



Date 18<sup>th</sup> June 2019

**Our Ref: A572**

Adrian Jones

E: [srmja@bigpond.net.au](mailto:srmja@bigpond.net.au)

P: 0418-406-800

Dear Sir,

Further to your recent instructions to inspect the vessel as detailed in the attached survey, please now find attached the duly completed survey for your consideration.

Should you require to discuss any issues in the survey, or if we can be of any assistance in the future with any boating advice, please feel free to call at any time.

Yours faithfully  
for **ASSESS MARINE PTY LTD**

.....  
**ADAM POWER**  
**SHIPWRIGHT & SURVEYOR**

Attachments: Report

## SURVEY

Without Prejudice

**JOB NO: A572**

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**CLIENT'S NAME:** Adrian Jones

**EMAIL:** [srmja@bigpond.net.au](mailto:srmja@bigpond.net.au)

**VESSEL TYPE:** Riviera 32'

**NAME:** "Joint Venture"

**H I N:** AU-WWA092552E41 (Waterways)

**REG NO:** ADN146N

**EST AGE/LAUNCHED:** Circa 1985

**HULL NO:** 23

**SIGHTED AT:** White Bay 6 – Rozelle Sydney, Out of Water Only

**DATE:** 18<sup>th</sup> June 2019

**LENGTH:** 9.7m    **BEAM:** 3.58    **DRAFT:** 0.8    **EST SPEED:** Approximately 20 knots

**\*Note:** Vessel not measured, manufacturer data.

**DESIGNER & BUILDER:** Riviera Marine





## EXTERIOR COLOUR SCHEME:

White gloss topsides and transom appear to be a two-part polyurethane (or similar) with blue boot-line and black antifouling. White gloss and non-slip gelcoat surfaces. Sound Condition.

\*Note: There are gelcoat stress fractures, most notably around the bowsprit intersection. These are not uncommon for a vessel of this age however; These are across a large area around the bow sprit which may represent an impact or similar event.

## GENERAL DESCRIPTION

Twin shaft drive fly-bridge cruiser with a hard-chined V-hull.

The accommodation consists of a forward master cabin, double berth to starboard and head compartment located on the port side. The main cabin features a lounge area, aft port and galley area stepped down to port.

## HULL STRUCTURE:

<b>CONSTRUCTION MATERIAL:</b>	<b>HULL:</b>	GRP Composite
	<b>DECK:</b>	GRP Composite
	<b>OTHER:</b>	Teak plywood veneer and solid timber mouldings.

**CONSTRUCTION TECHNIQUE:** Moulded GRP

**KEEL:** Moulded GRP V bottom

**KEEL BOLTS:** N/A

**BALLAST:** N/A

**DOCKING STRIP:** N/A

**BELTINGS:** D section aluminium, some cosmetic wear and tear – appear sound.

**RIBS OR FRAMES:** }

**STRINGERS:** } GRP and timber transverse and longitudinal frames. – appear sound.

**FLOORS:** } Moulded GRP and teak veneer plywood furniture – appear sound

**BULKHEADS:** } Timber and GRP throughout. – appear sound.

**FASTENINGS:** GRP, various S/S screws and bolts



## DECK/CABINHOUSE STRUCTURE

**HOUSE SIDES:** } GRP - Original gloss gelcoat, good condition.  
}  
**BEAMS:** } GRP deck, cabin and cockpit moulding, appear sound  
**CABIN TOP:** } Moulded GRP – appears sound.  
**COCKPIT DRAINS:** Cockpit gutters port and starboard through transom.

### **PORTLIGHTS AND WINDOWS:**

- Sliding glass window panels fitted to the port, starboard areas of the cabin. Appear sound.
- Fixed glass panels forward. Appear sound.

### **THROUGH DECK AND COMPANIONWAY OPENINGS:**

- Three (3) x deck hatches.  
\*Note: The starboard deck hatch appears to be leaking.
- Glass panel main cabin door. Sound
- Various GRP hatches – cockpit floor. Sound.

## **DECK FITTINGS**

The deck is fitted with multiple cleats, fairleads, rod holders, stainless bow rail, windlass and grabrails. Any defects noted are identified in the Overall Condition below.

## ENGINE/S

**MAKE:** Volvo Penta

**MODEL:** Appear to be TMD40

**SERIAL NO STB:**



Not identifiable

**SERIAL NO PORT:**

**HOUR METER:** 63 Combined – Accuracy unknown

**TYPE:** Inboard diesel – shaft drive.

**POWER:** 165 HP each

**CONTROLS:** Upper & Lower (Throttle & RPM) Morse cable type.

**INSTRUMENTS:** Volvo Penta gauge and Ignition panels.

**AUXILIARY GENERATOR:** NA



## MECHANICAL

<b>ENGINE BEDS:</b>	Moulded GRP longitudinal - appear sound
<b>ENGINE MOUNTS:</b>	4 x Per side, flexible adjustable type – appear sound
<b>COUPLING/S:</b>	} Cast
<b>STERN GLAND/S:</b>	} Bronze packing type, age of packing unknown. }
<b>STERN BEARINGS:</b>	} Cutlass bearings appear sound and free of movement.
<b>SKEG:</b>	} Bronze, well secured visually sound.
<b>PROPELLER:</b>	2 x 4 blade bronze propellers;

\*Note: Some appearance of minor surface corrosion evident at the intersection of the blade/hub.

<b>PROPELLER NUT:</b>	Both are well secured.
<b>PROPELLER SHAFT:</b>	Both appear visually to be running true.
<b>STEERING GEAR:</b>	Hydraulic. – appears sound. Not tested under load.
<b>AUXILIARY STEERING:</b>	N/A
<b>RUDDER STOCK GLAND:</b>	} 2 x bronze packing type.

\*Note: Age of Gland packing unknown, repack as required.

\*Note: Evidence of GRP repair identified around the intersection of the stock/hull internally.

<b>RUDDER:</b>	} 2 x bronze – appear sound.
<b>RUDDER BEARINGS:</b>	} Appear sound.
<b>TRIM TABS:</b>	2 x hydraulic, (Boat Leveler Co)
<b>BOW THRUSTER:</b>	NA



**ELECTRICAL**

**BATTERIES:** Two (2) x Century N70ZM  
Four (4) x YUASA N70ZM

\*Note: No load testing of the batteries was carried out, as such no comment is made regarding the remaining life expectancy or battery condition.

**WIRING:** 12 & 240-volt

**LIGHTING:** Tested and working

**NAVIGATION LIGHTS:** Tested and working

**UNDERWATER LIGHTS:** NA

**CHARGER & INVERTER:** One (1) x Enerdrive 3 bank multi-charger.  
Sinewave 1500W Inverter  
Schott Solar Panel & Phocas charge controller

**ELECTRONIC AIDS, EQUIPMENT AND ACCESSORIES SIGHTED:**

Jolly Roger Windlass Control (x2)	Seafarer depth repeater	GME FUSO 320
NAVMAN Tracker 900	Boat Leveller trim control (x2)	GME GX 294 Marine Radio (x2)
Mercury Dash Compass	Rotary isolator switches	President Sea Eagle SS Radio
Sony AM/FM Radio	Sea Star Hydraulic Helm (x2)	Volvo Penta panels – Upper & Lower

**PUMP, PIPING AND TANKS**

**PUMPING ACCESSORIES:** Aft Bilge:  
1 x Rule 1500/2000 GPH with float – operational  
1 x Rule 500 GPH, not connected or working.

Engine Room Bilge:  
1 x Rule 1500/2000 GPH with float – operational

**SKIN FITTING & VALVES:** Bronze and stainless steel sighted above and below the waterline, appear sound.  
Bronze and stainless steel sighted above and below the waterline – operational.

**WATER TANKS AND FITTINGS:** One (1) x Stainless-steel. Appear sound.

**FUEL TANKS AND FITTINGS:** One (1) x Stainless-steel. Appear sound Capacity unknown, no plate sighted.

**SHOWER AND WASHING FACILITIES:** Pressurised hot/cold fresh water fitted throughout.



<b>TOILET SYSTEM:</b>	1 x Vacuflush fitted to holding tank and overboard discharge - operational
<b>COOKING FACILITIES:</b>	Roden gas Oven/stove
<b>COMPLIANCE PLATE:</b>	Gas Compliance is 1986 and requires inspection.
<b>REFRIGERATION:</b>	Engel Fridge/Freezer.
<b>ANCHOR WINCH:</b>	Rope/Chain electric windlass.

### **CANVAS & UPHOLSTERY**

- Flybridge Bimini & Clears – Good condition.
- Windscreen mesh – sound.
- Cockpit Bimini/awning – Good condition.
- Cockpit and interior carpet – Sound
- Seat cushions and liners – Sound.

### **EQUIPMENT & ACCESSORIES: SAFETY EQUIPMENT**

**ANCHORS AND WARPS:** 1 x Plough anchor and chain – appears sound and adequate.

\*Note: There is damage identified at the front edge of the bowsprit along with significant surface cracking in the external gelcoat. .

**FIRE EXTINGUISHERS:** Various units sighted, upgrade and service as required.

**FLARES:** None sighted

**LIFEJACKETS:** Several PFD type 1 sighted.

**OTHER:** Fire Blankets sighted.

### **OVERALL CONDITION:**

The vessel known as “Joint Venture” appears to have been constructed to a professional standard and presents as structurally sound.

The vessel has areas of wear and tear including but not limited to; Gelcoat fatigue and abrasions, impact damage to the swim platform, damage to the stainless-steel bow rail (port side), compression at the windlass mounting, and general wear and tear. These items could be considered normal wear and tear for a vessel of this age and are rectifiable defects.

The vessels structure was inspected visually where accessible, not all areas could be inspected due to permanently installed compartments and components. No structural defects were identified beyond normal wear and tear.



**Any further comments in regard to vessel or items as listed:**

- 1) It is the responsibility of the vessel skipper/owner to ensure the vessel is fitted with the appropriate safety equipment for its intended use, per maritime guidelines.
- 2) The motors were visually inspected only and were not tested. No comment is made regarding their operating condition.
- 3) The electrical system was powered up only, no comment is made regarding the wiring installation or the accuracy of an instruments reading.

**This survey report expresses the opinion of Assess Marine Pty Ltd. All reasonable attempts have been made to detect any defects present, however there may exist hidden or latent defects, or those that cannot be discovered without interfering with the vessel's structure. We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are, therefore, unable to report that any such part of the structure is free from defect.**

**The machinery, electrical and fuel system have been inspected visually only and no guarantee can be given for their satisfactory operation.**

18<sup>th</sup> June 2019

.....  
**ADAM POWER**  
Shipwright & Surveyor

.....  
**DATE**

**PHOTOGRAPHS**







