

Survey Report Review

Independent interpretation of survey findings, ownership exposure and purchasing risk

PREPARED FOR Demonstration Client

VESSEL M/Y Ardent

BUILDER / MODEL Marineridge 54 Explorer

SURVEY DATE 10 June 2026

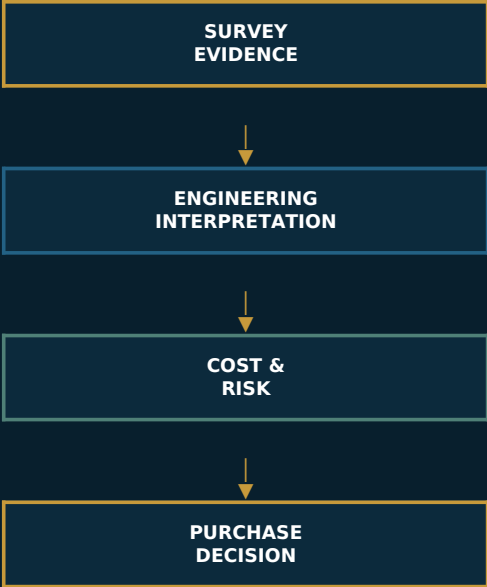
REVIEW DATE 16 June 2026

RECOMMENDATION Proceed with Conditions

Absolute Marine

Commercial thinking for private cruising.

EXAMPLE CLIENT JOURNEY



CLEARLY FICTIONAL
PRACTICALLY REALISTIC

The vessel, builder, client and service history are invented.

EXAMPLE REPORT

Document control and publication notice

This completed Survey Report Review demonstrates the scope, structure and style of an Absolute Marine client report. It is intended to help prospective clients understand the type of interpretation, prioritisation and engineering judgement provided by the service.

FICTIONAL EXAMPLE	The client, vessel, builder, surveyor, maintenance history, findings, costs and cruising plans in this report are entirely fictional. The document must not be used to make decisions about any real vessel or voyage.
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Document field	Entry
Client	Demonstration Client
Vessel	M/Y Ardent
Builder / model	Marineridge 54 Explorer (fictional)
Report date	16 June 2026
Report reference	AM-SRR-EX-01
Version	1.0
Prepared by	Absolute Marine

Report status

Version	Date	Description	Prepared / reviewed by
1.0	16 June 2026	Public fictional example	Absolute Marine

Publication use

This example may be published by Absolute Marine as an illustration of its services. It is not a survey, certificate of seaworthiness, voyage approval or representation that any real vessel possesses the characteristics described.

REPORT STRUCTURE

Contents

The report moves from the engagement basis and decision-level overview into the detailed technical assessment, practical recommendations and final engineering opinion.

Section	Title	Purpose
01	Scope and Methodology	Evidence reviewed, purpose, methodology and limitations
02	Executive Dashboard	Decision-level purchasing and ownership overview
03	Traffic Light Assessment	System-by-system status and required actions
04	Financial Exposure	Immediate, first-year and medium-term cost outlook
05	Top Five Findings	The findings most likely to influence the decision
06	Engineering Interpretation	Reliability, redundancy, maintainability and intended use
07	Risk Assessment	Principal ownership and operational risks
08	Maintenance Assessment	Maintenance baseline and first-year priorities
09	Commercial Assessment	Contract, negotiation and purchasing implications
10	Clarifications Required	Questions for surveyor, seller and specialists
11	12-Month Action Plan	Sequenced remedial and maintenance programme
12	Conclusion	Final Absolute Marine opinion
13	Disclaimer	Scope, limitations, reliance and liability

SECTION 01

Scope and Methodology

This review interprets the information contained within a fictional pre-purchase survey and relates it to the client’s intended ownership and cruising profile. It does not replace the underlying survey or specialist inspections.

Source material reviewed

Material	Reference	Notes
Pre-purchase condition survey	68 pages; dated 10 June 2026	Fictional survey by Harbour Technical Surveys
Survey photographs	126 images	General condition, machinery spaces, deck and systems
Engine and generator records	2022–2026 invoices	Routine servicing recorded; some gaps remain
Broker inventory	Revision dated 28 May 2026	Equipment inventory not independently verified
Client consultation	45-minute video call	Intended Western Europe and Mediterranean cruising

Client objective

The client is considering the purchase of M/Y Ardent for extended seasonal cruising from the English Channel to Portugal and the western Mediterranean. The client expects to operate primarily as a couple, with occasional additional crew, and wishes to understand whether the survey findings represent normal age-related ownership work or indicate disproportionate risk.

Method

- Survey observations were grouped by safety, reliability, operational effect, cost and purchasing significance.
- Findings were considered against the vessel’s age, intended cruising programme and expected level of self-sufficiency.
- Indicative cost ranges are broad planning allowances rather than quotations.
- Where the survey evidence was insufficient, further investigation has been recommended rather than an unsupported conclusion.

Limitations

Absolute Marine has not inspected or operated the vessel. No machinery testing, moisture testing, dismantling, valuation or sea trial has been undertaken. The fictional source survey remains the primary technical evidence for this demonstration report.

CORE PRINCIPLE	The report interprets the survey rather than rewriting it. The principal value lies in explaining what the findings mean for the intended use, what should happen next and how the work may affect the purchasing decision.
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SECTION 02

Executive Dashboard

A concise overview of the vessel, the principal findings and the conditions that should be satisfied before the purchase proceeds.

Vessel overview

Item	Details
Vessel	M/Y Ardent
Type	Long-range semi-displacement motor yacht
Builder / model	Marineridge 54 Explorer (fictional)
Year	2008
Construction	GRP hull and superstructure
Propulsion	Twin 400 hp six-cylinder diesel engines
Engine hours	Port 2,842 / Starboard 2,817
Generator	13.5 kW diesel generator; 1,406 hours
Intended use	Western Europe, Biscay, Portugal and Mediterranean cruising

Overall recommendation

☐ PROCEED	☒ PROCEED WITH CONDITIONS	☐ FURTHER INVESTIGATION	☐ SIGNIFICANT CONCERNS
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Decision factor	Assessment
Underlying ownership proposition	Viable for the intended use, subject to defined pre-purchase conditions and a structured first-year programme.
Primary technical issue	Localised moisture and suspected core degradation around the aft deck crane foundation.
Primary reliability issue	Age-related exhaust, sterngear and fuel-management items require attention before extended offshore use.
Primary financial issue	The vessel carries a meaningful first-year maintenance and remedial burden beyond routine ownership costs.

Key strengths and principal concerns

KEY STRENGTHS - Substantial hull form and practical machinery access - Twin-engine installation with generally coherent service history - Good fuel and water capacity for the proposed programme - Well-equipped navigation and domestic systems	PRINCIPAL CONCERNS - Aft deck laminate requires specialist definition before purchase - Engine exhaust components and shaft seals are approaching renewal - DC battery protection and cable support require correction - Fuel tank condition and contamination resilience remain insufficiently evidenced
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Financial exposure

Timeframe	Estimated cost range	Exposure
Immediate / pre-purchase	£12,000-£22,000	SIGNIFICANT

Timeframe	Estimated cost range	Exposure
First 12 months	£24,000–£39,000	SIGNIFICANT
Five-year planning allowance	£62,000–£95,000	HIGH

Immediate conditions

Priority	Action	Timing
1	Obtain specialist opening-up and repair scope for the aft deck crane foundation.	Before unconditional commitment
2	Obtain quotations for exhaust hose, shaft-seal and associated sterngear work.	Before completion
3	Correct battery-cable support and overcurrent protection; service fixed fire equipment.	Before operational use
4	Confirm fuel tank inspection history and establish a contamination-management plan.	Before extended cruising

ABSOLUTE MARINE OPINION	The survey does not describe a vessel that should automatically be rejected. It does, however, identify one unresolved structural area and a cluster of age-related reliability items that should be defined and costed before the purchase becomes unconditional. Proceeding is reasonable only if the deck repair scope is acceptable, the purchase price recognises the first-year expenditure and the client is comfortable managing a structured remedial programme.
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SECTION 03

Traffic Light Assessment

The status below reflects the practical significance of the survey findings for the client's intended use, not merely whether each system was functioning on the day of inspection.

System	Status	Comment / required action
Hull structure	GREEN	No material hull-shell defect reported; routine monitoring and antifouling work only.
Deck & superstructure	ORANGE	Localised elevated moisture and possible core degradation around aft crane base.
Windows & weathertightness	AMBER	Minor staining below two saloon windows; hose test and rebedding recommended.
Main engines	AMBER	Generally serviceable, but exhaust hoses and mounts require planned attention.
Generator	AMBER	Cooling-water seepage and deferred heat-exchanger service.
Shafts, seals & propellers	ORANGE	Shaft seals are aged; renewal should be combined with sterngear inspection.
Fuel system	AMBER	Tank condition not evidenced and filtration changeover arrangements are limited.
Electrical DC	ORANGE	Battery cable protection, support and labelling require correction.
Electrical AC	GREEN	No significant survey concern; test records should be retained.
Steering	GREEN	Hydraulic steering operated satisfactorily; hoses should be age-monitored.
Bilge & pumping	AMBER	Automatic alarms require functional demonstration and documentation.
Fire safety	ORANGE	Fixed system and several extinguishers are outside stated service periods.
Navigation & communications	AMBER	Primary equipment functional but several displays are approaching obsolescence.
Ground tackle	AMBER	Anchor chain shows measurable corrosion in the working length.
Domestic systems	AMBER	Watermaker service history incomplete; sanitation hoses approaching renewal.

Assessment key

Status	Meaning	Decision implication
GREEN	No significant concern identified.	Routine ownership planning.
AMBER	Manageable issue requiring clarification, monitoring or planned work.	Allow time and budget.

Status	Meaning	Decision implication
ORANGE	Material issue requiring defined action before intended use or purchase completion.	Condition, quotation or specialist input required.
RED	Issue likely to prevent the intended use or make the ownership proposition unacceptable.	Do not proceed without resolution.

SECTION 04

Financial Exposure

The figures below are broad planning allowances prepared from the fictional survey findings. They exclude cosmetic upgrades, fuel, berthing, insurance and ordinary annual running costs.

Cost exposure summary

Workstream	Low allowance	High allowance	Basis
Deck laminate investigation and repair	£5,000	£12,000	Extent unknown until opening-up
Exhaust hoses, shaft seals and sterngear	£4,500	£8,500	Combined haul-out and access
Electrical corrections and battery testing	£1,500	£3,500	Cable protection, supports and testing
Generator cooling and service work	£1,200	£2,500	Heat exchanger and associated hoses
Fire and lifesaving equipment	£1,000	£2,000	Service or replacement as required
Ground tackle and deck hardware	£2,000	£4,500	Chain renewal and local hardware service
Fuel inspection, cleaning and filtration improvements	£2,500	£5,500	Inspection outcome dependent
Contingency on age-related findings	£6,300	£10,500	Approximately 25–30% of defined work

Timing

Period	Expected expenditure	Primary drivers
Before / immediately after completion	£12,000–£22,000	Deck scope, safety servicing, DC corrections and defined machinery work
Remainder of first year	Additional £12,000–£17,000	Fuel resilience, ground tackle, generator and deferred maintenance
Years 2–5	Additional £38,000–£56,000	Navigation renewal, coatings, hoses, domestic systems and planned machinery lifecycle work

COST BASIS

The allowances assume professional labour in the United Kingdom or northern Europe and normal access. Structural opening-up, hidden corrosion, seized fasteners, consequential damage and owner-selected upgrades could materially change the final cost. Obtain written quotations before relying on these figures.

Financial risk factors

- The deck repair has the widest uncertainty because the full extent cannot be defined without opening-up.
- Combining shaft-seal, sterngear and exhaust work during one haul-out may reduce duplicated labour and yard costs.
- Electronic obsolescence is not an immediate defect but is likely to influence medium-term ownership expenditure.
- A meaningful contingency is appropriate during the first year of ownership for a vessel of this age and complexity.

Overall financial exposure

☐ LOW	☐ MODERATE	☒ SIGNIFICANT	☐ HIGH
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SECTION 05

Top Five Findings

These findings are considered most likely to influence safety, reliability, ownership cost, intended use or the purchasing decision.

Finding 1: Aft deck crane foundation — moisture and suspected core degradation

Source reference	Priority	Status
Survey §§4.7–4.9 / photographs 31–38	High	Open — action required

Survey finding

Elevated moisture readings and a dull percussion response were recorded around the deck crane foundation. Local sealant failure and slight compression of the deck surface were also noted. The surveyor recommended further opening-up before load-bearing use of the crane.

Why it matters

The finding may represent a local repair rather than widespread structural deterioration, but the repair scope cannot be responsibly estimated from surface evidence alone. Continued crane use could enlarge the affected area or compromise the fastening arrangement.

Assessment area	Rating	Commentary
Safety impact	ORANGE	Potential failure of a loaded deck fitting.
Reliability impact	ORANGE	Water ingress and progressive core damage may continue.
Operational impact	SIGNIFICANT	Crane should not be relied upon until the foundation is verified.
Financial impact	SIGNIFICANT	Repair cost varies materially with the extent of core replacement.

Recommended action

Make the purchase conditional upon specialist opening-up by an experienced composite contractor, a written repair specification and an acceptable quotation. The crane should remain out of service until the repair is completed and load-tested.

Finding 2: Engine exhaust hoses and shaft-seal lifecycle

Source reference	Priority	Status
Survey §§6.12–6.18 / photographs 67–76	High	Open — action required

Survey finding

Both main-engine exhaust hoses were described as externally aged, with surface checking adjacent to the water-injection elbows. The dripless shaft seals were recorded as more than nine years old, although no active leakage was observed.

Why it matters

Neither item was reported as failed, but both can produce rapid flooding or machinery-space damage if deterioration progresses. Their age and common access requirements make planned replacement more sensible than continued monitoring before extended cruising.

Assessment area	Rating	Commentary
Safety impact	ORANGE	Failure could introduce seawater or exhaust gases into the vessel.
Reliability impact	ORANGE	Age-related failure probability is increasing.
Operational impact	SIGNIFICANT	Extended offshore use should wait until the work is completed.
Financial impact	MODERATE	Work is predictable if combined during one haul-out.

Recommended action

Obtain a combined quotation for replacement of the main exhaust hoses, inspection of water-injection elbows, renewal of both shaft seals and inspection of cutless bearings and shaft alignment during the same haul-out.

Finding 3: Battery installation and DC circuit protection

Source reference	Priority	Status
Survey §§8.3–8.11 / photographs 89–96	High	Open — action required

Survey finding

Several heavy battery cables were inadequately supported, two positive cable runs lacked clearly identified protection close to the battery source and battery-bank labels did not correspond consistently with the distribution diagram.

Why it matters

High-current DC faults can generate substantial heat and are difficult to control once established. The installation may remain functional in normal use while still presenting an avoidable fire and fault-finding risk.

Assessment area	Rating	Commentary
Safety impact	ORANGE	Unprotected conductors increase fire risk.
Reliability impact	AMBER	Poor support and labelling complicate fault recovery.
Operational impact	MODERATE	Correction is straightforward but should precede use.
Financial impact	LOW	Likely limited to electrical labour and protection devices.

Recommended action

Engage a competent marine electrician to verify conductor sizing, install correctly rated source protection, improve cable support, test battery condition and update the DC schematic and labels.

Finding 4: Fuel tank condition and contamination resilience

Source reference	Priority	Status
Survey §§7.1–7.10 / owner records	Medium	Open — action required

Survey finding

The survey did not identify active leakage, but no evidence was available of recent internal tank inspection or fuel cleaning. Each engine is supplied through a single primary filter rather than a serviceable changeover arrangement.

Why it matters

Fuel contamination is a common cause of propulsion interruption after a vessel begins moving in heavier conditions or after long periods of low use. The current arrangement provides limited ability to change a blocked filter without interrupting an engine.

Assessment area	Rating	Commentary
Safety impact	AMBER	Loss of propulsion could become serious in restricted waters.
Reliability impact	ORANGE	Unknown tank condition and single filters reduce resilience.
Operational impact	SIGNIFICANT	Material for Biscay and offshore passage plans.
Financial impact	MODERATE	Inspection, cleaning and filter upgrades are manageable.

Recommended action

Inspect accessible tank bottoms, obtain representative fuel samples, clean the tanks if contamination is found and consider duplex or parallel changeover filtration before the first extended offshore passage.

Finding 5: Fire and lifesaving equipment service status

Source reference	Priority	Status
Survey §§10.2–10.14	High	Open — action required

Survey finding

The engine-room fixed extinguishing system was outside its stated service interval, three portable extinguishers were overdue and the liferaft service certificate had expired two months before the survey.

Why it matters

These are administrative and serviceability findings rather than evidence that the equipment will not function. Nevertheless, expired critical safety equipment is an avoidable risk and may affect insurance or marina requirements.

Assessment area	Rating	Commentary
Safety impact	ORANGE	Emergency equipment readiness is unverified.
Reliability impact	AMBER	Service status and consumable condition are unknown.
Operational impact	SIGNIFICANT	Offshore use should not begin until compliant.
Financial impact	LOW	Predictable servicing or replacement cost.

Recommended action

Service the fixed system, extinguishers and liferaft through approved providers; verify EPIRB registration and battery dates; and record all future expiry dates in a maintenance planner.

SECTION 06

Engineering Interpretation

The survey findings should be considered as a connected ownership picture rather than a list of unrelated defects.

Condition relative to age

M/Y Ardent appears broadly consistent with a professionally built, 18-year-old cruising motor yacht that has received routine servicing but not a recent programme of systematic renewal. The survey does not suggest widespread neglect or fundamental hull failure. It does reveal several lifecycle items reaching the point where planned replacement should replace continued deferral.

Reliability

The propulsion installation provides a reasonable foundation, but reliability for extended cruising depends upon completing the exhaust, shaft-seal, generator-cooling and fuel-management work. None of these findings is individually unusual; the significance arises from their concentration at the start of ownership.

Redundancy and resilience

Area	Current position	Interpretation
Propulsion	Twin engines	Strong basic redundancy, but both share similar age-related exhaust and fuel vulnerabilities.
Electrical charging	Engine alternators, generator and shore charger	Multiple sources exist, although the house-bank arrangement requires verification.
Fuel filtration	Single primary filter per engine	Operational redundancy is limited during contamination or filter blockage.
Steering	Hydraulic primary steering and emergency tiller	Acceptable if emergency deployment is practical and rehearsed.
Navigation	Multiple integrated displays plus portable devices	Functional redundancy exists, but common network and power dependencies remain.

Maintainability

Machinery access is generally better than average for the vessel’s size, which should reduce routine labour and improve the owner’s ability to identify developing problems. The principal maintainability weaknesses are incomplete system labelling, fragmented records and limited documented spares planning.

Suitability for intended use

Current offshore suitability

☐ SUITABLE	☒ SUITABLE WITH CONDITIONS	☐ SIGNIFICANT PREPARATION	☐ NOT RECOMMENDED
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ENGINEERING INTERPRETATION	The vessel has a credible platform for the proposed cruising programme, but the current survey evidence does not support treating it as immediately ready for extended offshore operation. The ownership proposition becomes materially stronger once the deck repair is defined, the age-related machinery work is completed and the fuel/electrical vulnerabilities are addressed.
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SECTION 07

Risk Assessment

The following risks combine likelihood and consequence rather than focusing only on defect severity.

Risk 1: Deck fitting foundation deterioration

Likelihood	Consequence	Score	Rating
3	4	12	SIGNIFICANT

Description

Water ingress around the crane foundation may have caused local core degradation of uncertain extent.

Potential consequences

- Expansion of the repair area
- Loss of confidence in crane loading
- Water migration into adjacent laminate

Recommended mitigation

Complete opening-up and repair before crane use; verify surrounding moisture levels and establish a durable sealing detail.

Risk 2: Seawater ingress through aged exhaust or shaft seals

Likelihood	Consequence	Score	Rating
2	5	10	SIGNIFICANT

Description

Age-related flexible components remain operational but are approaching a stage where failure consequences outweigh the benefit of deferral.

Potential consequences

- Machinery-space flooding
- Exhaust-gas ingress
- Loss of propulsion or unplanned haul-out

Recommended mitigation

Renew the identified components during one controlled haul-out and retain the removed parts for condition review.

Risk 3: Fuel contamination causing propulsion interruption

Likelihood	Consequence	Score	Rating
3	4	12	SIGNIFICANT

Description

Tank condition is insufficiently evidenced and filter changeover capability is limited.

Potential consequences

- Engine shutdown in restricted waters
- Repeated filter blockage
- Extended troubleshooting offshore

Recommended mitigation

Inspect and sample tanks, improve filtration flexibility and carry sufficient filters with a written change procedure.

Risk 4: Electrical fault escalation

Likelihood	Consequence	Score	Rating
2	5	10	SIGNIFICANT

Description

Inadequate source protection and cable support increase the consequence of a high-current DC fault.

Potential consequences

- Cable overheating or fire
- Loss of critical services
- Difficult emergency isolation

Recommended mitigation

Correct the installation before routine use and update the electrical drawings and labels.

Risk 5: First-year maintenance overload

Likelihood	Consequence	Score	Rating
4	3	12	SIGNIFICANT

Description

Multiple manageable items may compete for budget, yard access and owner attention after completion.

Potential consequences

- Deferred safety or reliability work
- Unplanned expenditure
- Reduced confidence and vessel availability

Recommended mitigation

Agree a prioritised 12-month plan, protect a contingency budget and avoid non-essential upgrades until the maintenance baseline is established.

SECTION 08

Maintenance Assessment

The vessel’s first year should be used to establish a documented maintenance baseline rather than simply reacting to individual survey defects.

Current maintenance position

☐ STRONG

☐ ADEQUATE

☒ INCONSISTENT

☐ POOR

Positive indicators

- ✓ Routine engine oil, filters and impellers are evidenced at broadly appropriate intervals.
- ✓ The engine room is accessible and generally orderly.
- ✓ Major equipment manuals are available in digital form.

Weaknesses

- ⚠ Several lifecycle items have been repeatedly monitored rather than renewed.
- ⚠ System drawings and labels do not fully reflect later modifications.
- ⚠ Safety-equipment expiry dates and generator cooling maintenance were not integrated into one planner.

Recommended maintenance baseline

System	Baseline action	Target
Main engines	Full annual service, coolant analysis, belts, hoses and exhaust review	Within 30 days
Generator	Heat-exchanger service, cooling hoses, mounts and load test	Within 30 days
Fuel	Tank sampling, filter inventory and contamination procedure	Within 60 days
Electrical	Battery capacity test, cable correction and schematic update	Before operational use
Steering	Hydraulic-fluid condition, hose inspection and emergency drill	Within 90 days
Safety	Service all dated equipment and create expiry register	Before departure
Hull & deck	Complete crane-base repair and window hose testing	Before exposed cruising

MAINTENANCE STRATEGY	Defer discretionary electronics and cosmetic upgrades until the first-year safety and reliability programme is substantially complete. This prevents visible improvements from displacing less attractive but more important engineering work.
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SECTION 09

Commercial Assessment

The technical findings influence the purchase contract and price negotiation principally through uncertainty, timing and first-year cash requirement.

Contract conditions recommended

Condition	Purpose
Specialist deck opening-up and repair quotation	Defines the only material structural uncertainty before unconditional commitment.
Satisfactory review of engine and generator service records	Confirms whether the apparent maintenance pattern is complete.
Written yard quotation for exhaust and shaft-seal work	Converts a broad allowance into a decision-grade cost.
Confirmation of title, registration, tax status and inventory	Separate legal and transactional due diligence remains essential.

Negotiation considerations

A price adjustment should distinguish between routine age-related ownership costs and defects that should reasonably be resolved or reflected before completion. The deck foundation, overdue safety servicing and non-compliant DC protection are stronger negotiation items than future electronic renewal or cosmetic preference.

Indicative commercial position

Element	Absolute Marine view
Proceed / reject	Proceed with conditions rather than reject.
Price sensitivity	Moderate to significant, depending on the deck repair scope.
Retention or escrow	Reasonable if repair scope is accepted but cannot be completed before closing.
Insurance discussion	Provide survey and repair evidence; confirm any conditions before completion.
Survey validity	The original surveyor should confirm any material repair before reliance is placed upon it.

COMMERCIAL OPINION	The vessel should be evaluated on the total first-year ownership commitment, not only the agreed purchase price. A satisfactory transaction would combine an acceptable deck repair outcome, a price that recognises the defined engineering work and sufficient retained funds to complete the first-year programme without deferral.
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SECTION 10

Clarifications Required

Focused clarification should reduce uncertainty rather than invite unsupported reassurance.

Questions for the surveyor

Ref	Question	Reason
Q1	Did the aft deck percussion response indicate likely core separation beyond the visibly affected area?	Defines specialist opening-up scope.
Q2	Were the shaft seals and exhaust hoses considered serviceable for short delivery use, or should movement be limited?	Clarifies immediate operational restriction.
Q3	Were the fuel tanks internally visible at any point, and were fuel samples taken from the lowest points?	Establishes evidential limits.
Q4	Were bilge high-level alarms and emergency steering demonstrated under test?	Confirms critical-system functionality.
Q5	Did any finding materially affect the surveyor's valuation or insurability view?	Supports the commercial decision.

Specialist input

Specialist	Requested output	Status
Composite repair contractor	Opening-up findings, repair method, cost and timeframe	Required before commitment
Marine engineer / yard	Combined exhaust, shaft-seal and sterngear quotation	Required before completion
Marine electrician	DC protection scope and battery test	Required before use
Fuel-system contractor	Tank inspection, sampling and filtration options	First-year priority

SECTION 11

12-Month Action Plan

The following sequence prioritises safety and reliability before discretionary upgrades.

Overall priority level

☐ ROUTINE	☐ MODERATE ACTION	☒ SIGNIFICANT WORK	☐ IMMEDIATE ATTENTION
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Before purchase becomes unconditional

Action	Owner	Target	Status
Composite opening-up and repair scope	Seller / buyer representative	Before contract condition expires	Not started
Engine, exhaust and sterngear quotation	Buyer	Before completion	Not started
Clarify insurance conditions	Buyer / broker	Before completion	Not started

0–30 days after completion

Action	Priority	Target evidence
Complete agreed deck repair and independent verification	High	Repair invoice, photographs and moisture baseline
Renew exhaust hoses and shaft seals; inspect sterngear	High	Yard report and parts record
Correct DC cable protection and test batteries	High	Electrician test sheet and updated schematic
Service fire equipment, liferaft and distress equipment	High	Current certificates and expiry register
Complete engine and generator baseline services	High	Service record and fluid-analysis results

1–3 months

Action	Priority	Target evidence
Inspect and sample fuel tanks; clean if required	High	Tank report and sample result
Improve primary filtration and carry passage spares	Medium	Installed changeover arrangement and inventory
Renew corroded anchor-chain working length	Medium	Chain certificate / measured replacement
Test bilge alarms and document emergency steering drill	Medium	Completed drill and test record

3–12 months

Action	Priority	Target evidence
Service watermaker and sanitation hoses	Medium	Service record
Develop electronics replacement plan	Low	Phased specification and budget

Action	Priority	Target evidence
Consolidate drawings, manuals and spare-parts register	Medium	Onboard and cloud document set
Complete owner systems familiarisation and fault drills	Medium	Recorded procedures and lessons learned

Budget planning summary

Period	Allowance	Confidence
Pre-purchase / completion	£12,000-£22,000	Low to medium until deck opening-up
First quarter	Additional £8,000-£12,000	Medium
Remainder of first year	Additional £4,000-£7,000	Medium

SECTION 12

Conclusion

The conclusion brings the technical findings back to the client’s proposed use, expected ownership commitment and purchasing decision.

Overall ownership proposition

☐ STRONG	☒ SUITABLE WITH PLANNED INVESTMENT	☐ SIGNIFICANT REMEDIAL WORK	☐ SUBSTANTIAL CONCERNS
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Positive factors

- ✓ Credible long-range platform with practical machinery access.
- ✓ No evidence of widespread hull-shell deterioration in the survey.
- ✓ Twin propulsion and reasonable systems capacity support the intended programme.

Principal concerns

- ⚠ Deck crane foundation requires definition before purchase.
- ⚠ Several age-related reliability items should be completed before extended use.
- ⚠ First-year expenditure is significant and requires protected contingency.

Offshore readiness outlook

☐ SUITABLE	☒ SUITABLE WITH CONDITIONS	☐ SIGNIFICANT PREPARATION	☐ NOT RECOMMENDED
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Financial exposure

☐ LOW	☐ MODERATE	☒ SIGNIFICANT	☐ HIGH
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Final Absolute Marine opinion

FINAL OPINION	Based upon the fictional survey findings reviewed, M/Y Ardent represents a viable purchase for the intended Western European and Mediterranean cruising programme, provided the client proceeds with defined conditions. The aft deck crane foundation should be opened and costed before unconditional commitment. The exhaust, shaft-seal, electrical-protection and safety-service items should then be completed before extended operation. Subject to those conditions and a purchase price that recognises the first-year programme, Absolute Marine would support proceeding rather than rejecting the vessel.
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Report completion

Field	Entry
Prepared by	Absolute Marine
Service	Survey Report Review
Reference	AM-SRR-EX-01
Date	16 June 2026
Status	Fictional public example

SECTION 13

Disclaimer

This wording forms part of the example report and demonstrates the limitations that would accompany a client report.

Purpose

This fictional example illustrates the form and content of an Absolute Marine Survey Report Review. It has not been prepared for a real client or vessel and must not be relied upon for any purchase, maintenance, insurance, legal or operational decision.

Basis of review

A real Survey Report Review is based upon the survey and supporting documentation supplied by the client. Unless separately agreed, Absolute Marine does not inspect the vessel and does not independently verify the surveyor's observations.

Not a marine survey

The service does not constitute a condition survey, pre-purchase survey, valuation, sea trial, machinery survey, legal opinion or insurance advice. The original survey and specialist reports remain the primary technical evidence.

Costs and future condition

Cost ranges are planning allowances, not quotations. No guarantee can be given regarding future condition, reliability, defects, failures or the final cost of work discovered after opening-up.

Client responsibility

The client remains responsible for purchasing, operating, maintaining, insuring and determining the suitability of the vessel. Professional legal, insurance, survey and specialist advice should be obtained where appropriate.

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