

A guide to buying a used boat

- Make sure you are satisfied the boat will meet your needs before you part with a deposit. Provided the survey finds no significant material fault, the onus will be on you to complete the sale
- Ask to see documentation prior to making an offer; depending on the age of the boat you should be asking to view proof of ownership (for example Bill(s) of Sale), proof that VAT has been paid in the form of an original invoice, CE or RCD certificate and a Builders Certificate. We would also recommend you ask to see servicing/maintenance invoices for the last couple of years
- Now we are no longer part of the EU, correct documentation is even more important than it was. If you do not obtain the correct paperwork as part of the purchase process the problem will become yours when it comes to selling her on
- Brokers should provide you with a sales and purchase agreement. This should set a reasonable period for you to complete the survey and set out the conditions under which your deposit will be returned, less haul out charges, if you decide to withdraw from the sale. Check your broker is an approved ABYA broker or British Marine member, and is using ABYA approved documentation
- If you decide to have a survey done (which is highly recommended) ensure you use an accredited YDSA surveyor. You will get a full survey report and a realistic appraisal which puts you in the best possible position to decide on your purchase. The best place to find an accredited surveyor is through the YDSA on 01730 710 425, info@ydsa.co.uk or <http://www.ybdsa.co.uk/surveyor.asp>
- The seller must make the boat accessible for the survey. If it is packed full of equipment and belongings when you first see it, insist this is cleared before the survey to ensure your surveyor is able to do his job fully
- A seller should not use the boat once a purchase has been agreed unless with your permission. Whatever is onboard (other than personal belongings) when it is surveyed should be included in the sale unless otherwise agreed
- You have the right to place reasonable conditions on your offer. These can include a sea trial, a compression check by a marine engineer or a rig inspection. On an older wooden boat, you can ask for the dismantling of internal linings that prevent access or for keel bolts to be withdrawn and inspected. A surveyor will advise what is reasonable and necessary
- You can withdraw from a sale or renegotiate the price if the survey shows up significant material defects e.g., damage to the hull, systems, or rig. Wear and tear to consumables items such as ropes, batteries or soft furnishings do not count unless they are extensive and were not originally obvious
- If the seller offers to make good defects, agree exactly what will be done and inspect the work before completing the sale



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