

I Survey Boats
P. 0417 341 863

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MEMBER Australasian Institute of Marine Surveyors Fully Insured

South Coast 26 Cruising Yacht

Vessel overview and general information

CONDITION AND VALUATION SURVEY ON 1986 BUILT GRP SOUTH COAST 26 CRUISING YACHT INSPECTED OUT OF WATER FOR PURCHASER MR PAUL COLLINS AT RUNNAWAY BAY MARINA ON MONDAY 30/8/2021

This vessel was inspected and found to be structurally sound though requiring detailing and new antifouling.

The vessel was designed by Bruce Roberts-Goodson the design is also known as a Roberts 26 N.S. The vessel was built by South Coast Yachts reportedly on the Gold Coast in Queensland in 1988. Construction is hand laid fiberglass mouldings and the glass work appears to be of good quality. The deck is a GRP moulding most likely with core to increase rigidity under foot. The hull/deck joint is GRP bonded and is in good condition. The keel is quite long in profile and fabricated from mild steel with internal ballast most likely lead shot. The keel is bolted to the hull with steel keel bolts as opposed to stainless steel (possibly to avoid mixing dissimilar metals) and the bolts and nuts visible from the main bilge have the beginnings of corrosion which should be cleaned, treated and given a modern paint system to preserve them from further corrosion. All bilge areas should be maintained clean and dry at all times.

The vessel is powered by a Buhk 2 cylinder 20 HP diesel engine, The engine has excellent access and has been professionally maintained. The engine started easily and ran clean without undue fume or smoke during the inspection. Morse cables from a single lever engine control in the cockpit. The engine drives through a one inch diameter stainless steel shaft which is well supported in the aft end of the keel. The propeller is a 3 blade bronze 16 inch approx. in diameter RH rotation. The shaft is sealed by a flexibly mounted traditional bronze stuffing box in serviceable condition. Fuel is carried in a stainless steel 42 litre tank built into the companion way steps. All fuel lines and fittings are in serviceable condition. There is a dual battery system with selection and isolation switch gear and all low voltage wiring appears to be in serviceable condition. A single panel solar array maintains battery charge, the batteries are reported to be only 3 months old. The galley stove is a two burner spirit stove and there is no gas on the vessel.

The vessel is masthead sloop rigged with one set of alloy airfoil spreaders. It is unknown how old the standing rigging is but a check reveals no serious corrosion, fatigue cracking or defects. However the new owner has the standing rigging listed on the maintenance schedule for replacement in the next 12/18 months. All deck gear including winches and travellers is in serviceable condition.

The sail inventory includes 1 x mainsail, 1 x working jib on furling equipment and 1 spinnaker.

The vessel carries a plough anchor and 50m of 8mm chain which is a considerable amount of chain for this vessel. All other safety equipment is in date and onboard. The lifelines are stainless steel 1 x 19 wire and the deck stanchions are Ronstan stainless fittings.

CURRENT MARKET VALUE

Perusing the current market suggests the agreed purchase price of AU\$10K represents reasonable market value. Current Market Value ten thousand Australian dollars.

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South Coast 26
Photo information.



Vessel on hardstand
Runaway Bay Marina
Monday 30/8/2021

Stern gear
in good condition



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CONDITION AND INSURANCE RISK REPORT
ITEM SPECIFIC PARTS AND STRUCTURE SURVEY.
Items sighted/checked during inspection

MAKE AND TYPE OF VESSEL South Coast 26 Cruising Yacht
DESIGNER. Bruce Roberts Qld Registration. TX 230 Q
BUILDER South Coast yachts Year built 1986
LENGTH OVERALL 26ft Beam 8ft. approx.. Displacement. Not known

HULL CONSTRUCTION / CONDITION

ITEM	ACCEPT	DECLINE	COMMENTS / DETAILS / DESCRIPTION
HULL CONSTRUCTION	✓		Laminated fiberglass moldings Good cond
KEEL/FORM	✓		Fabricated steel keel with internal ballast
Keel bolts	✓		Steel keel bolts. Require painting serviceable cond
SURFACE U/W		x	Fairly heavy buildup of old antifoul, will require removal in future to ensure sound surface for new coatings
SURFACE A/W	✓		Fiberglass topsides some cosmetic dings.
DECK	✓		Fiberglass molding with core for added rigidity underfoot.
COCKPIT/AFT DECK.	✓		Cockpit is integral to deck molding.
COACHOUSE	✓		Integral to deck molding
FRAMES	✓		With GRP construction structural components are molded and bonded to hull at early stages of construction. Frames stringers and bulkheads are integral to the hull and together with internal moldings form a rigid strong structure.
STRINGERS	✓		
BULKHEADS	✓		
CABIN INTERIOR	✓		Cabin presents in good condition
MARINE TOILET	✓		Manual pump out head discharges to sea

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	ACCEPT.	DECLINE	COMMENTS
SKIN FITTINGS	✓		Bronze castings serviceable cond.
SEACOCKS	✓		Bronze ball valves serviceable condition
COCKPIT DRAINS	✓		Overboard
PROPELLER	✓		3 blade bronze prop 16 inch diameter RH Good cond.
PROPELLER SHAFT	✓		1 inch stainless steel shaft.
PROPELLER SKEG	✓		Shaft well supported in aft end of keel/deadwood
ANODE PROTECTION	✓		Anodes on steel keel New.
STERN GLAND	✓		Flexible mounted bronze stuffing box
RUDDER	✓		Composite glass/foam blade and stock
RUDDER MOUNTS.	✓		Stainless steel rudder gudgeons Transom mounted
RUDDER STOCK GLAND.	NA		Transom hung rudder
STEERING LINKAGES	✓		Direct tiller steering
EMERGENCY STEERING.	✓		Vessel carries spare tiller
CHAIN PLATES	✓		Flat bar stainless steel bolted to minimal bulkheads
GALLEY FRIDGE	✓		Ice box
STEMHEAD FITTING	✓		Stainless steel fabrication
BOW THRUSTER.	NA		

ENGINE INSTALLATION AND CONDITION

The vessel is powered a single Bukh twin cylinder diesel engine. Model DV 20

Output 20 HP appearS to be in serviceable condition starting easily and running clean

	ACCEPT	DECLINE	COMMENTS DETAILS DESCRIPTION.
INSTALLATION	✓		Professionally installed.
CONTROL	✓		Morse type cable controls from cockpit
EXHAUST	✓		Wet type thru muffler to stern. Good cond.
FUEL LINES & FITTINGS	✓		Industry standard fuel line in serviceable condition.
FUEL TANK	✓		42 liter stainless steel fabricated tank
FILLER	✓		On tank top
VENTING	✓		To. cockpit
CONNECTION/LINE	✓		Standard fuel line
ELECTRICAL HARNESS	✓		Standard Bukh starting and charging equipment
ELECTRICAL FITTING.	✓		All wiring appears to be in serviceable condition.
GAS INSTALLATION			NO GAS ON BOAT
STOVE	✓		2 burner spirit stove
GAS BOTTLES	NA		
CONNECTIONS AND LINES	NA		
BATTERIES	✓		Dual battery banks with isolation and selection switch gear
BATTERY MOUNTING	✓		Batteries secure in dedicated battery lockers.
SOLAR ARRAY	✓		Single panel for trickle charging batteries.

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MAST SPARS RIGGING AND SAILS

Vessel is masthead Sloop rigged.

MAST MATEERIAL Aluminium extrusion.

ITEM	ACCEPT	DECLINE	COMMENTS/DETAILS/DESCRIPTION
MAST	✓		Alloy extrusion serviceable condition
MAST STEP	✓		Mast is stepped on deck on pivoting mast step
BOOMS	✓		Boom alloy extrusion serviceable
SPINNAKER POLE	✓		Double ended alloy pole
STANDING RIGGING	✓		All standing rigging appears sound but as age is unknown this owner has elected to have it replaced over the next 12/18 months
SPREADERS	✓		Single set of airfoil sect spreaders serviceable condition
BASE ATTACHMENTS	✓		Alloy mast fittings. Minimal use of dissimilar metals
HYDRAULICS	NA		
SAIL INVENTORY	✓		Main sail #1 and #2 headsails on furling equipment plus 1 spinnaker
SAIL AGE	✓		Average age around 8 years
SAIL CONDITION	✓		All sails in serviceable condition

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SAFETY EQUIPMENT

ITEM	ACCEPT	NON ACCEPT	DETAILS/ COMMENTS
Anchor and warp	✓		Plough anchor with 50m chain
Flares	✓		Newly purchased inshore distress kit
Fire extinguisher	✓		2 x 1 kg Dry powder extinguishers
Spot light	✓		Dolphin floating torch.
Life jackets	✓		5 x PFD #1
Navigation lights	✓		Complying navigation lights
Tender	NA		
Stanchions and lifelines	✓		Stainless steel stanchions and 1 x 19 wire Good cond.
Pulpits	✓		Stainless steel bow rail Good Cond.
Stern rail	✓		Stainless steel fabrication good cond.

ELECTRONICS AND NAVIGATION EQUIPMENT

Chart plotter.	NA		
SECONDARY GPS	NA		
RADAR	NA		
Auto pilot	NA		
Steering compass	✓		Plastimo bulkhead mount
VHF Radio	✓		GME VHF and GME 27 meg.
Sum Log	NA		
Sounder	NA		
AIS	NA		
EPIRB	NA		

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VBESSEL SUITABILITY

This solid vessel is suitable for offshore and coastal cruising

TO WHOM IT MAY CONCERN

This report is a true and accurate report on the above vessel, which was found suitable for the owners purpose.

I have no hesitation recommending this vessel as a viable proposition to any underwriter or finance house for the purpose of insurance or finance

DISCLAIMER

This report is based on a visual inspection of the vessel and equipment.

The inspection does not cover areas that are only accessible by invasive or destructive means, including areas under engines or obscured by tanks and hull linings. Control and steering cables have a limited life and it is advised to replace them if poor operation is evident or if their age cannot be determined.

Stern drive and sail drive units on vessels permanently moored are extremely prone to corrosion due to alloy construction and a considerable mix of dissimilar metals and cannot be reasonably inspected without dismantling. If the vessel of interest has one of these units it is strongly recommended to have an engineer dismantle it/them to ensure satisfactory operation into the future. This advisory information also relates to transom shields, exhaust risers, manifolds and heat exchangers which can be corroded without any visible indications and no responsibility is accepted by I Survey Boats for the ongoing operation and safety of these items.

Fiberglass vessels with timber cored transoms that have been breeched to fit stern drive equipment, anode bolts, platform support struts etc, will have wet core material that cannot accurately be assessed or determined without a complete dismantling of the stern gear.

All reasonable attempts have been made to trace any defects but there may be latent defects present that are not visible.

Opinions expressed in this report are given in good faith but the information contained may be deemed to be inaccurate or misleading and no responsibility is accepted or implied by I Survey Boats for loss or expense incurred through reliance of information contained in this report.

This report has been compiled by a qualified and accredited marine surveyor legally qualified to inspect vessels to 35 meters in length and if found unsuitable by your chosen insurance company for any reason you may need to reconsider your insurance provider.

Andrew Johnson ABN 99 784 931 256

Accredited Marine Surveyor AIMS member 1005 Endorsed to inspect vessels to 35 meters.

Signature  Date. 1/9/2021

