

Mark Humphery Shipwright

Marine Survey for Insurance Purposes only



Fully qualified Shipwright and Marine Surveyor

ABN 20 733 968 179

DATE: 16th November 2023

CLIENT'S NAME: Seamus O'Hart

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VESSEL TYPE: Salar 40'

NAME: "St Kilda"

INSPECTED AT: Bayview Slipway

HULL IDENTIFICATION NUMBER: -

REGISTRATION NUMBER: ADE292N

LENGTH: 39'6" (12.0m)

BEAM: 11'6" (3.5m)

DRAFT: 5'9" (1.75m)

DESIGNER: Laurin Giles

BUILDER: Essex Shipyard

ESTIMATED LAUNCH DATE: 1969

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HULL GENERAL DESCRIPTION:

GRP round bilge sloop rigged cruising yacht with a raised cabin and a centre cockpit.

Accommodation consists of a double berth forward, a double saloon berth and a double berth in the aft cabin.

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

A well-equipped galley is located to starboard abeam of the saloon.

TOPSIDES:

Painted white with a blue boot top and gold cove lines.

The paint and laminates appear in good condition.

The topsides appear fair and structurally sound.

TRANSOM:

GRP integral with hull mouldings.

The paint and laminates appear in good condition.

The transom appears structurally sound.

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

KEEL:

Long GRP keel with lead ballast.

The keel appears well faired.

KEEL BOLTS:

Bolts, nuts and backing plates appear sound.

Transverse structural floors in this area appear sound.

BELOW THE WATERLINE

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

NB: Any core material that may exist in the hull could not be checked with a moisture meter due to the short duration that the vessel was out of the water for this inspection.

GUNWALES:

Timber bulwark cappings are in good condition.

RUDDER/SKEG:

GRP rudder blade appears sound.

The lower rudder bearing is worn.

STERN GEAR:

Three-blade bronze propeller.

The propeller runs on a stainless steel shaft.

The propeller appears in good condition.

The shaft bearing appears 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:

The hull anode was replaced at the time of slipping.

There is evidence of electrolysis on the propeller.

STEMHEAD:

Stainless steel with twin rollers fitted.

PULPIT:

Stainless steel rail with navigation lights fitted is in good condition.

The pulpit is well secured to the deck.

PUSHPIT:

The stainless steel corner rail is in good condition.

The rail is well secured to the deck.

STANCHIONS:

Stainless steel with bronze bases.

Two guard rail wires are fitted.

All appear well secured to the deck.

CHAINPLATES:

The forestay attaches to a stem head fitting that is bolted through the stem and the deck.

Caps and forward lowers attach to stainless steel plates that fasten through the decks.

Aft lowers attach to plates bolted to the cabin sides.

Twin back stays attach to stainless steel brackets bolted to the aft decks.

All appear sound and water tight.

NB: No fastenings were removed for inspection.

NB: Chainplates could not be accessed for full inspection.

GROUND TACKLE:

Plough anchor on a galvanised chain and rope.

The anchor appears of adequate size for this vessel.

ANCHOR WINCH:

Horizontal electric winch with chain gypsy and rope capstan.

The winch is in working condition.

DECK:

GRP construction.

The paint and laminates appear sound.

There are generous areas of non-skid.

The decks appear structurally sound.

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

CABIN/COACH HOUSE:

GRP integral with deck mouldings.

The paint appears in average condition.

The cabin appears structurally sound.

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

WINDOWS:

The cabin and wheelhouse windows all appear in good condition.

There is no evidence of water ingress.

COCKPIT:

GRP integral with deck mouldings.

The paint and laminates appear sound.

Teak decking on the sole is in good condition.

The cockpit appears structurally sound.

STEERING:

Varnished timber wheel on the cockpit bulkhead.

Rack and pinion system.

The steering system is in working condition.

The emergency tiller is located on top of the rudder shaft.

NB: The steering system could not be fully accessed for close inspection.

MOORING CLEATS:

Cleats forward and aft.

The cleats appear well fastened to the deck.

The cleats appear of adequate size for this vessel.

SPARS:

Painted aluminium section.

Deck stepped.

Single spreaders.

Mast head rig.

The mast step appears sound.

The mast appears in good condition.

Viewed from the deck only.

BOOM:

Painted aluminium section is in reasonable condition.

The goose neck and mainsheet attachments appear sound.

COMPRESSION POST:

Galvanised steel timber covered post.

The area around the deck head and base appears 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.

DECK FITTINGS:

Primary winches.

Halyard winches.

Mainsheet system and blocks.

All appear in working condition.

All appear of adequate size for this yacht.

SAILS:

Main on boom with cover and lazy jacks fitted.

Jib on Furlex furler.

BELOW DECKS:**FOREPEAK / FORWARD CABIN:**

Plywood internal with stowage below.

The hatch appears water tight and is in working condition.

The lights are in working condition.

The hull sides are fully lined.

Where visible, the GRP laminates appear sound.

The cupboards and catches are in working condition.

FORWARD AND AFT HEADS:

GRP internals are in good condition.

The manual and electric toilets are in working condition.

The hand basins and showers have hot and cold water available.

The lights are working.

Valves, hoses and clamps appear in good condition.

NB: There is no holding tank fitted.

GALLEY:

Laminate bench tops and varnished joinery are in good condition.

Stainless steel sink has hot and cold water available.

Ball valves, hoses and clamps are in good condition.

Two-burner gas stove with oven is in working condition.

A gas bottle is secured in a separate locker aft.

Gas compliance plate number – 231658

12 volt top-loading refrigeration is in working condition.

The cupboards and catches are in working condition.

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

SALOON:

Varnished joinery appears in good condition.

Sliding companionway hatch and storm boards appear sound and watertight.

The lights are in working condition.

The hatches appear water tight and are in working condition.

The cabin sole is in good condition and appears sound.

BILGES:

Bilges are free of oil or diesel.

The bilges appeared clean and dry at the time of inspection.

The electric bilge pump with float switch is in working condition.

A manual bilge pump is operable from below the saloon sole.

ENGINE:

Perkins 6748 four cylinder fresh water cooled diesel engine.

The engine is flexibly mounted on GRP beds that appear well bonded to the hull.

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 shaft and gearbox couplings appear in good condition.

The glass bowl on the fuel filter was clean.

Wiring and loom are in good condition.

The salt water inlet valve is in working condition.

A salt water inlet filter is fitted.

The bilge below the engine was clean.

Sound insulation is in good condition.

Engine hours – 2514

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

STERN GLAND:

PSS driplless gland attaches to the stern tube with hose and clamps.

The stern gland appears in good condition.

EXHAUST SYSTEM:

Flexible hose and clamps appear in good condition.

FUEL TANKS:

2 x stainless steel tanks are fitted.

The tanks are located to port and starboard in the engine room.

Flexible fuel lines and fittings appear in good condition.

WATER TANKS:

2 x galvanised tanks are fitted.

The tanks are located in the bilge.

12 volt pressure pump is in working condition.

Hoses and clamps are in good condition.

BATTERIES & ELECTRICAL SYSTEM:

3 x 12 volt heavy duty house batteries are well secured to starboard in the engine room.

1 x 12 volt maintenance free starter battery is well secured forward of the engine.

Cables are well secured and terminals are corrosion free.

Battery isolator switches are fitted below the companionway.

Most navigation lights are working.

Interior lights are working.

There is power to radios and instruments.

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

EQUIPMENT

Safety

- MT400 EPIRB – out of service
- 2 x Fire extinguishers – in service
- First aid kit
- Flares
- Life ring
- Lifesling Rescue System
- Adult lifejackets
- Inflatable lifejackets
- Vee sheet

Electronics

- Raymarine Depth
- Raymarine Speed
- Raymarine Wind
- GME VHF radio

Exterior

- Cockpit cushions
- Silva bulkhead compass
- 2 x Solar panels

RECOMMENDATIONS & OBSERVATIONS

- The lower rudder bearing will require replacement in due course.
- The starboard navigation light is not working.
- The PSS shaft seal should be replaced in due course.
- The steering linkage on the tiller arm should be checked.

GENERAL COMMENTS

- This vessel appears in sound structural condition.
- Bulkheads are well bonded to hull structure and GRP laminates appear 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.






Salar 40 – “St Kilda”

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,



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.