INTERFACE MARINE · YACHT SURVEYORS & CONSULTANTS

Pre-Purchase Surveys

Full condition surveys of motor yachts and superyachts for buyers, their brokers, lenders and insurers: out of the water, afloat and at sea.

Know what you are buying

An independent view of the yacht's true condition before you commit.

Negotiate on evidence

Findings ranked by importance, ready to take back to the seller.

WHY SURVEY BEFORE YOU BUY

The most important day of the purchase

A yacht can look immaculate and still be hiding expensive problems: tired machinery, moisture in the laminate, corrosion in the structure or an overdue class survey. A pre-purchase survey finds them while you can still negotiate, or walk away.

What a survey gives you

- An independent picture of the yacht's condition, from the keel up
- Defects found and ranked, so you know what matters and what can wait
- Evidence to renegotiate the price, or to ask the seller to put defects right
- An early view of refit and maintenance costs ahead
- The condition report that lenders and insurers usually require

When to call us

As soon as an offer is accepted. Most sale contracts, including the MYBA Memorandum of Agreement widely used for superyachts, give the buyer a fixed period for inspection and sea trials. Haul-out slots, specialists and crew all need booking within that window, so early planning makes the most of it.

Who we act for

We act for the buyer. We have no connection with the seller, the selling broker or the yard, and our findings are reported to you alone.

> Our surveys are thorough by design, and they are rarely the cheapest quote. On a purchase of this size, the detail is what protects you.

SCOPE

What we inspect

Every system on board, inspected and, where possible, run and tested. The scope is agreed with you in advance and tailored to the yacht's size, build and age.

STRUCTURE

Hull, deck and superstructure

Steel, aluminium or composite structure; plating and laminate; bulkheads; teak decks, glazing and windows; through-hull fittings and seacocks.

UNDERWATER

Running gear and appendages

Shafts, propellers, brackets and bearings; rudders and steering; stabilisers; thrusters; anodes and the cathodic protection system.

MACHINERY

Engines and generators

Main engines, gearboxes and generators; fuel, cooling and exhaust systems; engine room condition, maintenance records and running hours.

SYSTEMS

Electrical and services

AC and DC electrical systems, switchboards and batteries; HVAC; fresh, grey and black water; hydraulics; fuel and bilge systems.

SAFETY

Safety and firefighting

Fire detection and fixed firefighting systems; life-saving appliances; bilge alarms; escape routes; gas installations.

ON DECK

Deck equipment and navigation

Anchoring and mooring gear; cranes, davits and platforms; navigation and communications equipment; tenders and toys.

INTERIOR

Accommodation

Guest and crew areas, finishes, joinery and soft furnishings; galley and laundry; signs of leaks or damp.

PAPERWORK

Documents and compliance

Registry, class or code status, survey records, VAT and customs evidence, maintenance history, refit invoices, and safety management records for commercial yachts.

BEYOND A VISUAL INSPECTION

Technical testing

Much of what costs money on a yacht cannot be seen. Our surveys use instruments to look inside structure and machinery, referenced to international standards rather than opinion alone.

Test	What it finds	Reference
Infrared thermography	Hot spots in switchboards, cables and connections; overheating machinery; hidden water in composite structure	ISO 18434-1 (condition monitoring, thermography)
Vibration analysis	Shaft misalignment, worn bearings, propeller imbalance and engine mounting problems	ISO 20816 (machine vibration)
Sound level measurement	Noise in guest and crew areas, and changes that point to machinery faults	ISO 2923 (noise on board vessels)
Moisture readings	Water ingress in GRP laminate and cored decks, often around fittings and windows	Comparative readings against dry reference areas
Ultrasonic thickness measurement	Corrosion and wastage in steel and aluminium plating and structure	Builder's scantlings and classification society practice

Specialists, where needed

For large or complex yachts we can coordinate specialist inspections alongside our survey, such as engine manufacturer surveys, oil analysis, or inspections of stabilisers, cranes and hydraulic platforms by their makers. Their findings are brought together in one report.

Why it matters

A loose connection found by thermography, or worn shaft bearings found by vibration analysis, costs little to fix before purchase and much more after. Finding them gives you a figure to negotiate with.

HOW A FULL SURVEY RUNS

Out of the water, afloat and at sea

A full pre-purchase survey has three parts. Each shows things the others cannot, so we recommend all three for any yacht of this size.

1

Out of the water

The only chance to see the underwater hull. We inspect the hull surface, keel, running gear, rudders, stabilisers, thrusters, through-hulls and anodes, take moisture or thickness readings, and check bearing clearances.

2

Afloat

Every system is inspected with power on: electrical installation, machinery spaces, HVAC, water and fuel systems, safety equipment, deck gear, interior and documents. Thermography is carried out with systems under load.

3

Sea trial

Machinery is run under load at sea. We record speeds, temperatures, pressures and vibration, test steering, stabilisers, thrusters and generators, and check for leaks, smoke and noise.

On the sea trial we check

- Engine performance from idle to full power
- Temperatures and pressures against the maker's limits
- Vibration at the shafts, bearings and engine mounts
- Steering from hard over to hard over
- Stabilisers, thrusters and generators under load
- Machinery spaces for leaks, smoke and abnormal noise

After the sea trial

Machinery spaces are checked again while still hot, when oil and coolant leaks are easiest to see. Any findings that need a closer look, such as a specialist check, are raised with you straight away, while the inspection period is still running.

WORKING WITH US

From accepted offer to report

1

Enquiry

Tell us the yacht, her location and the inspection deadline in the sale contract.

2

Scope & quote

We agree the scope, specialists and timetable, and send a fixed-fee quote and terms.

3

Arrangements

The broker books the haul-out and sea trial; we review the documents in advance.

4

Survey

Out of the water, afloat and at sea, with key findings reported to you as we go.

5

Report

A full written report with ranked findings and photographs, in time for your decision.

What the seller and broker need to arrange

- Haul-out slot and time on the hard
- Sea trial with the captain and engineer on board
- Fuel and water for the trial
- Access to all spaces, hatches and voids
- Shore power and systems available to run
- Builder's specification and drawings
- Registry, class or code certificates
- Maintenance records and running hours
- Refit history and invoices
- Evidence of VAT status
- Previous survey reports
- Inventory, including tenders and toys

WHAT YOU RECEIVE

A report you can act on

The report opens with a summary of the findings that matter most to your decision. The detail follows, system by system, with photographs of everything we found.

Findings, ranked by importance

Category	Meaning	Typical use in negotiation
A · Safety or critical	Affects safety, seaworthiness or compliance; to be put right before the yacht is used	Seller to rectify before completion, or price adjusted
B · Important	Significant defect or overdue work likely to need attention soon	Basis for a price adjustment
C · Maintenance and cosmetic	Routine maintenance, wear and cosmetic items	Budgeting after purchase

Report contents

- Summary of key findings and recommendations
- Instructions, scope and limitations
- Vessel particulars and documents reviewed
- Findings by area: structure, machinery, systems, safety, deck, interior
- Technical test results
- Sea trial record
- Ranked list of findings and recommendations
- Full photographic record

Add a valuation

A pre-purchase survey can include an opinion of Market Value, prepared to the International Valuation Standards. It tells you whether the price reflects the condition we found, and gives your lender the value it needs.

Limits of a survey

Our survey is non-destructive. We do not dismantle machinery or remove fixed linings unless agreed with the seller. The report states clearly what could not be inspected and recommends how to check it.

GET IN TOUCH

Book a pre-purchase survey

Send us the yacht's name and location, the broker's details and your inspection deadline. We will propose a scope and timetable and reply with a fixed-fee quote.

EMAIL
info@interfacemarine.com

TELEPHONE
+33 6 09 17 85 45

WEB
interfacemarine.com

OFFICE
La Galerie du Port, 06600 Antibes, France

YOUR SURVEYOR
Capt. Philip Duffy

Managing Director and Principal Surveyor, Interface Marine · Full Member IIMS (D161) · Associate Member RINA · MCA Master II/2 Unlimited (Yachts) · MCA coding examiner for the UK and Red Ensign Group · Author of the IIMS guide *An Introduction to Surveying Large Yachts*.

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Interface Marine is a division of Duffy Marine Ltd. This booklet is a general guide to our services. Each survey is carried out under written terms of engagement, and its scope and limitations are set out in the report. Sale contract terms, including inspection periods, are a matter between buyer and seller and their advisers.