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**Survey number 240226-01**

**Insurance renewal survey**

This report has been prepared specifically for [REDACTED] and is for his/her/their use only. Copies in whole or in part should not be released to, or consulted by, other parties without the express prior permission of GPV Marine Services and Surveys. This report reflects the condition of the vessel at the time of inspection only.

[REDACTED]

Survey Date: 24th Feb 2026



Designer/ builder: Fairline  
Model: Targa 33  
Type: Motor Cruiser  
Year of build: 1996  
Length overall: 10.4m  
Beam: 3.4m  
Max Draft: 1.2m  
Displacement: 5000kg ( unverified)  
Hull/Serial number:  
Construction material: GRP  
Engine: 2 x Volvo Penta AD41 P-A  
Fuel type: Diesel  
Engine serial numbers: Not known  
Engine Power: 200hp each  
Boat safety scheme number. N/A  
Environmental Agency number: N/A  
Carving marks RT: ON:  
Any other identifying numbers: British Waterways No:  
Berths: 2  
Call sign: unknown  
Yard: Port Solent Marina Hard Standing  
Vessel particulars were obtained from the owner and, where possible, verified by visual inspection.  
Intended use: Coastal Cruising.

This Survey has been carried out at the request of:

[REDACTED]

Limitations:

- The vessel was out of the water for one week before the survey and was professionally shored up in the yard.
- Where fixed panels, linings, etc., restrict access, it was not possible to examine them, and I cannot say those areas are free from defects. Areas that were covered, unexposed, or inaccessible at the time of inspection were not inspected and are therefore excluded from this report.
- In some cases, latent and hidden defects cannot be detected without destructive testing, and this is also not possible without the owner's consent.
- All ball valves/ seacocks were opened and closed to their full extent where possible.
- Any accessible fixing bolts were hammer-tested.
- Bodies of metal valves or seacocks were tested with a hammer inside the boat, and the external heads of skin fittings were cleaned for visual inspection and then hammered-tested outside the boat.
- Fittings were thoroughly tested aboard the boat to verify integrity.
- Hose clips were visually inspected, and hoses were aggressively tested for security where accessible.
- The mechanical condition of the engines and their complete installation are outside the scope of this survey.
- The vessel's electrical installation could not be checked as the batteries had been disconnected.
- The vessel's tanks and pipework were inspected visually only, and no tank openings were carried out. The tanks were not fill-tested, pressure-tested, or tested for contamination.
- The information contained in this report, concerning sizes, ratings, capacities, speeds, etc., was ascertained from the maker's plates, logs, documents, plans, and certificates on board, together with statements from the owner's representative/agent. None of the information was gained by measurement or calculation. Although all information contained within this report is believed to be correct, the accuracy thereof is in no way guaranteed.
- Machinery was not dismantled, and the internal condition cannot be determined without specialist mechanical inspection.

Scope of the survey:

- This Insurance survey was conducted using non-destructive testing (NDT) and will be referred to accordingly in the report.
- This is an out-of-water survey, and therefore, watertight integrity cannot be commented on.
- Please note that where reference is made to a condition, it must be considered in relation to the vessel's age; for example, very good condition should not be taken to mean "as new".
- This survey was carried out solely for the client stated and is not for use by any third party.

- A general inspection of the engine and installation will be conducted; it is a visual inspection only, and no parts will be dismantled. It should be noted that some components may appear serviceable but be found defective when engines are operated at high loads for extended periods.
- No skin fittings or valves were dismantled during this survey.
- This is an out-of-water survey, and the watertight integrity of the hull and fittings can not be verified.

**Conditions:** 15 degrees Celsius, and a light breeze. Clear skies

Conditions for obtaining moisture readings were acceptable.

### **Recommendations will be given at the end of each section**

- These have not been made based on cosmetic or other minor defects, although relevant suggestions may be made in the text.
- The following code denotes the importance of the recommendation. These recommendations should be considered as a guide only and not exhaustive.
- A. Structural, mechanical or other defects affecting strength, seaworthiness or safety which require immediate attention.
- B. Structural or mechanical defects do not require immediate attention but are to be monitored or dealt with within a specified period. **If no period has been defined, then it should be rectified within 3 months.**
- C. Non-essential or cosmetic defects whose repair may be left to the owner's discretion.

### **DEFINITIONS**

**Good:** Unimpaired condition without significant wear or deviation from original strength and operational efficiency. No maintenance or repair is required.

**Satisfactory:** Condition with wear and tear and other deficiencies of a minor nature not requiring correction or repair.

**Serviceable:** Condition of wear and tear of such an extent as to reduce the strength and/or efficiency to a degree short of necessity for immediate corrective action measures, however, are still fit for further use or service.

**Unsatisfactory:** Condition in which the adequacy of strength and/or operational efficiency is marginally below acceptable limits or is in doubt. Remedial action is required.

**Poor:** Condition of undoubtedly inadequate strength or operational efficiency. Immediate extensive repair or renewal is required to reinstate serviceability.

**Readily accessible:** capable of being reached for operation, inspection, or maintenance without removal of a vessel structure, use of tools or keys, or removal of any item of portable equipment stowed in a place intended for storage of portable equipment (e.g. lockers, drawers or shelves).

**NDT/Non-Destructive Testing/ Hammer-sounding/ Tap-Testing: Percussive testing or “tap testing” is a procedure where repeated tapping of a composite structure is performed, and the experienced marine professional listens to the sound the taps make. Sounds are compared between a known solid area and the area in question. Debonded areas typically sound “hollow” in comparison to known solid regions. This technique requires a trained ear to detect subtle issues and should be performed by an experienced marine professional.**

**This has been defined as such in the MCA publication MGN613 (M)**

**This is undertaken in rows from the keel up to the waterline, at 75mm intervals.**

Moisture meter use:

- The moisture meter used was a TRAMEX SKIPPER PLUS, and this uses a scale of 0-100. ***These readings are used for comparative purposes, not as an overall percentage of dry weight.***
- <https://tramexmeters.com/perch/resources/downloads/data-sheets/skipper-plus-data-sheet-eu-2018-2-web.pdf>

Quoted readings of between 0-20 for all practical purposes can be considered dry. Readings from 20-40 show some moisture levels, but they are not significant. 40-60 is considered medium and is at the top of this range. Readings above 60 are high and pose a risk of moisture-related defects. The interpretations must be considered in conjunction with the period the vessel has been ashore and the external temperature and humidity. Cold, wet conditions or short haul-outs will result in higher readings.

It is not essential to remove antifoul to take readings; whilst this may be done to inspect the gelcoat if the readings are low, no benefit is gained from removing multiple patches of antifoul coatings.

GRP boats moulded since about 1995 generally use more moisture-resistant isophthalic rather than orthophthalic resin types, so can be expected to exhibit fewer problems.

Note: All readings must be considered in the context of other information about the laminate. If an older vessel with a single-laminate hull shows no osmotic blisters and no signs of delamination from hammer-sounding, high moisture meter readings are unlikely to be significant.

**Non-destructive testing (NDT) and hammer soundings carried out in this survey were conducted using a 4 oz ball-peen hammer and a Tramex Skipper Plus moisture meter.**

#### **V.A.T. Status & Proof of Ownership**

The original invoice for the vessel was not found onboard; therefore, there was no evidence that the United Kingdom VAT had been paid. No proof of ownership was found on board the vessel.

## **Recreational Craft Directive**

The vessel was reported to have been built before June 16, 1998, and therefore does not need to comply with the Recreational Craft Directive (RCD).

## **Distance observations**

The vessel was lifted out one week before the survey and was found correctly shored and chocked, with no signs of flexing, bending, sagging, or hogging. The ship is a glass-reinforced plastic (GRP) motor cruiser. Coppercoat I was applied to the wetted area below the waterline, so scraping will not be possible, and care must be taken when conducting non-destructive testing and hammer-sounding.

The vessel was sufficiently shored up, and no deformation of the hull was seen at the time of the survey. 'Addiction' was shored up, and preparations were being carried out for the topsides to be painted, and a timber frame was being erected at the time of the survey. The Fairline Targa hull is a hard-chine, planing hull design known for its well-constructed construction and good sea-keeping capabilities.

## **1) Hull**

### 1.1) Below the waterline

The hull below the waterline was observed to have Coppercoat applied; on haul-out, the hull was pressure-washed, and the wetted area was free of marine growth.

1.2) The wetted area was seen to have a copper coat antifoul system applied, and the surface was not showing any signs of blistering. Above the coppercoat was a painted white antifouling area in serviceable condition. The coppercoat had been applied around the drives, leaving a gap from the transom shield kit, which is good practice. Areas of coppercoat around the trim tabs were seen to have darkened in colour with a small amount of marine growth attached. This is found when the coppercoat reacts with the anodes and should be monitored at the next haul-out; some remedial repairs to the coating may be required.

1.3) The wetted area was gently hammer-sounded as to not damage coatings with no voids or delamination found, and all acoustic testing returned favourable results.

1.4) The hull construction was laminated with chopped strand matting (CSM) and woven matting with core material frames. The internal area of the hull laminate had not been coated in white gel or flo-coat. Internal inspection was limited due to panels, linings, and personal possessions. Where inspected, no repairs were observed. When the hull below the waterline was inspected internally, water was found in the bilge beneath the aft bed. The flocoat was in serviceable condition. The area where water was

found is where the freshwater pump is located. No water leaks or markings were observed around through-hull fittings.

The hull was found to be in good condition, with no issues identified during inspection.

1.5 The Tramex Skipper moisture meter was used on the wetted area for comparative checks only, as Coppercoat can give false or higher readings. The wetted area was checked and gave consistent readings from the outer chine of 45-60, gradually increasing to the keel. Should any areas have recorded higher readings, further investigation would have been conducted. The highest reading was given in the area of the hull where water was found beneath the aft bed. No issues or high-out-of-place readings were reported.

**Recommendations:**

**(B) It is recommended that water be emptied from the bilge area, and monitoring of the fresh water system and waste water systems is done to assess the origin of the water ingress.**

**(C) Monitor the darkening of the coppercoat around the trim tabs on the next haul out.**

1.6 Above the water line and topsides

The inspection above the waterline revealed areas of gelcoat damage and abrasions, which would not be uncommon in a vessel of this age and high use. These areas were hammer-sounded with no voids or delamination audibly detected. The Topsides were in their original dark blue gelcoat, and the woven matting's weave pattern was visible.

Hammer-sounding the topsides was done to detect where bulkheads were situated, and no voids or delamination were detected in these areas. Hammer-sounding returned favourable results with no voids or delamination audibly detected. Some gelcoat damage was seen at the bow and forefoot. The anchor's deployment and retrieval would cause this.

The chain locker was inspected internally, and no issues were found.

A timber frame and tarpaulin were being erected at the time of the survey, as the vessel's topsides were planned to be painted.

**Recommendations:**

**(C) Carry out repairs to the gel coat to prevent moisture ingress into the laminate.**

1.7) Rubbing strake and hull to deck join.

1.7.1 The vessel had a stainless steel rubbing strake around the hull-to-deck join, which was screwed and bonded through the laminate. This was seen to be in serviceable condition. Some areas of the rubbing strake were damaged by slight impact, and the surrounding laminate was hammer-sounded, with no audible defects or delamination. The rubber insert was missing from the starboard quarter.

### 1.7.2 The Hull-to-Deck join

The hull-to-deck join was a shoebox/biscuit-tin type, screwed and bonded through the hull. The sealant between the hull and deck was found to be serviceable. During internal inspection, where accessible, no leaks were observed, and the fastenings for the rubbing strake had been laminated over.

The sealant between the hull and deck was observed to have broken down, and it would be beneficial to remove and replace the old sealant to help prevent water ingress.

#### **Recommendations**

**(C) Remove and replace the sealant in the hull and deck join.**

**(C) Replace the missing rubbing strake insert.**

### **2. Interior of Hull & Structural Stiffening**

#### 2.1 The interior of the hull.

Due to the vessel's layout and design, some areas are restricted to access, and it cannot be determined whether there are any issues or defects in these spaces. The accessible regions were hammer-sounded, with no audible defects detected. Any areas noted on the outside of the hull with crazing or gel damage were inspected, or as close to the position on the inside as possible, with no issues found. These areas were examined using NDT for signs of delamination; no structural damage was evident.

The bow thruster tunnel had been installed and was found to be bonded in using CSM, with no leaks in this area.

#### 2.2 Structural stiffening

The bulkheads in the hull structural stiffening and bulkheads were inspected where accessible, and no damage or issues were found. The bulkheads in the engine bay and the chain locker were found securely fixed and sturdy, with no movement.

The forward berth lockers, saloon lockers, soleboards and tank space beneath the cockpit were opened up to inspect the structural stiffening. All areas inspected were in satisfactory condition with no damage or delamination. The athwart and longitudinal structural stiffening was encapsulated, and so the materials used are unknown.

#### **Recommendations**

**None**

### **3. Decks, Bathing platforms and Coachroof mouldings**

#### 3.1 The Decks

The deck was made of white gelcoat and was in serviceable condition, though faded. The non-slip surface was adequate along the gunwales. When walking on the deck, it was firm underfoot with no movement or deformation. When acoustically tested, the results returned were favourable, and no delamination or voids were audibly detected.

The areas around cleats and other load-bearing equipment were free of crazing. New imitation teak had been laid on the aft deck. There was damage seen on the bow at the pulpit, which should be repaired to prevent moisture ingress into the laminate. The foredeck had some bathing pads in place, and these were not removed because the fixings were seized, and the deck beneath could not be checked. The swabs were waterlogged and green with organic growth. It would be advisable to remove these and inspect the gelcoat beneath them periodically. High moisture readings were found around the fixings.

#### 3.2 The coachroof

The vessel was of an open-cockpit, foredeck design.

3.3 The aft deck had been covered in artificial teak, which was newly laid and in good condition.

3.4 The bathing platform was bolted on through the transom and supported by 3 stainless steel struts. There was gelcoat damage in several areas, exposing the laminate to water. The centre strut was seen to have moved, and on closer inspection, it was found to be shaken vigorously and observed to be moving at the fixings. Some pitting was also seen. A cable was found coiled around the centre strut, believed to be live, and stray corrosion is evident on the struts. The bathing platform did not move when shaken. The fixings should be removed and replaced, as worn screws could cause the strut to move, wear away the gelcoat, and expose the transom wood.

#### **Recommendations:**

- (A) Remove the bathing platform strut and fixings for further inspection, replace or repair where required.**
- (B) Periodic removal of the bathing upholstery on the foredeck to inspect and clean the area and fixings.**
- (C) Repair gelcoat damage on the bathing platform to prevent moisture ingress into the laminate.**

<b>Deck and Coachroof</b>	<b>10-70</b>
<b>Hull above the waterline</b>	<b>10-40</b>

<b>Hull below the waterline.</b>	<b>40-90</b>

#### **4. Cabin, cockpit & Covers**

##### 4.1 The cabin.

The cabin and interior were found to be in serviceable condition, with all upholstery in place. The upholstery was dry, and it had been raining overnight; the interior was dry as well. The vessel's interior was mainly of GRP mouldings with wooden trim and was in serviceable condition. The upholstery in the cockpit area and the lower saloon was found to be in serviceable condition and well maintained. The white carpets were in serviceable condition with no stains or water damage.

##### 4.2 Cockpit and sundecks

The cockpit was white GRP construction with teak overlay, and this was seen to be in serviceable condition. The cockpit and helm station were clean and well-kept, with a bench seat at the helm and bench seating with beige upholstery that showed some wear and is reported to need repair or replacement, which is reportedly planned. The teak was bonded to the deck and not screwed.

##### 4. The covers

The vessel had blue covers, all in place and in serviceable condition, with clear windows and zips that opened and closed to their full extent, with no issues found.

#### **Recommendations:**

**(B) Replacing the upholstery will improve the aesthetics of the seating area and maintain a higher market value on the vessel.**

#### **5. Rudders & Steering**

##### 5.1 Rudders

The vessel did not have rudders.

##### 5.2 The steering.

The hydraulic steering turned freely at the helm with no binding, and the drives were connected by a link bar at the tillers. The power-assisted steering was not checked because the vessel was ashore, and the engines could not be started to run the pump. The power steering belt was found to be very loose and should be tightened before use. The oils were seen to be at acceptable levels. The steering actuator and link bars were secure and in serviceable condition.

### 5.3 Bow thruster

A 12V bow thruster was fitted and briefly checked to ensure it was working. The anode was in serviceable condition. The bow thruster was situated beneath the bed in the forward berth. Personal possessions hindered a complete inspection of the area, but what was visible was in serviceable condition, and no leaks or signs of historical leaks were found.

#### **Recommendations:**

**(A) Tighten the power-assisted steering belt.**

**(B) Periodic inspection of the hydraulic and steering fluids should be carried out to ensure the levels are always correct.**

## **6. Propellers & Stern Gear**

6.1 The propellers were not in place at the time of the survey and could not be inspected.

### 6.2 Drives

The Volvo DP drives were in serviceable condition, with play in the bushes and pins upon inspection. Play was observed in the drive pins and bushes, and was reported to Mr Bunday. A Marine engineer had already checked the play and reported that it was within an acceptable range. The bellows were inspected and found pliable and serviceable. The manufacturer recommends changing the bellows every 2 years or 200 hours, whichever is sooner. The drive oils could not be checked because they were empty in preparation for their annual service. The drives were both trimmed up and down, with an issue found on the starboard drive. The Drive oils had been drained, and the anodes and propellers removed. The drives were booked with a marine engineer for servicing. The Bellows were reported to have been changed in 2025.

### 6.3 Trim Tabs

The hydraulic trim tabs were stainless steel and in serviceable condition. These were both lifted and lowered from the helm, and the ram was moved to its full extent without issues or seal leaks.

#### **Recommendations:**

**(B) Replace all drive bellows and clips at the manufacturer's recommended intervals.**

**(B) Monitor and check drive play on the next haul out, and it may be advisable to budget for bushes to be replaced and the transom kits being serviced.**

## **7. Cathodic Protection**

7.1 The drive anodes were spent and will need replacing. No hull anodes were fitted at the time of the survey.

### 7.2 Bonding

Continuity between both propshafts was checked with a multimeter, and low resistance was measured, which is acceptable.

### 7.3 Galvanic isolator

A plug-in galvanic isolator is used when the vessel is on her home berth.

### Recommendations:

**(B) Replace all anodes.**

### **8. Skin Fittings and other through-Hull Apertures**

No.	Use	Location	Condition and comments.
1	Port engine	Transom	Transom shield kit in serviceable condition
2	Stbd engine	Transom	Transom shield kit in serviceable condition
3	Heads sink out	Stbd fwd	Stainless steel in serviceable condition
4	Heads out	Stbd mid	Seized open, must be replaced.
5	Bilge pump	Transom	Stainless steel in serviceable condition.
6	Galley sink out	Port Mid	Stainless steel in serviceable condition
7	Bow thruster	Bow	GRP installation was inspected internally and externally with no issues found.
8	Shower pump out	Stbd mid	Stainless steel in serviceable condition.
9	Depth sounder	keel	Plastic in serviceable condition.
10	Sink out	Port mid	Stainless steel in serviceable condition
11	Log wheel	Keel	Plastic in serviceable condition with a bung
12	Heads in	Stbd mid	Very stiff and should be replaced with the heads out.

As stated in the Limitations section of this report, the vessel's internal layout did not allow for full access to all skin fittings.

All ball valves were found in good condition, opened and closed to their full extent with no issues, and all had two hose clips.

### **Recommendations**

**(A) Replace heads in and out seacocks and skin fittings.**

**(B) Skin fittings, also known as seacocks, should be replaced every 5-10 years, especially if they are made of brass or DZR (Dezincification-resistant brass). Industry practice suggests inspection or replacement every 5–10 years, depending on condition. If you notice any corrosion, leaks, or a pinkish colour, it's time to replace them**

**The age of the Skin fittings is unknown, and without removal and inspection, the condition of the fittings and valves cannot be verified.**

### **9. Access to the vessel**

Access to the vessel was via the stern bathing platform and a fixed boarding ladder, which was found to be secure and in serviceable condition. Access to the central accommodation was via a lockable sliding door in serviceable condition, which opened and closed without sticking or binding. Access to the saloon area was via moulded steps in serviceable condition.

### **Recommendations**

**None.**

### **10. Windows, Ports and Hatches**

10.1 The windows had stainless steel frames and were seen to all be in good condition with no damaged panes. The glass panels were not double-glazed. All windows and ports were checked to open and close to their full range and seal correctly.

All windows and ports were checked for any signs of leaks on the interior trim and panels, but none were seen. No signs of historical leaks were found around portholes.

10.2 There were two hatches in the saloon areas, and these were in serviceable condition; they were checked to sit on their seals. No signs of leaks were seen at the time of the survey. The Perspex in the hatches had minor UV crazing and should be monitored for any further degradation or leaks.

### **Recommendations:**

**(C) Regular cleaning of portlight seals will help prolong the life of the seals and prevent leaks.**

### **11. Pushpit, Pulpit rails, Grabrails and all Deck Equipment**

11.1 A pulpit rail was fitted at the bow and was seen to be in serviceable condition, and the fixings were checked and were secure when the rails were shaken.

11.2 No pushpit was fitted on this vessel.

11.3 The Stanchions were all securely fixed to the deck.

11.4 No davits were installed.

11.5 The Cleats were seen to be securely fitted and in serviceable condition. Midship cleats were bolted through the deck and fixed securely. The fairleads and anchor lead were found secure, and internal inspection revealed no signs of leaks.

**Recommendations**

**None.**

**12. Mooring Arrangements**

12.1 There were minimal mooring lines present at the time of the survey. The vessel was equipped with a 10kg Delta anchor and a galvanised chain of unknown length.

The anchor size appears appropriate for a vessel of this type and displacement. The chain was in serviceable condition, where inspection was possible.

The Anchor roller was found in poor condition and should be replaced.

12.2 A Lewmar electric winch was installed on the bow, and this was tested and working from the helm position, both lowering and raising. During the initial test, the winch ran away and would not stop; it was stopped only by cutting the power. The winch was tried again, and the relay was heard cutting in, but no movement occurred. It became apparent that the resettable fuse had tripped. After being reset, this happened again, but did not on the 3rd attempt. Subsequent attempts showed no issues; this may have been caused by the equipment not being used for some time. It should be monitored, and if it occurs again, a marine electrician or a competent person should be engaged to investigate the fault further. The fault occurred when using the deck buttons and the helm buttons.

**Recommendations:**

**(B) Monitor the winch, and should the winch fail to stop again, then a marine electrician or competent person should investigate the fault.**

**(A) Replace the anchor roller**

**(B) Periodically check the anchor chain and that the bitted end is attached to the hull, ideally by a weak link that can be cut in an emergency.**

**13. Navigation equipment, lights and horn**

Name of Equipment	Brand and model	Working/ Not Working
Steaming Light		Not seen working
Port Light		Working
Starboard Light		Working

Stern Light		Not fitted
Anchor Light		Not Seen Working.
Tunnel/ Search Light		None
Horn		Not Working
Auto helm	Not in use	
Chart plotter	Simrad	Powered up and working
Radar		Not in use
VHF	ICOM commandmic	Working
Depth sounder		Not working
Speed log		Not in use
Courtesy light		Not checked.

**The navigation light lenses were in serviceable condition.**

**Recommendations**

**(B) Should any voyages be intended at night or on tidal waters, then appropriate lights and equipment should be installed on board and be working in accordance with the COLREGS.**

**14. Bilge Pumping Arrangements**

An electric bilge pump was observed and tested as working in the engine bilge and the saloon bilge.

**Recommendations:**

**(C) Periodic checking of the bilge pumps to ensure they are working should be carried out.**

**15. Fire Fighting and Emergency Equipment**

Location	Type	size	Man. date	Serviced Y/N	Gauge reading
Helm	Dry powder	1 kg	Unknown	No	
Fwd cabin	Not seen				

Galley	Fire Blanket	1m x 1m			
CO/Mo alarm	Fire Angel		Lounge and galley	working	
Galley	Dry Powder	1kg		No	Red
Engine bay	Clean agent	2.2kg auto	Unknown	no	red

The fire extinguishers were in place and of varying unknown ages. Many of them were discharged, and it must be assumed that all extinguishers are over 5 years old and unusable. The engine bay extinguishers were spent and showed empty on the gauge.

It is recommended that fire extinguishers be replaced every 10 years, and dry powder extinguishers should be regularly turned over to prevent the contents from compacting. Fire extinguishers should be tested and recharged every 5 years.

More guidance.

<https://www.bafe.org.uk/bafe-fire-safety-guidance/faqs/how-often-should-i-be-servicing-my-fire-extinguishers>

Recommendations:

(B) Replace all fire extinguishers.

(C) Regular checks of firefighting equipment should be carried out to ensure it is in good working condition

### 16. Engine Installation

Port	Starboard
Engine numbers	Engine numbers
Hours: not seen	Hours: not seen
Drive details	Drive details

16.1 The vessel was fitted with twin Volvo Penta AD41 P-A engines that were seen to be in a very well-maintained condition, with some oil leaks seen and all paint in good condition where inspected. Oil was observed around the crank pulleys; it should be cleaned off, and the engine should be monitored to identify the location of the oil leaks. The bilges were clean.



16.2 Engine oils were checked by the dipstick, and both were found to be slightly above the full marks. The engines reported to have been recently serviced, and filters were in serviceable condition.

16.3 The control cables were seen to be in serviceable condition and checked to be freely moving with no binding for throttle movement only, as the engines could not be started.

16.4 The engine mounts were checked by trying to rock the engine with no issues found. The studs were cleaned off, checked for tightness, and hammer-tested with no problems found.

16.5 No Bilge blowers were installed.

16.6 The alternators could only be checked visually as the engine could not run, but was seen to be in serviceable condition.

16.7 The exhaust gases exit through the transom via the Volvo Penta DP transom shield. The engine bay was visually inspected, with no signs of exhaust or water leaks from the transom shield kit. It is unknown when the bellows were last changed, and Volvo Penta recommends changing them every 2 years.

16.8 Belts and coolants

The belts and hoses/clamps were in serviceable condition, but the power-assisted steering belt was loose. The hoses were in serviceable condition.

The coolant header tanks were inspected on both engines, and the coolant level on the Port engine was very low. Further investigation is needed to ascertain the cause of the leaks, which will be done while the engine is running. The starboard engine coolant was at an acceptable level and in serviceable condition. The coolant used was green, in line with the manufacturer's specifications.

16.9 The bilges were seen to be clean and well-kept with minimal signs of oil leaks.

The engine installation was to factory standard.

The engine could not be started because the vessel was ashore, but it reportedly operated without issue when the vessel was afloat.

#### **Recommendations:**

**(A) Always have oil levels between the low and high marks as per the manufacturer's specifications.**

**(B) Further investigation is required into the low coolant level found on the port engine.**

**(B) Check all hose clips for any that may need tightening, as this could be a cause of coolant loss.**

**(B) Change the exhaust and drive bellows in accordance with the manufacturer's recommendations and service intervals.**

## **17. Fuel System**

17.1 The stainless steel fuel tank was built in with restricted access; therefore, a full inspection was not possible, and the complete condition of the tank is not confirmed. Filler pipes were inspected and found to be secure; where possible, the surrounding areas were checked for fuel leaks, and none were found. It was also noted that no smell of Diesel was present in the bilge or inside the boat.

17.2 The fuel lines were in solid pipe from the tank to the engine and were securely fixed where inspected. The fuel shut-offs were positioned at the tanks, and the valves were opened and closed to their full extent and moved freely. The engine also had some SAE J1527 standard fuel hose installed in serviceable condition, and the clamps were in place where needed.

17.3 Fuel Filters and housings were seen to be in serviceable condition, but it is unknown when they were last cleaned. The pre-filter/water separators were Racor type, with solid-fuel lines and fittings in good condition.

17.4 The diesel heater was fed a black hose that was of ISO7840 standard, which was securely fixed where seen, and the diesel fuel tank could not be fully inspected due to the location of the installation. Still, no diesel was seen in the bilge, and there was no smell of diesel throughout the boat. Further investigation showed that part of the diesel heating fuel system lacked an ISO-rated fuel line, and it is recommended that an ISO 7840 fuel hose be used on the diesel heater.

The fuel pump for the diesel heating unit was securely fixed to the bulkhead.

17.5 The emergency fuel shut-off valves were situated on top of the fuel tank and were opened and shut to their full extent. The fuel system installation was found to be to factory standard and in serviceable condition. No service records were found at the time of the survey, and therefore, the age of the components cannot be verified.

## **Recommendations**

**(A) It is recommended that an ISO 7840 fuel hose be used to feed the diesel heater, and the current fuel hose should be changed.**

**(C) Maintain service records onboard and carry out maintenance as per the manufacturer's specifications.**

## **18. General Accommodation**

### **18.1 layout**

The layout and general accommodation arrangement of the vessel were as follows, from bow to stern:

- Foredeck, with anchor and bow cleats.
- Forward cabin
- Saloon area with table seating and storage
- Toilet/ shower on the port side.
- Galley on the port side
- Electrical panel on the starboard side
- Central bedroom/ berth
- Steps up to the helm
- Seating and lounge areas with fridges and storage
- Sundeck with garage
- Engine bay beneath the aft cockpit hatch
- Bathing platform

The accommodation was seen to be in a serviceable condition.

All seating and upholstery were in serviceable condition.

Berths and the lounge area were carpeted, and this was in serviceable condition. The upholstery and access hatches were moved where possible to provide access to bilge areas, and the boards and panels beneath were solid, with no rot observed during inspection.

Floor Hatches and panels were in serviceable condition for access to the engine bay and the bilge beneath the lounge.

Some water was found beneath the bed in the aft berth; it should be dried to prevent mould and water damage to the upholstery and linings.

### **Recommendations**

**(B) Remove the water from beneath the aft bed and monitor to ascertain where the water is coming in from.**

## **19. Gas Installation**

A full gas installation inspection can only be carried out by a suitably qualified gas operative registered with Gas Safe. Please note that this survey is not a gas safety certificate.

This is only obtainable in the UK after comprehensive pressure testing and assessment by a qualified person listed on the Gas Safe Register [www.gassaferegister.co.uk](http://www.gassaferegister.co.uk)

Note: The following is a visual inspection only; however, any serious safety deficiencies will be noted. The system was not physically tested during the survey.

19.1 A self-draining gas locker was situated on the Starboard side of the cockpit under a bench seat and in serviceable condition.

19.2 There was a 4.5kg propane bottle that was in serviceable condition, and a type R29B gas regulator was also in serviceable condition. The orange gas hose was in serviceable condition, but was over 5 years old and should be replaced. The gas regulator was in serviceable condition, but its age is unknown. A bubble tester was in place, but it was not checked to see if it was working.

19.3 Shut off valves.

The gas shut-off valve was opened and closed to its full extent without issue.

19.4 The gas oven

A 2-ring gas hob was installed on the vessel and was in serviceable condition.

19.5 No gas alarm was seen on board.

Gas alarm	Location	Brand	Tested Y/N	Not seen	
Not seen					

**Recommendations:**

**(B) Replace gas hose and regulator.**

**Guidance:**

**Gas hose pipes, especially those made to current safety standards, typically expire after about five years. The expiry date is printed directly on the hose body, so check it to know when to replace it. It is recommended to replace the hose every five years for safety reasons.**

**A propane or butane regulator does not have a single "expiry date," but it should be replaced every 5 to 10 years from the date of manufacture.**

**20. Freshwater and Sanitation**

**20.1 Freshwater tank**

The Freshwater tank was plastic and in serviceable condition. Due to the tank's position, a full inspection was not possible; however, the areas inspected were free of defects, and hoses and connections were in satisfactory condition.

There was no sign of historical leakage around the tank at the time of the survey.

### 20.2 Hot water supply

The hot water supply is via a calorifier fed by the engine coolant. This was securely fixed down with pipework and valves, in serviceable condition.

A 230V immersion element was observed to be fitted to this unit at the time of the survey.

### 20.3 Heads and showers

The toilet was a Jabsco manual flush unit. This was observed to be freely moving but could not be checked because the vessel was ashore. All hoses were white sanitary hoses in serviceable condition, as were any hose clips.

The shower unit was in serviceable condition, and the shower pump was controlled by a float switch in the shower cassette sump, which was observed to be working.

### 20.4 Fresh water pumps

The freshwater pump was a Jabsco Par-Max 2.9 and was seen to be working and in serviceable condition. This was mounted beneath the aft bed.

### 20.5 Sewage tanks

No Black water tanks fitted.

### 20.6 Grey water tanks and outlets

No greywater tanks were observed during the survey. A shower cassette unit was installed to pump out shower water, and it was found to be working during testing.

## **Recommendations**

**(B) Monitor the freshwater pump beneath the aft bed for any leaks.**

## **21. Electrical Installation**

### 21.1) 240V AC and shore power.

The 240V AC system was in use at the time of the survey via shore power. The sockets were switch-tested, and all were working with no faults found.

The 240V AC circuits were protected by breakers on a factory-made, installed board that was in serviceable condition.

### 21.2) Generator and Inverters.

No Generators were fitted. A 4000W inverter was installed on the vessel, situated beneath the fuel tank in the cockpit floor. The inverter was not securely fastened, and this should be addressed, as movement could cause fatigue in the copper cables.

### 21.3) 12v DC systems.

The 12V systems were powered by batteries checked with a multimeter, which showed charging at 13.45V and holding 12.30V at rest.

3x 105Ah/750 cca marine batteries were securely placed in a sealed battery box in the engine bay and were in serviceable condition when checked with a multimeter and battery tester.

Breakers and switches were factory-installed, with a main panel mounted in the saloon area. Wiring/connections were generally satisfactory; some additional lighting connections had been made, and WAGO plugs were used. These are not suitable in a marine environment and may allow water or moisture into the copper. The connections would benefit from being sealed to prolong the equipment's life.

The vessel had underwater lights fitted that were found broken and full of water. The cabling may be live and could be causing stray-current corrosion.

#### 21.4) Lighting

The internal lighting was switch-tested and found to be working.

#### **Recommendations:**

**(A) Permanently fixed the inverter in place.**

**(A) Remove all redundant underwater lights and wiring.**

**(C) The equipment would benefit from replacing Wago connections with sealed connections.**

**(C) It would be beneficial to have the helm switches labelled.**

### **22. Heating, Ventilation & Refrigeration**

#### 22.1 Heating

An Erbespacher diesel heater was installed to an acceptable standard with solid pipework and a lagged exhaust. The fuel pump was fixed in place. This was seen powering up when switch- testing. The installation was hidden behind storage, and full inspection was not possible. It was observed that the fuel hose did not meet ISO 7840 standards, and there was some brown discolouration on the lagged exhaust pipe. As the unit should have a new fuel hose, inspect the unit and the exhaust while access is possible.

#### 22.2 Refrigeration

An Isotherm refrigerator was seen working during the survey.

#### 22.3 Ventilation

The ventilation was adequate for the vessel.

### **23. Additional Safety Items**

No safety equipment was inspected during the survey.

The BSS (Boat Safety Scheme), the RYA, or the RNLI can advise on appropriate safety equipment. Recommend checking the websites below and adding additional equipment as applicable.

- The Royal National Lifeboat Institute - [www.rnli.org.uk](http://www.rnli.org.uk)
- The Boat Safety Scheme - [www.boatsafetyscheme.org](http://www.boatsafetyscheme.org)
- The Royal Yachting Association - [www.rya.org.uk](http://www.rya.org.uk)

<b>24. Additional inventory items and onboard services</b>		
Name of item	Tested Y/N	Working Y/N
TV	Yes	Yes
Microwave	No	
Stereo	Yes	yes
Tender winch		N/A

#### **Reports from a running trial**

**No sea trial was undertaken. Performance, engine load behaviour, vibration, steering response, and watertight integrity underway could therefore not be assessed.**

#### **Summary**

'Addiction' was surveyed on the hard standing at Port Solent Marina, Portsmouth, Hampshire.

The vessel was seen ashore and in a condition indicating it is regularly used and requires external maintenance and cleaning to achieve a higher standard of comfort and safety. There was no vessel paperwork onboard for review, so the report is based solely on what was observed on the day.

The vessel was internally and externally inspected where accessible, and, with the recommendations given in this report carried out, it is suitable for its intended purpose. Internally.

The vessel was found to be well-maintained and was out of the water for cosmetic and yearly service work. The main highlighted points that should be addressed are

- Bathing platform struts
- Failed underwater lighting
- Broken transducer cables
- Seized sea cocks.

And all of these should be addressed before launch.

It is recommended that a marine engineer inspect the drives.



All recommendations in this report are intended to improve safety and reliability and raise the vessel to a higher standard.

Addiction is a spacious vessel built to a high standard with comfort and performance in mind. When the recommendations have been actioned, it will give many years of comfortable coastal cruising and overnight accommodation.

All recommendations that have been graded as 'A' should be rectified before use.  
All recommendations that have been graded as 'B' should be rectified within 3 months unless otherwise stated, such as monitoring or at the next haul out.

The equipment and fittings detailed in this report were on board at the time of the survey or were advised as stated; however, this report is not a comprehensive inventory of all items fitted on board.

This report represents the surveyor's opinion based on conditions found on the day of inspection.

The liability of the surveyor and GPV Marine Services and Surveys arising from this report shall not exceed the fee paid for the survey, and Liability shall cease 1 year from the day of the survey. No responsibility is accepted for consequential losses.

**Paul Hastings**  
**08th March 2026**

**Photos**



***Bathing platform strut fixings with pitting and a cable wrapped around it.***



***Port engine coolant***



**GPV Marine**  
Services and Surveys



***Underwater light with water in the lens***



***Bathing platform gelcoat damage***



GPV Marine AYDSA

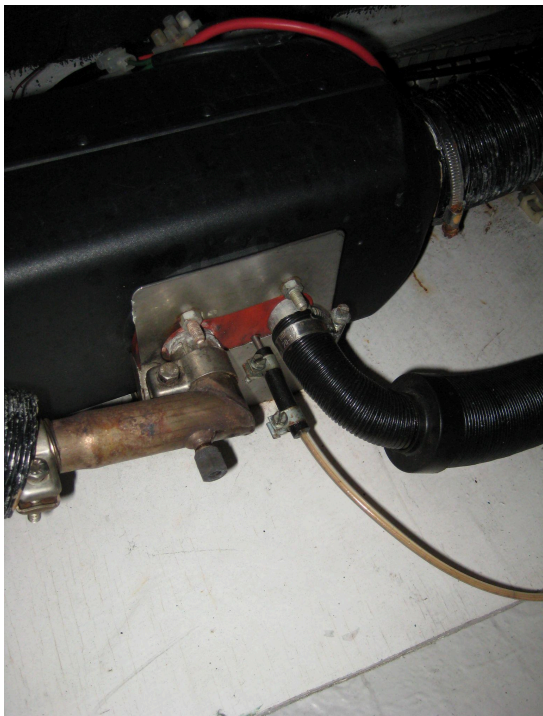


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***Fire extinguishers***



***Diesel heater fuel hose.***



**Inverter.**