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# THE OFFICIAL YACHT PURCHASE CHECKLIST

## 12 Critical Inspection Points You Cannot Afford to Miss

*Compiled by Stephan Birke – Marine Engineer & Chairman of B.B.R.*

Acquiring a yacht is a major investment. However, beneath the polished surface often lie hidden technical and legal liabilities that can cost hundreds of thousands to rectify. This checklist highlights the most common—and expensive—pitfalls. If you or the seller cannot answer "Yes" to these questions, your investment is at risk.

## A. LEGAL, IDENTITY & FINANCIALS

1.  **CIN/HIN-Code Verification:** Does the molded Hull Identification Number match the seller's ID, insurance policy, and bill of sale exactly? (Crucial for preventing fraud).
2.  **CE-Marking Compliance:** Does the vessel have a valid and authentic CE-certification? (A strict legal requirement for boats built or imported into the EU post-1998 – without it, the boat is legally unsellable and uninsurable).
3.  **VAT Status:** Is there an unbroken paper trail proving that EU VAT (Value Added Tax) has been paid? (Lack of proof can lead to massive tax penalties and vessel impoundment at border controls).
4.  **Encumbrances & Liens:** Are you certain there are no outstanding boatyard bills, unpaid marina fees, or hidden loans attached to the vessel?

## B. HULL & STRUCTURAL INTEGRITY

5.  **Moisture & Osmosis:** Has the hull been professionally sounded and mapped using non-destructive ultrasonic testing (NDT) to rule out latent osmosis (blistering) in the laminate?
6.  **Core Delamination:** Does the laminate sound "solid" upon percussion testing, or is there structural delamination (separation between the core and fiberglass) in the sandwich construction?
7.  **Chainplates & Engine Mounts:** Are there micro-cracks (stress crazing) in the gelcoat around critical load-bearing points indicating severe structural fatigue?
8.  **Thru-hulls & Seacocks:** Are all underwater thru-hulls made of approved composite materials (e.g., Trudesign), DZR brass, or acid-proof stainless steel? (Standard marine brass suffers from dezincification, becoming brittle and risking sudden catastrophic failure).

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## C. MACHINERY, DRIVETRAIN & SYSTEMS

9.  **Digital Engine Diagnostics (ECU):** Is there a recent, digital printout from the engine's Electronic Control Unit showing historical temperature spikes, cleared fault codes, and actual operating hours?
10.  **Drivetrain & Oil:** Is the oil in the sterndrive, gearbox, or saildrive completely free from water intrusion (which gives it a white/gray "milky" appearance)?
11.  **Electrical Systems (AC/DC):** Are the shore power and 12V/24V systems professionally installed and protected against galvanic corrosion, or are there dangerous "DIY" wiring patches?
12.  **Rigging (Sailing Yachts):** Has the standing rigging (wire and terminals) been replaced within the last 10-15 years, backed by receipts? (Insurance companies apply heavy age deductions in the event of a dismasting).

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## DO NOT GAMBLE WITH YOUR INVESTMENT.

Missing a single one of these points can turn your dream yacht into a financial nightmare. As a layman, discovering hidden flaws in complex marine systems is nearly impossible.

**Let an accredited expert take the responsibility.**

Book a comprehensive pre-purchase survey according to the stringent B.B.R. standard. We utilize advanced NDT technology and digital engine diagnostics to provide you with total peace of mind and a legally binding protocol.

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