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**Customer Details:**

**Name:** Laurence Crooks and Tanja Karl-Crooks  
**Address:** 404 Tuckers Rock Road, Repton, NSW 2454  
**Phone:** **Mobile :** 0409 030 734  
**Email:** kalaurie@ozemail.com.au

**Surveyor Details:**

**Surveyor:** Peter Pope **Sea Trial:** Nil  
**Inspection** **Insurance risk,** out of the water only, visual and non invasive report  
**Date:** 11<sup>th</sup> July 2016 **Reference Number:** 11716

**“Antares” 1972 Timber 66ft custom built Ketch**





**Inspection Details:**

At the request of Mr Laurence Crooks, 404 Tuckers Rock Road, Repton, NSW 2454, we carried out a survey for **Insurance risk**, out of water only, visual and non invasive report without favour or prejudice to any party based on the condition as observed at the inspection.

**Antares** was inspected on the hard stand area at The Boatworks Marina as the vessel was hauled out for repair work, annual maintenance and was inspected before, during and at completion of works.

The vessel is a professional custom built 1972 Timber 66 ft custom cutter Ketch powered by a single shaft driven Perkins 6354, 6 cylinder turbo diesel motor rated @ 160 HP.

The vessel was built by Merani Mauro Cantiero, Civitanova Marche Macerata. Hannibal, near Venice Italy and designed by Architect De Mico Milano.

The vessel is fitted with 240 volt and secondary 110 volts, diesel 3 cylinder, 8 Kva generator and adequate electronics.

The vessel has been constructed to a very high standard and is solid and appears to be sound and is fitted with many extras which makes this a blue ocean extended cruiser

The vessel was inspected in a number of visits and when the final was undertaken with any deficiencies repaired and major upgrades recorded.

<b>Date of Inspection</b>	<b>16<sup>th</sup>, 17<sup>th</sup> June 2016 and 11<sup>th</sup> July 2016</b>
<b>Inspection Weather details</b>	: Sunny and clear
<b>Vessel Name</b>	: <b>Antares</b>
<b>Inspected At</b>	: Inspected on the hard stand area at The Boatworks Marina as the vessel was hauled out for repair work, annual maintenance and was inspected before, during and at completion of works
<b>Type</b>	: Timber 66 ft custom cutter Ketch
<b>Builder</b>	: Merani Mauro Cantiero, Civitanova Marche Macerata. Hannibal, near Venice Italy

**Designer** : Architect De Mico Milano  
**Year** : 1972  
**Reg#** : AEE118N (NSW registration)  
**HIN #** : FLZ/715780182 (UK)  
**Length** : 20.18 m ( 66' 4")  
**Beam** : 4.80 m  
**Draft** : 2.74 m  
**Hull** : African Mahogany, Mahogany timber double planked 1 7/8" glued hull and topsides  
**Cabin & Deck** : Marine ply 5/8" deck surface with 5/8" teak laid over, Deck beams and framing are Oak beams and are 5" x 3" x 4" at 16" centres. Fastenings are Monel nails and bolts  
**Hull Colour** : New white painted topsides, white cabin and Teak laid decks  
**Configuration** : Round bilge, skeg hung and protected rudder, aft cockpit, displacement full keel, cutter rigged sailing ketch  
**Displacement** : 50 tonnes approximately  
**General description** : The vessel has steps down from the helm area to a large saloon area, fore and aft passage to galley on the port, toilet / shower and vanity on the starboard. Passage leads to Mahogany lined night cabin with a King size bed plus wardrobe, storage and general purpose area with a single bed and then passage leads forward to the forward cabin with two single Vee berths.

**Hull Structure and Below Waterline**

	<b>Status</b>	<b>Notes</b>
<b>Topsides</b>	:	New white painted topsides with no apparent deficiencies sighted
<b>Hull/Deck</b>	:	Fastened with stainless fixtures and glued hull and deck and inspected where accessible and in good condition
<b>Bottom</b>	:	The underwater section was inspected over a number of times from the 16/6/2016 and all wood grub areas were repaired and new timber was scarped into the wood rot areas identified at the start of the inspection period
<b>Antifouling</b>	:	All new antifoul applied in satisfactory condition
<b>Anodes</b>	:	All new anodes installed
<b>Thru-hull Fittings</b>	:	All bronze thru-hull fittings inspected in good condition
<b>Rudder &amp; Assembly</b>	:	Timber shaped rudder which is skeg supported and protected in good condition. The steering system is Teleflex Hydraulic with an emergency tiller
<b>Propellers</b>	:	Three blade 24" feathering Maxi Prop propeller
<b>Brackets</b>	:	<b>Nil</b>
<b>Bearings</b>	:	New cutlass bearing installed during this haul out
<b>Shaft</b>	:	Stainless 1 3/4" propeller shaft
<b>Deck</b>	:	Original Teak laid deck in good condition
<b>Deck Fittings</b>	:	Bronze and timber mooring cleats and stainless sail tracks
<b>Fillers &amp; Vents</b>	:	Stainless fillers and vents
<b>Stem head fitting</b>	:	Stainless twin anchor bow fitting
<b>Windows/ports</b>	:	Tempered fixed windows
<b>Hatches &amp; vents</b>	:	Nine timber / Perspex emergency escape / ventilation hatches
<b>Doors/storm boards</b>	:	Locking varnished timber companionway hatch/door
<b>Scuppers &amp; Drains</b>	:	Drains in the cockpit and both sides
<b>Bulkheads</b>	:	Eight full timber varnished bulkheads fastened and glued into the hull and deck and inspected where accessible
<b>Bilges</b>	:	Bilges inspected in satisfactory condition for the age and construction of this type of vessel
<b>Emergency Steering</b>	:	Emergency tiller in the Lazarette
<b>Safety Rails/Lines</b>	:	Stainless steel welded Pullpit, Pushpit, Stanchions and safety wire in good condition
<b>Toerails/Bulwarks</b>	:	Solid timber Bulwarks with a solid teak varnished cap
<b>Keel</b>	:	Full constructed keel with lead ballast
<b>Ballast</b>	:	fastened lead ballast on the bottom of the full keel

**Internal Fixtures and Systems**

	<b>Status</b>	<b>Notes</b>
<b>Timberworks</b>	:	Varnished gloss Mahogany timber interior in satisfactory condition for the age of the vessel
<b>Upholstery</b>	:	Fabric upholstery in satisfactory condition
<b>Shower &amp; Toilet</b>	:	Single enclosed electric toilet and shower with a shower sump pump
<b>Galley</b>	:	Force 10 gas three burner stove / oven and twin stainless sinks
<b>Refrigeration</b>	:	Grunert dual separate top opening fridge and top opening freezer plus a small portable fridge

**Tankage & Plumbing**

	<b>Status</b>	<b>Notes</b>
<b>Fuel Tanks</b>	:	Four aluminium diesel tanks which are fibreglassed over and located under the cockpit and helm station, approximate capacity 1363 litres
<b>Water Tanks</b>	:	Two stainless and two aluminium water tanks, total capacity, 1665 litres plus a 240 volt water maker / desalinator, capacity 30 litres per hour
<b>Black Water</b>	:	A sewage management system complies with state regulations on waste management and consists of a holding tank, capacity 57 litres per hour plus a macerator
<b>Hot Water</b>	:	SAllcraft 110 volt / heat exchanger stainless hot water system
<b>Valves/sea cocks</b>	:	All bronze ball valve seacocks tested in working condition
<b>Hoses &amp; Clamps</b>	:	All underwater hoses are double hose clamped

**Electrical**

	<b>Status</b>	<b>Notes</b>
<b>12 Volt System</b>	:	BEP 24 volt master circuit breaker panel with secondary 12 volt system
<b>240 Volt System</b>	:	BEP 240 volt and a secondary 110 volt circuit breaker master panel with transfer switch for generator and inverter. The vessel is fitted with a compliant Clipsal IP 56 series shore power inlet system.
<b>Batteries</b>	:	Two 12 volt AGM high capacity sealed batteries (24 volt house batteries), two 12 volt cranking battery and one 12 volt generator battery
<b>Battery Mounting</b>	:	All batteries are securely mounted
<b>Master Switch</b>	:	Rotary main BEP master battery switches
<b>Interior Lights</b>	:	All interior LED lights tested in working condition
<b>Navigation Lights</b>	:	Compliant navigation lights. Complies with the International Regulations for Preventing Collusions at Sea
<b>Boat Wiring</b>	:	The vessel is wired to serviceable and professional condition
<b>Battery Charging</b>	:	Via single 24 volt high output engine alternator and one 12 volt alternators plus a Victron 12/20 and a Victron 24 volt battery charger
<b>Bonding</b>	:	All the hull is bonded
<b>Bilge blowers</b>	:	Engine bay bilge has natural ventilation which is adequate

**Machinery**

<b>Main Engines</b>	:	Single shaft driven Perkins 6354, 6 cylinder turbo diesel motor rated @ 160 HP.
<b>Age</b>	:	1972 and has been reconditioned in 1996
<b>Recorded Hours</b>	:	233 Hours
<b>Serial No(s)</b>	:	TE20696U570531F
<b>Auxiliary Motor</b>	:	OnanOMKD 3R IB, 3 cylinder diesel generator rated @ 8 KVA with no sound shield
<b>Age</b>	:	Rebuilt in 2014 by Viking Marine, Mona Vale NSW
<b>Recorded Hours</b>	:	2181 hours
<b>Serial No</b>	:	L860860038



**Motor**

	<b>Status</b>	<b>Notes</b>
<b>External Condition</b>	:	Both motor and generator are in clean condition with no oil leaks sighted
<b>Engine mounts</b>	:	Flexible engine mounts on both and in reasonable condition
<b>Cooling</b>	:	Fresh water cooled motor and generator
<b>Controls</b>	:	Morse cable control unit.
<b>Instruments</b>	:	Full Perkins instrumentation
<b>Transmission</b>	:	Single Borg Warner 2:1 gearbox
<b>Stern gland</b>	:	PSS Dripless shaft propeller gland
<b>Rudder gland</b>	:	Single Bronze rudder traditional stuffing gland in good condition
<b>Covers</b>	:	Spray dodger covers and sail covers plus a full set of storage covers

**Safety Equipment**

	<b>Status</b>	<b>Notes</b>
<b>Bilge pump manual</b>	:	Single manual 24 volt bilge pump with manifold to each compartment and a single Edson manual hand pump
<b>Bilge pump electric</b>	:	Two 24 volt Rule bilge pumps with float switches and one 110 volt bilge pump
<b>Fire extinguisher(s)</b>	:	Two 2.5 kg portable fire extinguishers, one 10 kg CO2 extinguisher and one Halon 1301 in the engine bay
<b>Life jackets</b>	:	Adequate six PFD type 1 and six spare PFD type 1 jackets. Boat owners / skippers must give each person on board information about where the safety equipment is kept and <b><u>clearly sign where the life jackets are stowed.</u></b> Recommend that at least one PFD type life jacket of appropriate size be carried for each person on board
<b>Horn</b>	:	One 24 volt horn and one hand held horn
<b>Spotlight</b>	:	Hand held spotlight
<b>Compass</b>	:	Danforth steering compass
<b>Life raft</b>	:	Givens 8 person life raft out of service
<b>Anchors</b>	:	One x 85 lb Danforth, one x 120 lb Fishermans, one x 75 lb CQR and one x 65 lb CQR anchors
<b>Chain</b>	:	1/2" galvanised anchor chain with 7/8" and 3/4" nylon rope
<b>Anchor winch</b>	:	Single 24 volt heavy duty Lofrans electric anchor winch

Life buoy	:	Two Horse shoe life buoys and a Life sling.
Flares	:	Flare pack in-date
EPIRB	:	GME MT 400, 406 MHz EPIRB registered with AMSA
Dinghy	:	Gemini 12' inflatable dinghy
Outboard	:	Mercury 15 HP outboard motor
Extras	:	Stainless steel boarding ladder

#### Spars and Rig

Mast	Aluminium beige painted Main mast and Mizzen and Douglas Fir timber booms.
Mast step	Deck stepped mast sections for both main mast and boom
Spreaders	Single aluminium spreaders
Gooseneck	Stainless gooseneck
Chain plates	Stainless chainplates
Standing rigging	1/19 x 5/8" stainless standing rigging inspected from deck level in good condition as sighted. Rigging was inspected by Off Shore Sails, Coffs Harbour June 2016 The rigging has been replaced in 2007 however, no documentation was sighted
Turn buckles	Stainless semi closed turnbuckles
Running rigging	Dacron and stainless plus Double braided sheets and halyards
Furler	The vessel is fitted with a Headsail furler
Vang	Rope and block vang
Deck gear	All jammers and deck gear inspected in satisfactory condition
Winches	Twelve winches, six Elks, Lewmar and Barbarosa winches, three halyard winches and two Harken 66 electric winches

#### Sails

Genoa	Furling Genoa
Staysail	Loose footed staysail
Main	Three reef main sail
Mizzen	Mizzen sail plus Mizzen Staysail in a sock
Spares	Geneker in a sock and storm Jib

#### Comments and Recommendation:

The vessel was inspected at numerous times over a month period from 16<sup>th</sup> June 2016 to 11<sup>th</sup> July 2016 and during that period any deficiencies were identified with the owner and repaired / replaced and on the 11<sup>th</sup> July 2016 the final report was issued with a clean bill of health for this vessel and her age.

**The onus to properly equip and operate a vessel lies with the owner/operator**

#### Equipment and Accessories

Furuno GP-7000 GPS chart plotter radar  
Garmin 75 GPS  
Garmin GPS 120  
Furuno radar  
Icom IC-M411 VHF radio  
Alpine stereo  
SEA 222 SSB HF radio  
Ship's clock and barometer  
Hornet Depth sounder  
Hornet Boat Speed  
Hornet Depth monitor  
Hornet Sealing monitor  
B & G Network pilot  
B & G Mag Wind  
B & G Wind direction

Vessel should be fitted with the prescribed safety equipment as described in the Maritime Safety Queensland, Guide to Recreational boating and fishing in Queensland handbook

All recommendations should be addressed promptly at the first convenience to maintain the vessel's value and utility. The vessel was assessed for suitability for the client's intended use and with guidance from Queensland recreational craft safety regulation including Australian and international best practice standards for recreational small craft. This report is provided in accordance with a client service agreement for insurance use only. The service agreement contains the full terms, conditions and limitations of this survey and excludes all other third party use of or reliance upon this survey report.

Regulations and Standards referred in the compilation of this report include: Australian Standards 1799, Queensland Marine Safety Act 1994-95, International Collision Regulations, ABYC.

All information sourced from broker's specification sheet.

Machinery inspection is a superficial external inspection, ancillary equipment, engine compartment and installations. It is not a mechanical condition report, please consult a specialist if a mechanical analysis is required.

Be advised that wood deterioration and hull blistering are often more extensive than a limited non destructive inspection indicates. When wood decay or hull blistering is identified in a report the client is advised to seek independent technical advice which may involve destructive analysis, and obtain repair estimates prior to purchasing the vessel. Under no circumstances will the surveyor be held liable if the above advice is not followed.

Random percussion testing was conducted to assist with determining the extent of moisture beneath surfaces

A moisture meter was utilized to assist with determining the extent of moisture beneath surfaces on decks only

Any defects covered by paint which are not visible are excluded from this report.

No guarantee that the vessel is free of defects as the inspection does not include penetration, cutting or interfering with any surface.

In the case of woodrot no guarantee can be made if at a later date an invasive repair is undertaken.

A chemical analysis of any polymers to determine its composition or integrity is not included in this inspection.

In the case of polymers, the absence of blistering beneath surfaces does not indicate that osmosis is not present and cannot be determined by this non-intrusive survey report.

Inaccessible areas not included in this inspection.

We have not inspected woodwork, metalwork or other parts of the vessel which were encapsulated, covered, unexposed or inaccessible for whatever reason nor in spaces not presented clearly visible, for example behind ceiling or linings, beneath fixed cabin soles or floors etc. Unless these were accessible through normally portable or readily accessible locker lids, hatch covers, traps or similar access points and therefore this report does not provide an opinion on the condition of such parts. No dismantling of the structure other than the removal of such normally portable or readily accessible hatches was undertaken. Spaces where access was clearly restricted are noted within the report. This report should not be taken, therefore, to preclude completely the existence of defects, isolated damage or deterioration concealed by such ceilings, linings, cabin soles or floors, paint, fillers, lack of access or by any other means. No parts of the vessel were dismantled and no bolts or other fittings removed for survey.

In the event of a dispute arising out of or relating to the inspection and its subsequent report the parties agree that the Courts of Queensland have exclusive jurisdiction and the law of Queensland shall apply to all such disputes

**TERMS & CONDITIONS RELATING TO THE SCOPE AND LIMITATIONS: as per signed agreement**

1. The inspection is a general visual structural & safety inspection of the vessel it's fitted equipment and systems and no representation is made as to how long any equipment will continue to function. as the inspection method is non invasive and non destructive., it includes only reasonably accessible areas, latent or **concealed defects if any are not included in this inspection**. The inspection **WILL NOT** involve removing or moving objects, furniture, equipment, stored goods or coverings of any type. Hatches and ports are not water tested for leaks and therefore are excluded from the inspection.
2. This is not a structural or mechanical engineering analysis and although a superficial inspection of machinery is included, referral to specialist should be undertaken. Wood decay and hull blistering is often more extensive than a limited non destructive inspection indicates. **When wood or hull defects are identified in a report the client is advised to seek independent technical advice which may involve destructive analysis, and obtain repair estimates prior to purchasing the vessel.**
3. Only licensed persons are authorised to inspect **LPG or 240v/110v electrical** installations and equipment. Such areas are not included in this inspection. General observations may be included.
4. A chemical analysis of any reinforced plastic laminate to determine its composition or integrity is not included in this inspection.
5. Lakatoi Pty Ltd will **observe** the owner or his representative demonstrating, machinery, safety gear and ancillary equipment including radios, navigation instruments, electrical and electronic equipment, and a limited inspection of sails (where fitted) only during the course of a Sea Trial.
6. Spars and Rigging or Trawl and Fishing gear [where fitted] are visually inspected from deck level only. **Rig and rigging** are inspected from deck level only, bagged sails are inventoried only, sails are only assessed during a sea trial.
7. **If rigging is over 7 years old we recommend that it be inspected by a qualified rigger.**
8. Some information may be provided by the owner, others, or extracted from available documentation and Lakatoi Pty. Ltd. makes no warranty as to its validity or otherwise.
9. Lakatoi Pty Ltd retains the copyright of all documentation and agrees to dispatch the completed Report by post within 3 working days of the inspection completion. An email copy will be sent upon request.
10. The Report is made solely for the use and benefit of the client named in the Report. No liability or responsibility whatsoever, in contract or in tort, to any third party who may endeavour to rely on the Report in whole or in part. Any third party acting or relying on the Report in whole or in part does so entirely at his or her own risk.
11. The Report is comprehensive but not exhaustive and is representative of the vessel on the day the report is dated. The Parties agree that any error or omission shall be brought to the notice of Lakatoi Pty Ltd within 30 days from the date of the Report and that any costs arising be limited to a refund of the fee for service only. The client will indemnify Lakatoi Pty Ltd against any claim by a third party relying on this report.
12. The Parties waive rights of recovery against each other to the extent the loss is covered by insurance.
13. The client, in consideration of receipt of the completed Report, fully and forever releases and discharges Lakatoi Pty Ltd, its directors and employees, from any and all claims, demands, rights of action, present or future, whether the same be known or unknown, anticipated or unanticipated resulting from or arising out of this service.
14. The Report does not constitute a guarantee or warranty of the subject vessel.
15. In the case of woodrot no guarantee can be made to the extent of woodrot at a later date when and if an invasive repair is made.
16. No guarantee can be made that the vessel is free from defects as the inspection does not include penetration, cutting or interfering with any surface and the absence of blistering beneath paint surfaces does not indicate that osmosis is not present and cannot be determined by this non-intrusive survey report.
17. Any defects covered by paint that are not visible are excluded from this report and Fuel tanks that are not accessible and therefore not inspected or form a part of this survey
18. The transom of the vessel will be percussion hammer tap tested and not in all cases the percussion will determine is there is moisture in the sandwich timber core and therefore if this is not detected by sound it is excluded
19. Any inaccessible areas not included in this inspection, this includes the internal areas inside engine beds and around fuel tanks if encapsulated or not fully visible to inspect sides back and top of such fuel tanks and especially when material is mild steel and prone to rust over the years and not visible.
20. The client agrees that in signing this agreement the client has read and understands the contents of the agreement and that the Inspection will be carried out in accordance with the terms herein. If there is anything in this agreement that the client does not understand, then prior to the commencement of the Inspection the client must contact Lakatoi Pty Ltd and have it explained. If the client does not contact Lakatoi Pty Ltd then the client is deemed to have read this agreement and acknowledges that he fully understands and agrees with its contents. In the event that the client fails to sign and return a copy of this agreement and does not cancel the requested Inspection and the inspection is carried out by Lakatoi Pty Ltd, the client agrees the client has read and understood the contents of this agreement and that any Inspection is carried out on the basis of this agreement and that Lakatoi Pty Ltd is entitled to rely on the terms of this agreement for its full force and effect.
21. "In the event of a dispute arising out of or relating to the inspection and its subsequent report the parties agree that the Courts of Queensland have exclusive jurisdiction and the law of Queensland shall apply to all such disputes."

The vessel is valued at approximately between \$ 380,000.00 to \$ 430,000.00

This valuation has been formulated in accordance with current market value for this type of craft, consideration given to its design, size, condition and equipment







All photographs enclosed

**The intended users of this report and appraisal are the client and those lenders and underwriters who may finance or insure this vessel for this client only**

**This report is non transferable to any other person or entity, other parties are specifically excluded as third party users of this report.**

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**The report is confidential for the above client, no responsibility is accepted or undertaken in respect thereof.**

This report is only valid when signed with the agreement between Lakatoi Pty Ltd and the above client.

Yours Sincerely

Peter Pope.

**Registered Marine Surveyor P284**

Principal Marine Surveyor

for and on behalf of Lakatoi Pty Ltd

trading as Maritime Solutions Most Things Nautical

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