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## INSURANCE, CONDITION & VALUE MARINE SURVEY

### Work Order

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Please complete, sign, and return this form to confirm your desire to schedule the survey.

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Insurance Condition & Value (C&V) Surveys focus primarily on the vessel's structural integrity, safety-related systems, and overall risk profile as it pertains to insurability. These inspections are typically requested by the vessel owner's insurance company to determine whether the vessel is an acceptable risk for its intended use. For older vessels or when obtaining a new policy, many underwriters require that the vessel be hauled for an out-of-water inspection — clients should confirm these requirements directly with their insurance provider in advance.

Unless otherwise arranged, Insurance C&V surveys are conducted with the vessel in its slip or on its trailer and do not include an out-of-water inspection or sea trial. A bottom inspection and/or water trial will only be performed if specifically requested by the client or required by the insurance company. Additional fees will apply for these services and for any required follow-up visits.

This survey is intended to satisfy the insurance company's request for documentation of the vessel's condition and value. In most cases, the completed report is also suitable for use by financial institutions for financing or refinancing purposes.

Clients are responsible for ensuring all vessel systems are commissioned, accessible, and in proper working order prior to the survey inspection. The quoted fee for an Insurance C&V survey includes one visit to the vessel; additional visits due to inaccessibility, system inactivity, incomplete commissioning, or insurance company requirements will incur standard hourly charges. Any related expenses — such as highway tolls, parking fees, or travel-related costs — will be billed to the client at cost with no markup.

***Payment by cash, check or credit card may accompany this contract or be tendered at the survey inspection. A service fee will be applied for credit card transactions.***

Requested Survey Date: \_\_\_\_\_

Name: [Person Contracting the Survey]: \_\_\_\_\_

Address: \_\_\_\_\_ City: \_\_\_\_\_

State: \_\_\_\_\_ Zip Code: \_\_\_\_\_ Telephone: \_\_\_\_\_

E-mail address: \_\_\_\_\_ Name of Vessel: \_\_\_\_\_

Make/Model/Year: \_\_\_\_\_ DOC # or State Reg: \_\_\_\_\_

Vessel Power/Make/Model/HP/Quantity: \_\_\_\_\_

Generator – Make/Model/HP/KW: \_\_\_\_\_

Location of Vessel Marina / Slip #: \_\_\_\_\_

Marina Contact Person if applicable: \_\_\_\_\_

HIN #: \_\_\_\_\_ Insured Value: \_\_\_\_\_



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Quoted Survey Price: \$ \_\_\_\_\_

**Additional Services Requested -Oil Analysis \$125/sample:**

- Oil Analysis Engine(s)
- Oil Analysis Transmission/Sterndrive
- Oil Analysis Generator

*MC & Visa accepted; a 3.8% square processing service charge will be applied to credit card payments.*  
*Venmo payments accepted; a 2% Venmo imposed service charge will be applied to Venmo transfers.*  
*Charges will apply for requested follow-up visits or short- notice / no-notice reschedules.*

**Customer:**

X \_\_\_\_\_

*Signature*

*Date*

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I understand that this survey report does not constitute a guarantee or warranty of the subject vessel. It is an outline of the apparent condition, a list of noted recommendations, and an opinion of the Fair Market Value on the day of the survey. I have read the terms and conditions on page 2 of the work order, and hereby agree and consent to the terms as described.



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**TERMS AND CONDITIONS:**

The survey and resulting report are prepared exclusively for the individual or entity identified as the Client on the work order or title page. This report is not transferable and may not be relied upon by any other party without the written consent of the surveyor.

Mandatory standards established by the United States Coast Guard (USCG) under Title 46 United States Code (USC) and 33/46 Code of Federal Regulations (CFR), as well as the voluntary standards and recommended practices of the American Boat and Yacht Council (ABYC), are used as guidelines in conducting this survey. Full compliance with any standard is not guaranteed.

The survey consists of a reasonable, non-destructive visual inspection of accessible vessel structures, systems, and components. Findings reflect observed conditions only, at the time and place of inspection. An opinion of the vessel's Fair Market Value may be included as part of the written report. Recommendations are provided to enhance safety and determine whether the vessel is suitable for its intended service. Insurance or finance-only surveys may not address cosmetic issues or non-critical deficiencies that are not considered safety hazards or major valuation factors.

Latent, hidden, inaccessible, or future defects may exist. Such defects may not be discoverable using normal inspection methods. No warranty, guarantee, or certification—express or implied—is made regarding latent defects or the future condition of the vessel.

No joiner work, bulkheads, interior finishes, or fasteners will be removed, and no destructive testing will be performed unless written authorization is provided by the owner. The surveyor assumes no responsibility for defects located in areas that were not accessible, not opened, obstructed, or not inspected. Rigging inspections aloft on sailing vessels should be performed by a qualified rigging professional. Internal engine condition, oil analysis, and drivetrain mechanical testing are beyond the scope of this survey and should be performed by a qualified engine surveyor or mechanic.

A written report will be prepared in good faith and without prejudice. It represents the apparent condition of the vessel as observed on the date of survey only and does not constitute a warranty, guarantee of seaworthiness, or forecast of future performance.

Acceptance and use of this report by the client acknowledges the client's understanding that the report has been composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information was obtained without drilling, diving, ultrasonics, cleaning or opening to expose parts or conditions ordinarily concealed. There were no tests for tightness or soundness conducted other than the conditions noted visually.

Acceptance and use of this report acknowledges the client's understanding that no determination of stability or structural strength has been made and no opinion is expressed.



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TERMS AND CONDITIONS: (Continued)

Acceptance and use of this report acknowledges the client's understanding that Saltwater Analytics Ltd. does not accept any responsibility for damage or deterioration not found or discovered during the survey, nor for consequential damage, deterioration or loss due to any error or omission.

The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions.

Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or willful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges

Dispute Resolution / Arbitration: Any dispute arising from this survey or report—whether based in contract, tort, or warranty—shall be resolved by binding arbitration under the Uniform Arbitration Act (UAA).

- A list of nine (9) Accredited Marine Surveyors closest to Stevensville, Maryland will be obtained. Each party may strike two names. From the remaining names, an arbitrator will be selected based on willingness to serve; if more than one remains, selection will be made by random drawing.
- At least 15 days prior to arbitration, each party shall provide the other with access to all documentary and physical evidence to be presented, and a list of intended witnesses with contact information.
- The arbitrator shall be compensated at \$100/hour for hearing and preparation time (preparation not to exceed hearing time), plus reasonable travel expenses.