



JONES BOATYARD

Inland Boat Specialists Since 1946

Guide To Buying A Boat

www.jonesboatyard.co.uk



What Is Brokerage?

Most craft are sold on a brokerage basis. This means that the boatyard/marina will be selling the craft on the owner's behalf and charging a commission for the service. As there is no warranty given or implied with this type of sale, it is important that prospective purchasers have a survey undertaken to satisfy themselves as to the craft's condition. Part exchange is not usually available on brokerage craft, but always ask to see if any facility can be arranged.

Chosing A Boat

This is sometimes a daunting prospect for the 'first time boater' as there are many different types of cruiser with different specifications available. We suggest that customers take time to have a thorough look at what is on the market - and the best locations to view boats are marinas where the choice is greatest. This approach will enable the first-time buyer to become conversant with suitable models and typical prices. Our website contains a lot of information on various models.

To establish the type of cruiser best suited to your requirements, it is worth considering the following points:

1. What sort of cruising will the boat be used for?
2. Does it need to be seagoing? If so, is it necessary to have a planing performance?
3. Will the boat fit onto the chosen waterway (i.e. is it too wide or too high)? To negotiate the River Gt Ouse, for example, cruisers no wider than 10ft 6ins with a 3ft draught and 8ft air draught are best suited.
4. Will the boat be used on canals? If so, a narrow beam, maximum 6ft 10ins, will be required.
5. Will the boat be trailed? If so, is the car big enough to cope, particularly with slipping and launching?
6. Is the boat going to be used for day, weekend or extensive cruising?
7. Do you require an enclosed or open-plan interior and how many berths?
8. Is a large cockpit required?
9. Would you prefer a hard top?
10. Do you require an aft cabin?
11. Would you prefer a traditional style boat or a more modern cruiser?

ENGINES AND INSTALLATIONS

Petrol engines:

ADVANTAGES	DISADVANTAGES
Petrol engined boats are usually cheaper to buy.	Fuel consumption.
More efficient in power to weight ratio.	Potentially volatile (although the introduction of the Boat Safety Scheme has reduced this risk).
Smooth and quiet.	Limited waterside availability of fuel
Easy to understand and maintain.	

Diesel engines:

ADVANTAGES Reliability (particularly in damp marine environment) Economy Safety (the fuel is less volatile than petrol)	DISADVANTAGES Noise/vibration Smell Requires specialist equipment to maintain Fuel costs now similar to petrol
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Outboard engines:

ADVANTAGES Modern 4-stroke motor quiet Economical to run Cheap to maintain Cost of boat usually less Ease of changing and transporting Good access to prop Good reverse steer ability	DISADVANTAGES 2-Stroke motors have poorer economy Lower charging output from motor Older 2 stroke installations are noisy and can be smelly/smoky
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TYPE OF PROPULSION

Shaft Driven Boats:

ADVANTAGES Easy to handle Low maintenance	DISADVANTAGES Limited directional control in reverse
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Outdrives:

ADVANTAGES Good manoeuvrability at slow speeds Good manoeuvrability in reverse Can be tilted to access propeller	DISADVANTAGES Cost of maintenance high if not regularly serviced. Wander in forward travel
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TYPE OF HULL

Displacement hull (e.g. Ocean 30, Broom 30, Colvic 26)

ADVANTAGES Traditional style with long keel area Good slow speed handling Good turning Low wash characteristics	DISADVANTAGES Will only propel boat to its displacement speed, i.e. 27ft – 7 knots approximately Designs are usually classic
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Semi-displacement hull (e.g. Seamaster 27, Elysian 27)

ADVANTAGES If enough power is provided the craft will be capable of planing, but still offer good slow speed handling	DISADVANTAGES Inefficient hull design at high speeds
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Planing hull (e.g. Bayliner, Fairline Sunfury)

ADVANTAGES Efficient for fast performance as boat is usually light as well Usually modern and stylish	DISADVANTAGES Little hull in water- fairly flat sections Can lead to poor slow speed handling and slamming at fast speeds in chop. Can produce high wash at low speeds
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Narrow beam craft (e.g. Norman 23, Viking 26)

ADVANTAGES Can go through narrow beam locks on canals i.e. 6ft 10ins Low wash hulls Good directional stability	DISADVANTAGES Narrow decks Can be less stable Accommodation can be cramped
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Traditional steel narrow boats (also see separate booklet)

ADVANTAGES Very easy to handle/low wash hulls Comfortable interiors, particularly those with solid fuel stoves Practical for extended cruising or living aboard Good value for money Low depreciation Most are custom-built and individual	DISADVANTAGES Steel requires painting Difficult to manoeuvre in confined spaces Narrow beam limits accommodation Helm position often in the open Slow cruising speed Boats usually very heavy – not all marinas can handle ashore
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CONSTRUCTION OF BOAT

Wood:

ADVANTAGES A traditional construction providing a warm, well-insulated character interior Some classic craft are proving to be a good investment Gain tremendous pride of ownership	DISADVANTAGES High maintenance costs Craft requires constant attention Some technical skill required
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GRP (Glass Reinforced Plastic)

ADVANTAGES The standard material for some years Proving easy to maintain and repair Long-lived Can be refinished by marine paints	DISADVANTAGES Tendency towards osmotic blistering Somewhat poorly insulated which produces high levels of condensation
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Steel:

ADVANTAGES	DISADVANTAGES
Strong, simple construction Usually only available in semi-dis- placement style and larger craft	Will rust, prone to electrolysis Requires regular painting Heavy compared with wood/GRP

Do not be put off by the age of the craft

Many craft offered for sale are more than 20 years old. This is of no great concern as craft are generally well built and a long-lived commodity. The engine during this time will not have anything like the use of that fitted to a vehicle.

It is often felt that the older craft offer more character with a quality wooden interior fit out. Production glass fibre boats first appeared on the market in 1959 and are still going strong. Many of the cruisers built from the early 1980s onwards have a more sporty appearance and are usually powered by larger engines to offer a planing performance.

Trials and surveys

When buying any boat, always try it to ensure that the slow speed manoeuvrability is satisfactory. We also thoroughly recommend an independent survey on any vessel to confirm that the boat is safe and a good investment. You will also be advised of any safety features that may need attention. Generally speaking, craft that are 15 years of age or more will require a survey to gain insurance cover. It is important to remember that neither the vendor nor the broker offers any guarantee on used craft.

Procedure for Purchase

Having found a boat of your choice, the sale will be subject to trials and inspection. As brokers we do not offer any guarantee with boats for sale. It is important, therefore, for purchasers to either inspect a boat out of the water or have it independently surveyed. For this purpose we will offer to slip the boat once a holding deposit of 10% has been paid to us. The cost of slipping will be charged at a reduced rate and this is payable by the prospective purchaser whether or not the sale proceeds. This service is provided for craft up to 40ft and lying at our marina that we can accommodate with our own lifting equipment. We list three surveyors on our useful contacts sheet which is available on request.

Please note that most insurance companies require a pre-purchase survey report on craft over 15 years of age. Wooden craft will almost always require a survey report to gain insurance. Your cruiser will be subject to Boat Safety Certification for use on the river – see over for details.

Moorings

Under most circumstances we can offer non-residential moorings with boats

we sell up to a length of 40ft. However, if we are full we may have to move your boat around the marina periodically until a permanent mooring is available. Our current mooring charges can be obtained from the office or by visiting our website www.jonesboatyard.co.uk.

Environment Agency Navigation Charges

In order to use a cruiser on the River Great Ouse, the boat has to be licensed with the local authority. For details on how to register and the cost of river licence please visit www.environment-agency.gov.uk

Insurance

Quotes are available from the following insurance brokers listed below.

Haven Knox Johnston 01732 223600 - Quote Jones Boatyard

Yachtmaster insurance 01394 615755 - Quote Jones Boatyard

Insurance can also be quoted by clicking on the insurance links on our websites boat sales pages and there are several other brokers which can be found on the internet.

Finance

There are many varying packages available by specialist marine finance houses who will be able to advise you on your requirements. Barclays Marine Finance, Lombard Marine finance can both be found online.

For residential boat finance contact P M Collidge and Partners

Transport

We are able to assist in arranging transport for customers wishing to move their boats to other waterways. Please see our separate list of transporters or ask in the office.

Workshops

We can advise on, and undertake, a wide range of engineering and boatbuilding repairs/modifications. Please enquire in the office if you would like us to provide an estimate.

Boat Safety Scheme

The Environment Agency and British Waterways joined forces to introduce a Boat Safety Scheme common to all waterways under their jurisdiction. This represents the majority of inland waterways. Coastal craft do not have to comply. Boats up to 4 years old with a CE mark do not require a boat safety certificate.

The scheme came into force from 1997 on a transitional boat age related basis. By 2000 all navigation authority registered craft should have had certificates. The certificate lasts for four years; so most craft have now undergoing re-inspections.

The introduction of the scheme proved difficult as some of the modifications required to older craft were costly and troublesome. In addition, despite the train-

ing of the examiners by the Boat Safety Inspectorate, there has been significant disparity as to what is and is not acceptable. The scheme has now undergone a major review and 25% of the previous mandatory regulations, such as minimum ventilation levels, are now advisory. Your boat safety examiner will issue a certificate plus a list of advisory recommendations.

It should be remembered that a boat safety inspection is not a full structural survey and, rather like a vehicle M.O.T., does not guarantee condition. A surveyor might not consider that a boat with a safety certificate meets his own safety criteria.

Local Boat Safety Examiners

There are several local examiners who will undertake inspections. Their fees, and their charges for re-inspection should the boat fail, vary so we suggest you contact them direct. For a list of local examiners and contact details, please ask in the office or visit our website.

For further information on the Boat Safety Scheme visit ask at the office or visit www.boatsafetyscheme.com

General Information

We have been successful yacht brokers for many years with a dedicated boat sales area. Staff hold the Inland Waterways Helmsman Instructors Certificate and can advise on handling techniques. For the security of purchasers and vendors all brokerage monies are held in a clients' account until the sale is completed. As keen boaters ourselves, we have a thorough knowledge of craft and are willing to discuss your requirements and help in any way we can.

The Local River Network

The River Great Ouse is a slowly moving and meandering river from its navigation head at Bedford through 16 locks to Ely. From there onwards, the river changes character as it traverses flat fenland with no locks to negotiate between Ely and Denver Sluice. The river and its tributaries take in the delightful towns of Bedford, St Neots, Huntingdon and St Ives, the cities of Ely and Cambridge as well as numerous villages. From Denver Sluice access can be gained to the Middle Level (subject to size of craft) and on to the River Nene which eventually links with the Grand Union canal at Northampton. Coastal craft have access to the North Sea via Kings Lynn and the Wash. St Ives is conveniently situated in the centre of the river system.

Useful Information

Environment Agency: www.environment-agency.gov.uk

Conservators of the River Cam: www.camconservators.org.uk

Middle Level Commissioners: www.middlelevel.co.uk

British Waterways: www.britishwaterways.co.uk

Great Ouse Boating Association: www.goba.org.uk

Inland Waterways Association: www.waterways.org.uk



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