

Mark Humphery Shipwright Marine Survey for Insurance



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ABN 20 733 968 179

DATE: 14th January 2018

CLIENT'S NAME: Walter / Arthur Wielgosz

ADDRESS: 87 Rochester Street
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VESSEL TYPE: GRP Cruising Yacht

NAME: "Black Pearl"

INSPECTED AT: Balmain Marina

HULL IDENTIFICATION NUMBER: AUWWA029990BC7

REGISTRATION NUMBER: JM479N

ON: 908921

LENGTH: 33'(10.1m) **BEAM:** 11'6" (3.5m) **DRAFT:** 5'11"(1.8m)

DESIGNER: Custom Design

ESTIMATED LAUNCH DATE: 1983

*Member of Boating Industry Association of New South Wales &
Shipwrights and Boatbuilders Association of New South Wales*



HULL GENERAL DESCRIPTION:

GRP round bilge sloop rigged cruising yacht with an raised cabin and an aft cockpit.

Accommodation consists of a v-berth, a double saloon berth and a port quarter berth.

There is an enclosed head to port forward of the saloon.

A well equipped galley is located to port forward of the companionway.

TOPSIDES:

Painted white topsides with green boot top.

The paint and laminates appear in good condition.

Topsides appear fair and sound.

TRANSOM:

Painted GRP integral with hull moulding.

The paint and laminates appear in good condition.

There is a stainless steel boarding ladder fitted.

NB: Any core material that may exist in the transom was not accessible for inspection.

KEEL:

GRP with internal ballast.

GUNWALES:

Timber with stainless rubbing strips fitted.

The gunwales are in good condition.

RUDDER/SKEG:

GRP blade is in good condition.

Bearing is in good condition.

The adjustable bronze rudder shaft gland is in good condition.

STERN GEAR:

13" three-blade bronze propeller on a 1" stainless steel shaft.

The propeller is in good condition.

Bearings are in good condition.

NB: It was not possible to verify the extent of any electrolysis that may exist on the propeller due to the paint coatings.

ANODES:

A shaft anode is fitted.

There is no evidence of electrolysis.

STEMHEAD:

Stainless steel with twin rollers fitted.

PULPIT:

Stainless steel rail with navigation lights fitted.

The pulpit is in good condition and is well secured to the deck.

PUSHPIT:

Stainless steel.

The pushpit is well secured to the deck.

STANCHIONS:

Stainless steel with welded bases.

All are well secured.

Two guardrail wires are fitted.

CHAIN PLATES:

The forestay attaches to a stainless steel flat bar bolted through the stem.

Caps and lowers attach to stainless flat bars bolted through the topsides and the cabin sides.

The backstay bridle attaches to a stainless flat bar bolted through the transom.

All appear sound and water tight.

NB: No fastenings were removed for inspection.

NB: Chainplates could not be accessed for full inspection.

GROUND TACKLE:

Stainless steel plough anchor on galvanised chain.

Anchor appears adequate in size for this vessel.

A spare Danforth anchor and warp are stowed below.

ANCHOR WINCH:

Manual windlass is in good condition.

DECK:

GRP construction.

The gelcoat and laminates appear in good condition.

There are generous areas of non-skid.

The deck appears structurally sound.

NB: Any core material that may exist in the deck was not accessible for inspection.

CABIN/COACH HOUSE:

GRP integral with deck moulding.

Teak hand rails are fitted.

The cabin appears structurally sound.

NB: Any core material that may exist in the cabin was not accessible for inspection.

WINDOWS:

Opening ports and fixed toughened glass windows.

All appear water tight.

COCKPIT:

GRP integral with deck mouldings.

The cockpit is structurally sound.

The cockpit is self draining.

Hoses and clamps are in good condition.

STEERING:

Stainless steel timber wheel on alloy pedestal.

Pull / pull system appears in good condition.

Bronze tiller arm and fittings are in good condition.

The adjustable bronze rudder shaft gland is in good condition.

NB: Wires should be replaced on a regular basis.

SPARS:

Painted aluminium section.

Deck stepped.

Single spreader mast head rig.

The mast head appears sound.

The mast appears in good condition.

Viewed from the deck only.

BOOM:

Painted aluminium boom is in good condition.

Gooseneck, vang and mainsheet appear sound.

COMPRESSION POST:

Timber post.

The post appears structurally sound.

STANDING RIGGING:

1 x 19 stainless steel wires.

The wires appear of adequate size for this yacht.

NB: Stainless steel rigging wire has a limited working life and should be checked by a qualified rigger.

RUNNING RIGGING:

Rope halyards appear in good condition.

SPINNAKER POLE:

Painted pole is in good condition.

DECK FITTINGS:

Barlow self-tailing primary winches.

Halyard winches and clutches.

Mainsheet system and vang.

All are in working condition.

SAILS:

Main on boom with cover fitted.

Jib on furler.

2 x jibs and a spinnaker in bags below.

BELOW DECKS**FOREPEAK/FORWARD CABIN:**

Varnished timber fitout is in good condition.

Hull sides are carpet lined.

The hatch is in working condition.

HEADS:

The electric toilet is in working condition.

Ball valves, hose and clamps are in good condition.

Hand basin with hot and cold water available.

No holding tank is fitted.

GALLEY:

Stainless steel sink with hot and cold water available.

12-volt refrigerator in working condition.

Two-burner gas stove with oven.

No gas bottles were on board at the time of inspection.

Gas bottles can be fitted in a separate locker in the cockpit.

There is no compliance plate fitted.

NB: The LP gas installation on this vessel should be inspected by a licensed gas fitter.

SALOON:

GRP internal.

Varnished plywood and timber fitout is in good condition.

Beech and teak sole is in good condition.

BILGES:

The manual bilge pump operates from the cockpit.

The electric bilge pump is in working condition.

Bilges appeared reasonably clean and dry at the time of inspection.

ENGINE:

Perkins 4108 fresh water cooled four cylinder diesel engine.

Engine is flexibly mounted on timber beds that appear well bonded to the hull.

Engine oil level is normal.

Coolant level is normal.

Controls and cables are in working condition.

Externally this engine is in good condition.

Flexible engine mounts are in good condition.

Belts, hoses and clamps are in good condition.

The glass bowl on the fuel filter is clean.

Wiring is in good condition.

Salt water inlet valve is in working condition.

A salt water inlet filter is fitted.

Engine hours: 1603

NB: This is a visual inspection only. A more detailed inspection should be obtained from a marine mechanic.

STERN GLAND:

Adjustable bronze gland attaches to the stern tube with hose and clamps.

The stern gland appears in good condition.

EXHAUST SYSTEM:

Galvanised pipe with flexible hose and clamps is in good condition.

FUEL TANK:

2 x stainless steel tanks are fitted.

The tanks are located below the cockpit seats.

Flexible fuel lines and fittings are in good condition.

WATER TANK:

A plastic tank is built in below the forward berth.

HOT WATER TANK:

A well insulated tank is located below the cockpit.

The heat exchanger runs off the engine.

BATTERIES & ELECTRICAL SYSTEM:

4 x 12 volt batteries are well secured below the cockpit.

There is a battery isolator switch fitted.

All navigation lights are working.

All mast lights are working.

All interior lights are working.

There is power to all radios and instruments.

NB: This is a visual inspection only. A more detailed inspection should be obtained from a marine electrician.

EQUIPMENT

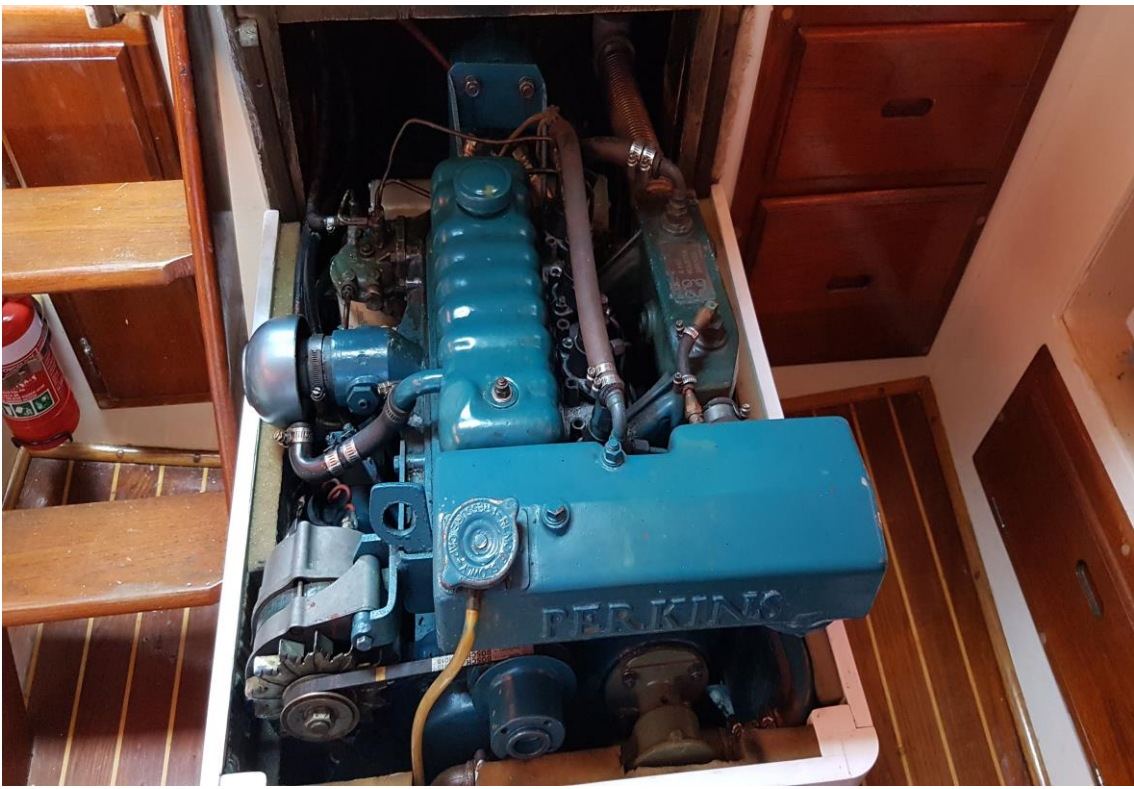
- Solar panel
- 2 x Fenders
- Danforth binnacle compass
- GME VHF radio
- GME27 meg radio
- Eagle GPS / sounder
- 2 x Fire extinguishers – in service
- 15 x Life jackets
- Horse shoe life ring
- Flares – in service
- Boat hook
- Barometer
- Sony CD/Radio
- Spare Danforth anchor

BELOW THE WATERLINE

- The antifouling is in good condition.
- The bronze skin fittings appear sound.
- The propeller shaft bearing appears well secured.
- There is no evidence of heavy grounding.
- There is no evidence of any major past repair work.
- The hull appears fair and sound.

GENERAL COMMENTS

- This vessel has been well maintained and appears in sound structural condition.
- Bulkheads are well bonded to hull structure.
- GRP laminates are sound.
- The engine has been professionally installed and externally appears in good condition.
- Electronics are working and wiring has been professionally installed.
- Mast and rig appear in good condition and of adequate size for this yacht.
- Interior fit out is in good condition.
- Cushions and upholstery are in good condition.
- This yacht is in seaworthy condition.





“Black Pearl”

VALUATION

HULL & FITTINGS:	\$26,000.00
ENGINE:	\$12,000.00
EQUIPMENT:	\$3,500.00
SAILS:	\$3,500.00
MAST & RIG:	\$15,000.00
<u>TOTAL:</u>	<u>\$60,000.00</u>

PLEASE NOTE:

All reasonable endeavours have been made to identify any defects, however it is pointed out that there may exist hidden defects which can only be examined by interference to the vessel's structure or fittings. In GRP vessels, the very nature of OSMOSIS precludes any guarantee from further or subsequent blistering or delamination.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'M. Humphery', is written in a cursive style.

Mark Humphery

Qualified Shipwright & Marine Surveyor

NB: This survey is for the use of the party to whom it is addressed and for no other purpose and no responsibility is accepted to any third party for the whole or part of the contents of this report.