

# AMERICAN MARINE INSURANCE

## POWERBOAT SELF SURVEY EVALUATION FORM

### **IMPORTANT – ACTION REQUIRED**

*Our records reflect that a Condition and Value Survey is due for your yacht. A Condition and Value Survey performed by a competent marine surveyor is the best way to determine if there are any defects or problems that could create a safety hazard or lead to a physical loss. We have provided this self-survey form as an alternative to a professional Condition and Value Survey. However, completing this form is not a guarantee that a Condition and Value Survey will not be required if we deem it necessary.*

*This form asks a number of technical questions that require you to inspect your yacht and truthfully report its condition. Please answer all of the questions. Additional comments can be added as an addendum. Photographs of specific areas are required. Details regarding the photographs are outlined at the end of the questionnaire. Additionally, you will need to correct any problems that are identified through your inspection. If for any reason you are unable to complete this self-survey, please contact your agent and they will help you find a local SAMS or NAMS surveyor.*

*Use of this self-survey form does not alter or waive any policy conditions, nor does it change any of the rights and obligations related to the contract of insurance.*

*This document is intended for powerboats only. Use back of pages to explain answers if needed.*

### **GENERAL**

Date of Self-Survey:		Policy Number:	
Your Name:			
Yacht Info: (Year, Make, Model)			
HIN:			
Yacht Storage Location(in season):			
Storage Type:	Wet Slip	Mooring Ball	Lift/Hoist
	Dry Stack	Trailer	

	YES	NO
Has the yacht been involved in any accidents or losses that have not been reported to your agent or insurer?	<input type="checkbox"/>	<input type="checkbox"/>
If yes describe:		
Is the yacht currently being held for sale?	<input type="checkbox"/>	<input type="checkbox"/>

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### VALUE

Purchase Date		Purchase Price		**Current Market Value	
Would you like to lower you hull limit to the current market value now or at your next renewal?					
Please list upgrades done in the last 5 years that may influence value:					

\*\*Current Market value: Please provide us with your opinion of the market value. To help you with this, it is helpful to evaluate yachts that are similar to yours that are currently for sale. Yachtworld.com and BoatTrader.com are two good online resources.

### HULL

*Failure to keep through hull and deck penetrations properly sealed can lead to water ingress causing core material, bulkhead and stringer deterioration as well as other ancillary problems. We strongly recommend you have your yacht checked for excess moisture.*

	YES	NO
Is the hull free from any stress cracks, blistering, loose hardware, leakage or staining?		
Are all through hull fittings and valves clean and operational?		
Are wooden plugs tethered at each thru-hull fitting in case of failure or leakage?		
What was the date of the last haul-out?		
Have any canvases, covers or enclosures been recently replaced? If so, please provide details:		
Please describe all no answers above and the overall condition of hull and list any completed or planned work, repairs, or upgrades to the hull:		

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### BILGE

*Bilge pumps, switches and electrical connections should be tested and frequently monitored to ensure proper performance to evacuate water. Bilge pump failures are often found to be a secondary source of why yachts take on water and sink. If bilge pumps are running excessively the issue must be investigated for the source of water ingress and corrected. It is highly recommended that your yacht be equipped with an audible high water alarm.*

	YES	NO
Is the bilge clean, dry and free of any debris?	<input type="checkbox"/>	<input type="checkbox"/>
Are all bilge pumps and float switches operational?	<input type="checkbox"/>	<input type="checkbox"/>
Are the bilge pumps supplemented with auto-float switches?	<input type="checkbox"/>	<input type="checkbox"/>
Are the bilge pumps hoses pliable without evidence of chafing, cuts or cracking?	<input type="checkbox"/>	<input type="checkbox"/>
Describe the number and locations of bilge pumps:		
Please describe any no answers above and the overall condition of the water evacuation systems. Please also list any completed or planned work, repairs, or upgrades to the water evacuation systems:		

### MACHINERY

*Many problems can occur from improper engine maintenance. One of the more typical issues is failure to properly maintain the cooling system. This will cause the motors to overheat, which may require rebuilding or replacement.*

*Exhaust components including manifolds and risers degrade with time and use. Exhaust failure can lead to water ingress into the motors causing substantial internal damage to engines. Exhaust leaks will also allow carbon monoxide to escape which is dangerous to passengers.*

*Failure to use marine grade components (usually starters & alternators) is very dangerous and may cause explosion/fire. Have your engines checked regularly by an engine expert.*

*Failure to do routine inspections and properly maintain these items can result in water incursion. Check your engine compartment often, especially after every voyage to ensure condition.*

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Engine Make:	Year:	Hours:
Generator Make:	Year:	Hours:
Condition of engine belts and hoses	Circle One: Good Fair Poor	
How often are water pump impellers changed?		
	YES	NO
Are all sea strainers clean and free of debris?		
Are engines, machinery and surrounding area free of oil and fuel residue?		
Do engines run without vibration during normal use?		
Are all components, including starters and alternators marine grade?		
Are all exhaust manifolds/risers free of corrosion?		

<b>Sterndrive Only</b>	
Date the last time sterndrive(s) were removed for maintenance:	
Overall condition of bellows:	Circle One: Good Fair Poor

(Good = like new & flexible; Fair = slightly worn, starting to harden; Poor = brittle and/or dry rotted)

<b>Inboard Only</b>	
Date the last time shaft log packing, rudder packing and cutlass bearings were checked or serviced:	

Please describe all no answers above and the overall condition of engines and list any completed or planned work, repairs, or upgrades:

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### ELECTRICAL

*Make sure that your batteries have sufficient capacity to keep your bilge pumps running at full capacity. \*\*Shore power cables must be replaced if there are any signs of carbon arcing (black across plug face). Failure to replace can lead to fire.*

Number of Batteries:		
Age of the batteries:		
	YES	NO
Are all batteries secured in boxes and terminals covered?		
Are all circuits protected by operational circuit breakers and/or fuses?		
Are all AC electrical outlets in the galley, head(s), engine room or exposed deck protected by a Ground Fault Circuit Interrupter (GFCI)?		
Is the wiring safely bundled and routed throughout the entire yacht?		
Are shower power cable and sockets in good condition and free of carbon arcing?		
Age of shore power cable:		
Please describe all no answers above and the overall condition of electrical systems and list any completed or planned work, repairs, or upgrades:		

### SAFETY

*Propane is the most common fuel used and, while convenient, can be a major risk for fire or explosion if not set up properly. All heating and cooking sources carry their own risks and it is crucial that all are inspected and approved for marine use by a surveyor or other marine professional. Using portable heating sources (space heaters) is a common source of fire and should not be used.*

*Verify that your Smoke and CO detectors are in proper working order. There are many areas such as swim platforms, cabin areas and on deck where CO can accumulate. For more information on Carbon Monoxide visit <http://uscgyachting.org/recreational-yachters/carbon-monoxide.php> [www.uscgyachting.org/safety/carbon\\_monoxide.aspx](http://www.uscgyachting.org/safety/carbon_monoxide.aspx).*

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*We strongly recommend that you also arrange for an annual Yacht Safety Checks. A Yacht Safety Check is a courtesy examination of your yacht to verify the presence and condition of certain Safety Equipment required by State and the Federal regulations. The Yacht Examiner is a trained specialist and is a member of the United States Power Squadrons or the US Coast Guard Auxiliary. They will also make recommendations and discuss certain safety issues that will make you a safer yachter. See [www.safetysal.net](http://www.safetysal.net) for more information and a list of required equipment.*

	YES	NO
Have all systems used for heating or cooking been deemed appropriate for marine use by a professional surveyor or other marine professional?	<input type="checkbox"/>	<input type="checkbox"/>
Does your yacht have a coal/wood burning fireplace or potbelly stove?	<input type="checkbox"/>	<input type="checkbox"/>
Do you have a working CO Detector onboard?	<input type="checkbox"/>	<input type="checkbox"/>
Do you have a working Smoke Detector onboard?	<input type="checkbox"/>	<input type="checkbox"/>
Date when fire extinguishers last inspected:		
Please describe your yacht's fire suppression system:		
Describe any other safety equipment you have onboard:		

### IMPORTANT INFORMATION REQUIRED

The self-survey cannot be approved unless all required documents are provided.

### PHOTOGRAPHS

The following digital photographs must accompany this report. Please turn on the flash for all interior photos:

Yacht	Special Parts
Overall-Exterior	Engine(s) and Generator
Inside cabin	Batteries
Main helm station	Bilge pumps
Galley	Shore power cord – male and female

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### DOCUMENTS

The following must be provided if applicable to your yacht:

- § If yacht has a **Sterndrive**, please provide service invoices for the last time the bellows were serviced, inspected, or replaced. If the bellows have not been inspected or serviced in the last **3 years**, an inspection must be completed at this time and service invoices provided.
- § If a prior professional survey has been performed, please attach a copy to this report.
- § Provide invoices for all major upgrades (not routine maintenance or repairs) that you would like us to consider as a part of our valuation.

I attest that to the best of my knowledge and ability that the information provided is true and correct. I attest that I have read and understood the technical aspect of this request, examined the components and provided an accurate answer. I acknowledge that it is my responsibility to be aware of all safety equipment required by State and Federal law and to be in compliance with those laws and regulations. I understand the best way to make sure I am in compliance is to have USCG safety checks. This document is limited and is intended to be an alternative to a full Condition and Value survey. I realize the best way to ensure that my yacht is fit for its intended purpose/usage is to hire a professional marine surveyor to assess the condition.

Insured \_\_\_\_\_ Date \_\_\_\_\_

Insured \_\_\_\_\_ Date \_\_\_\_\_

Please return this document, photographs and any other required documents to your agent.