

## BLUEWATER MARINE SURVEYORS ABN 61 172 043 569

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### Survey Report

**Client:** Charles@remixtextiles.com

**Vessel:** "Dory"

**Builder:** Unknown, Ballina (advised)

**Place of Survey:** Cronulla, NSW

**Date of Survey:** 3 November 2021

**Registration No:** MV2003 N      **O.N:** 853963      **H.I.N:** AUWWA132246DJ5

**Dimensions:**      **L.O.A:** 11.48 m      **Beam:** 4.3 m (approx.)      **Draft:** -

**Hull:**      **Construction:** Carvel      **Material:** Spotted Gum/Clenched

**Superstructure:**      **Construction:** Timber/Plywood



**SURVEY REPORT - VESSEL "DORY"****Comments:****Underwater Section:**

**PLEASE NOTE:** No underwater inspection was carried out. There could be factors unseen that would also affect the valuation of the vessel. Including, amongst other things, worm damage, electrolytic/galvanic activity, running gear damage or impact damage.

**Topsides:**

The topsides have been recently painted, the surface is unfair and shows plank movement.

There is evidence of movement in the bulwark planking.

**SURVEY REPORT - VESSEL "DORY"****Deck:**

The decks are sheaved and painted, possibly plywood over timber planking.

When percussion tested, they had multiple dull spots indicating delamination and/or deterioration.

When tested with a capacitance moisture meter showed high/excessive moisture. These readings were only taken at the time of inspection and are an indication only, more accurate readings should be taken at regular intervals over a period of time or invasive investigation would be necessary to determine the amount of deterioration that exists.



Fore Deck

**SURVEY REPORT – VESSEL “DORY”****Cockpit:**

Contains a shower/head, outside sink and storage.

The sheaved plywood construction also when percussion tested, had multiple dull spots indicating delamination and/or deterioration.

When tested with a capacitance moisture meter showed high/excessive moisture. These readings were only taken at the time of inspection and are an indication only, more accurate readings should be taken at regular intervals over a period of time or invasive investigation would be necessary to determine the amount of deterioration that exists.



**SURVEY REPORT - VESSEL "DORY"****Cockpit cont'd:**

The decks are sheaved and painted, possibly plywood over timber planking.

When percussion tested, they had multiple dull spots indicating delamination and/or deterioration.

When tested with a capacitance moisture meter showed high/excessive moisture. These readings were only taken at the time of inspection and are an indication only, more accurate readings should be taken at regular intervals over a period of time or invasive investigation would be necessary to determine the amount of deterioration that exists.



Cockpit Decks

**SURVEY REPORT - VESSEL "DORY"****Cabin:**

The cabin sides were not accessible for inspection on the water, to be further inspected when slipped.

The surface is painted.

The windows are glass in timber frames showing deterioration and temporary repairs with polyester filler.



The cabin top was sheaved and painted, possibly plywood over timber planking.

When percussion tested, they had multiple dull spots indicating delamination and/or deterioration.

When tested with a capacitance moisture meter showed high/excessive moisture. These readings were only taken at the time of inspection and are an indication only, more accurate readings should be taken at regular intervals over a period of time or invasive investigation would be necessary to determine the amount of deterioration that exists.

**SURVEY REPORT - VESSEL "DORY"**



**SURVEY REPORT - VESSEL "DORY"****Cabin cont'd:****Accommodation**

**Trunk Cabin:** Single berth

**Head:** 12v

**Stove:** Force 10 LPG S/S Bar-b-q

**Compliance:** -

**Stereo:** Sony CDX-GT170

**Comments:** The internal furniture is plywood seating & storage with vinyl covered foam and domestic style cupboards.

The accessible areas of the bilge aft show evidence of degradation around the plank surfaces, hog and general fastenings.

All LPG storage should conform to AS 5601 and have a suitable compliance plate affixed.





**SURVEY REPORT - VESSEL "DORY"****Machinery**

- Engine:** GM Diesel
- Bilge pump:** 1x 12v Rule 1500 submersible with float switch aft  
 1x 12v TMC 2000 submersible with float switch aft engine – not operational  
 1x 12v Rule 1500 submersible with float switch fwd engine – not operational
- Fuel:** 2x ferrous metal (capacity unknown)
- Water:** 2x Polyethylene
- Exhaust:** Dry
- Steering:** Hydraulic
- Instruments:** 1x Tachometer      1x Volts      1x Engine Oil Pressure    1x Temperature  
 1x Hours

**SURVEY REPORT - VESSEL "DORY"****Comments:**

The engine installation is considered suitable for the type of engine.

Surface rust is evident on unprotected steel surfaces.

It is suggested these surfaces be cleaned, rust converted and coated with a suitable paint system.

Integrity of the fuel tanks and contamination of the fuel requires further investigation.

Hoses and clamps have deteriorated and require replacement.

All through hull fittings and valves require cleaning, removal, check for corrosion and replace where necessary.

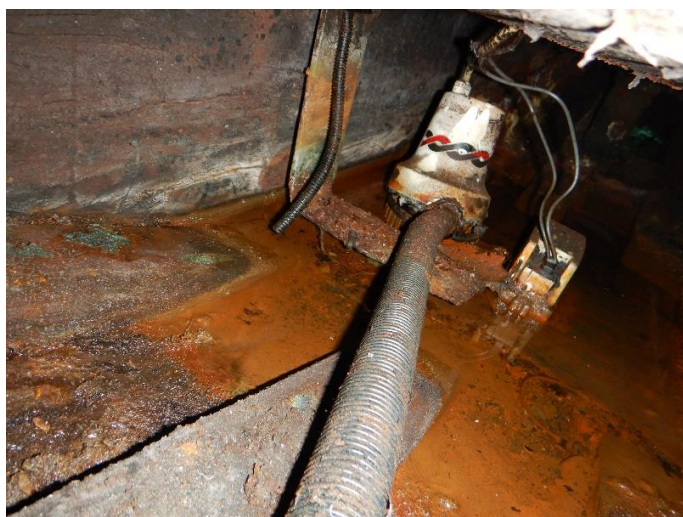
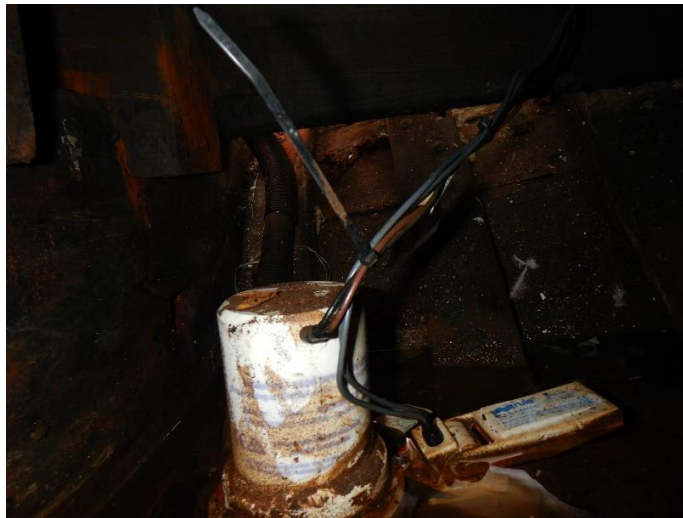
It is recommended that the Shaft Seal be replaced at the earliest convenience.

The rudder gland hose and clamps should be replaced.

Planking weeps require further investigation and rectification.

Ensure adequate insulation around exhaust stack in near contact with timber.

PLEASE NOTE: The engine and engine installation has been visually inspected only. I recommend all machinery be inspected and extensively sea trialled by a fully qualified mechanic.



**SURVEY REPORT - VESSEL "DORY"**



Fuel Tanks

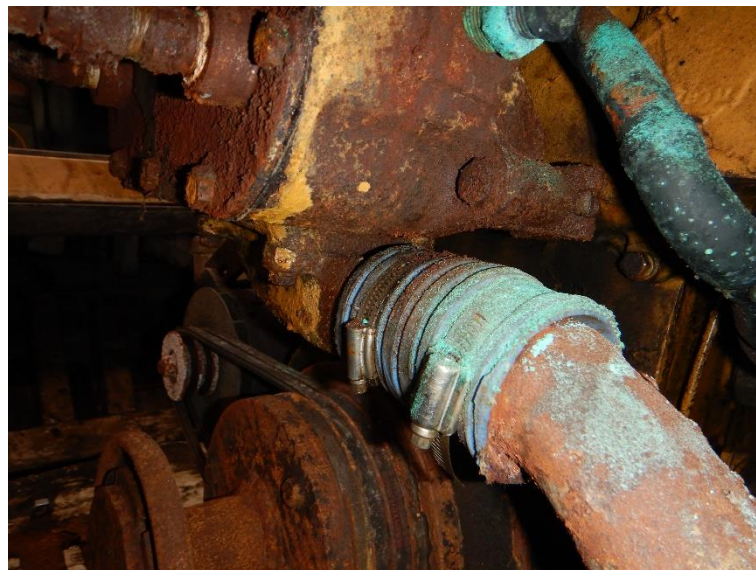
**SURVEY REPORT - VESSEL "DORY"**



Surface Corrosion



Deterioration of hoses and clamps



**SURVEY REPORT - VESSEL "DORY"**



Replace through hulls



Replace stern gland

**SURVEY REPORT - VESSEL "DORY"**



Replace rudder gland hose and clamps



Weeps

**SURVEY REPORT - VESSEL "DORY"**

Planking weeps

**Electrical**

<b>Main Switch:</b>	Yes
<b>Batteries:</b>	4x 12 volt
<b>Solar Panel:</b>	2x – fouled
<b>Inverter:</b>	Xantrex 1000W
<b>Comment:</b>	The electrical system is basic with circuits protected by a main switch and circuit breakers.  All AC circuits added to the vessel should be inspected by a qualified electrician conversant with marine applications to ensure that they comply with AS3000.

**Navigation Equipment**

<b>Navigation Lights:</b>	Port and starboard, and all round white.
<b>Radio:</b>	Icom IC M304 VHF
<b>GPS/Plotter:</b>	Raymarine A65
<b>Clock:</b>	Plastimo – not fitted
<b>Barometer:</b>	Plastimo – not fitted
<b>Comment:</b>	Port and Starboard navigation lights not operational.

PLEASE NOTE: Navigation equipment is to be fitted as required by the authority in the area the vessel is to operate and to be maintained to a satisfactory standard.

**SURVEY REPORT - VESSEL "DORY"****Life Saving Equipment**

**Life Jackets:** 6x PFD 1; 2x Child PFD1; 1x PFD2; 1x old style

**Fire Extinguisher:** 2x

**Life Rings:** 4x

**Comment:** It is the responsibility of the operator to ensure all life saving equipment is carried and maintained in accordance with the conditions and area the vessel is to operate. Refer to [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au) Recreational Vessels; Safety Equipment.

**Ground Tackle**

**Anchor:** Plough

**Chain:** 10 mm

**Windlass:** Muir

**Spare:** 2x plough

**Comment:** The winch casing has fractured.  
Deck switches require replacement.  
The anchor should be secured while underway.





**SURVEY REPORT - VESSEL “DORY”**

**General comments and seaworthiness**

The vessel was originally constructed to comply with the Uniform Shipping Laws Code.  
All necessary fire fighting, navigation and safety equipment to be carried whilst the vessel is in service.  
With all necessary repairs and due preparation, the vessel would be considered seaworthy for coastal passages.

WHILST WE HAVE MADE all reasonable endeavours to discover any defects that may exist on the vessel, it is pointed out that there can always exist hidden defects or defects that cannot be discovered without interfering with the vessel’s structure or fittings and we do not therefore, accept any liability in respect of such defects.

This report has been prepared for the private and confidential use of our client and should not be reproduced in whole or part or relied upon by any other party for any use without the express written authority of BLUEWATER MARINE SURVEYORS.

9 November 2021

Shipwright/Boatbuilder  
Marine Surveyor

Signed..........  
Paul Burgess