a color reference for convenience only, as the actual metallurgy cannot be determined without laboratory testing. The survey report represents a statement of visually observable conditions on all normally accessible parts of the vessel and constitutes a statement of opinion only as observed on the date of inspection. Assessment thereof is limited to what is externally visible, reasonably accessible, and/or ascertainable from operation. The survey is neither a guarantee nor a warranty of the condition of the vessel, its hull, machinery, unforeseen or undetectable damages or other conditions that may exist, and accordingly, shall suffer no liability for errors or omissions or for not being able to properly evaluate parts or perform the requested services as stated within this work order. The sole remedy for a dissatisfaction of services will not exceed the total fee paid to the surveyor for the survey services with the sole remedy expiring on the 30th day from the date of inspection. The surveyor reserves the right to amend the final survey report if additional information is presented. The client fully understands the potential for errors and inaccuracies resulting from the inability to evaluate portions of the vessel due to these limitations as well as any other limitations that may be encountered during the inspection.

**Survey Fees:** The survey fee is due at the time of inspection. Payment can be made in cash, check or through the link sent with your invoice. If the client will not be present for the survey inspection, payment should be made by the day prior to the survey inspection. Should unexpected, significant delays be incurred such as unexpected travel, additional consultation time, engine repairs or yard delays, an additional charge of \$80.00 per hour may be incurred. Haul out fees are paid for by the client. The contracting of additional services such as an engine surveyor, rigging inspector or other technicians is the responsibility of the client.

**On Site Survey Termination:** If the survey is terminated during the onsite inspection due to unsatisfactory findings or any other reason within the control of the client, the charge will be a minimum of 75% of the quoted fee. A written report will not be provided.

**The written survey report** will detail all systems on the vessel that were accessible and inspected including their apparent condition and recommendations or repairs if required. The fair market value and current condition along with replacement value will be given. The report is completed and mailed or emailed in approximately 2-3 business days. If the survey is rejected by an insurance company or bank due to the quality or limitations of the survey, the company should send a letter to the surveyor stating the reasons for rejection and following the receipt of this letter; a full refund for the survey will be issued to the survey purchaser within 30 days.

Signed: \_\_\_\_\_ Dated: \_\_\_\_\_