

MARINE REPORT

INSURANCE RISK INSPECTION SURVEY &
VALUATION

Vessel "HONAWAI"



Inspection date 02-August-2021

Boat Surveys
& Consultants
Marine Surveyors

ABN 18 187 849 981
BoatSurveys & Consultants
W: www.boatsurveys.com.au
E: info@boatsurveys.com.au
Mob +61 0481 534 079

VESSEL DETAILS

PRINCIPLE DETAILS			
Owners	Mr A.Moore & Mr L Grant-Allan	Length overall	11.2m
Address	Cleveland	Beam	3.6m
Telephone No	0435 437 718	Draft	1.72m
Email address	sandy@alexandermoore.in	Displacement	8,500kgs
Type of Vessel	Mast head cutter rig	Propulsion system	Shaft drive
Location of Survey	Redland City Marina	Engine	Yanmar
Inspection date	02/08/2021	Engine Hrs	Estimated 920hrs
Designer	Allan Wright	Transmission	Yanmar gearbox
Builder	Ross Baker	Steering system	Cable steering
Design /Model	Aft Cockpit	Fuel capacity	150litres Diesel
HIN/Registration	Q2-102-Q	Water capacity	2/75litres
Date Launched	Estimated 1989	Holding Tank	N/A
Construction material- Hull	Double diagonal planked	Intended use	Private use

THIS IS TO CERTIFY that the undersigned Marine Surveyor did at the request of the owner did attend the above vessel on the 02 of August 2021 whilst the vessel lay on the hardstand to examine the vessel for the condition for insurance

PREPARATION FOR SURVEY No parts of the craft were dismantled and no bolts were drawn for inspection. No attempt was made to open up or prove machinery or systems. The electrical installation was not examined in detail, only switch tested.

INACCESSIBLE AREAS: I have not inspected the mouldings, woodwork or other parts of the structure which were covered, unexposed or inaccessible and I am therefore unable to report that any such part of the structure was free from defect.

SCOPE OF SURVEY: To inspect just the main structure of the hull of the vessel for purchase purposes, excluding the engines and all other areas and items unless specifically mentioned. This report does not confirm whether or not the boat complies with any Australian standard for Recreational Craft Directive (RCD) or the Boat Safety unless specifically stated.

RECOMMENDATIONS will be restricted to those defects which should be rectified before the vessel is used, (or within a given period if specified), and items which may affect Insurability

The recommendations are contained in the body of the report so that they may be read in context and are also listed as part of the Conclusions at the end of this Report.

*The **bold black** print has been used within the report to draw attention to noted items*

The above particulars, although presumed correct, have not been verified and their accuracy cannot, therefore, be guaranteed.

<i>Table of comments</i>	<i>Description</i>
Unserviceable	<i>Defective and not meeting the minimum requirements for the intended purpose</i>
Poor	<i>In need of major repair or replacement</i>
Below Average	<i>Excessively worn or in lesser condition than that of average</i>
Average	<i>Typical condition for the age or use of an item, approx. midway through the service life</i>
Above average	<i>In better condition or less worn than that of average</i>
Acceptable	<i>Fit for purpose and meeting the minimum requirements for the intended purpose</i>
Serviceable	<i>Capable of performing intended function or task</i>
Good	<i>Showing signs of use and wear however still fully serviceable</i>
Very good	<i>Showing signs of use and wear however no maintenance or caution is required</i>
Sound	<i>No noticeable defects or faults</i>
Excellent	<i>Not as new however no signs of deterioration or wear</i>
Pristine	<i>As new</i>
Critical	<i>Immediate action required/detrimental to vessel on or personnel safety</i>
Caution	<i>Action is highly recommended to prevent potential failure or further damage</i>
Action	<i>General maintenance actions required recommended or to be considered</i>
Cosmetic	<i>General cosmetic related issues.</i>
Noted only	<i>Fitted and sighted however not tested for operation or serviceability</i>

Vessel (Below waterline)

Location	Reference	Description
Hull	Sound	Double diagonal cold moulded hull sheaved with the west epoxy system. The sailing vessel was examined in sound condition with a percussion hammer.
Surface U/W	Sound	Hull has recently been re antifoul with blue antifoul and new anodes and the hull finish was good with a mild build-up of antifoul paint.
Propeller / Shaft /seal	Serviceable	Fixed 3 blade bronze nickel propeller was secured to the 25mm stainless steel shaft by locking nut. The shaft was supported by a P bracket and a new cutlass bearing.
Rudder / post / Seal	Sound	Skeg hung rudder was composite in construction and was in sound condition. Rudder post and bearings were firm.
Skin Fittings / Ball Valves	Average	Intake valves were fabricated in stainless steel and PVC. The PVC valves were sound. Three skin fittings and S/S ball valves were new with new skin fittings evidenced.

Comments. No concerning findings or defects were noted within this section

Vessel Hull Internal

Location	Reference	Description
Racked Stem and stern sections	Sound	Bow and stern sections were examined as in sound condition. The racked bow was free from anchor damage and the Bermudan transom was sound.
Bulkheads	Noted only	No actual subdivisions within the vessel bilge as the bilge was continuous.
Hull	Average	A two-ply diagonally planked timber hull was examined below the cabin sole and behind cupboards and side panels. The hull was sighted with clear coating and was in dry sound condition with small sections of the inner layer lamination damaged from previous freshwater damage with fluffy sections.
Ribs Stringers, Bearers	Sound	The vessel was constructed with laminated timber frames and stringers and was clear coated.
Deckhead	Sound	The deck was laminated kauri pine with Grp sheave to maintain watertight integrity. The new section of deckhead forward of mast step was renewed and sealed.

Comments: No concerning findings or defects were noted within this section

Vessel (Above water)

Location	Reference	Description
Hull sides & Bow section, Rubbing strip	Serviceable	White hull had been faired professionally and spray painted to a high finish. The Royal blue boot top was freshly coated.
Cabin & Superstructure	Sound	The main cabin superstructure was in sound condition supporting acrylic tinted windows. Entrance to the main cabin was via solid dodger protecting the companionway.
Deck hatches & lockers	Acceptable	Anodised aluminium deck hatches
Rails & stanchions	Serviceable	Tapered stainless steel 25mm stanchions with Dyneema railing were found to be secure. Push pit and pull pit were fabricated in stainless steel and were secure.
Cleats & Bollards	Sound	Sampson post was used for bow cleat and bronze cleat was secure on the transom.

Comments: No concerning findings or defects were noted within this section.

Vessel general interior

Location	Reference	Description
Trims & Laminates	Sound	The interior of the vessel was protected by a solid companionway cover extending into the cockpit. The Interior was dry and freshly painted timber-lined
Cabin Lights	Serviceable	Led cabin lights were operational throughout the vessel.
Cabin sole	Sound	Timber cabin sole with timber vinyl cover was secure and allows easy access below to the bilge.
Heads and side linings	Sound	The laminated marine deckhead was in sound condition and finished in a flat white finish.

Hatches	Acceptable	Anodised aluminium deck hatches with tinted acrylic clears were watertight.
Doors	Acceptable	A Dual-purpose single cabin door divides the aft cabin from the forward cabin and restroom.
Upholstery	Acceptable	Cushions and covers were clean and in new condition.
Accommodation	Acceptable	Vessel sleeps 6 persons
Galley	Acceptable	L shaped galley with gas stove and sink and microwave oven. Gas appliance certificate not sighted.

Comments: No concerning findings or defects were noted within this section.

Vessel systems and fixtures

<i>Location</i>	<i>Reference</i>	<i>Description</i>
Toilet	Acceptable	Push-button TMC toilet with 12-volt macerator toilet pump. The toilet base was secure.
Water tanks	Satisfactory	2 x 150litre stainless steel freshwater tanks were located
Freshwater pressure system	Satisfactory	Jabsco Par Max 2.9 12 volt supplies pressured water to galley and restroom.

Comments: Gas appliance certificate not sighted – No other concerning findings or defects noted within this section.

Vessel Electrical systems

<i>Location</i>	<i>Reference</i>	<i>Description</i>
Shore power inlet	Noted Only	Shore power was not connected at the time. A distribution board with RCD was sighted protecting the circuits and power points and was not tested.
AC&DC distribution boards	Acceptable	Two separate boards were sighted, and both were labelled clearly. Alternate current AC and Direct Current DC
Electrical Harness	Acceptable	Electrical cabling connections and fittings were secure and dry in all areas of the vessel.
Galvanic Bonding	Poor	The vessel was bonded with common copper earth straps with green coloured cables secured to earth engine installation.

Comments: No concerning findings or defects were noted within this section.

Vessel Electronic and Navigational systems

<i>Location</i>	<i>Reference</i>	<i>Description</i>
Compass	Serviceable	Bulkhead mounted steering compass was located on the port side of the companionway.
Instrument's depth sounder /GPS Plotter	Noted Only	C80 Raymarine chart plotter with depth sounder was secured to the helm pedestal along with Autopilot. Wind instruments and depth sounder were sighted below the C80 not powered.
Marine radios	Noted Only	GME VHF, Icom HF and UHF radios were sighted not powered at the time of inspection.

Comments: No concerning findings or defects were noted within this section

Vessel Machinery systems

<i>Location</i>	<i>Reference</i>	<i>Description</i>
Engine	Serviceable	Yanmar 3JH2 – TGF - 3 x cylinder diesel engine. Engine installation was sound with solid engine mounts. Engine controls were operational.
Serial /Engine numbers	Noted Only	Yanmar 3JH2 – TGF – Serial # 11435
Year manufactured	Noted Only	Unknown
Horsepower	Noted Only	30 Kw – 40.2hp
Exhaust system	Serviceable	Wet exhaust system with ribbed heavy-duty hose and clamped with stainless steel T bolt clamps. The exhaust hose was looped to prevent back flooding exhaust exits the vessel via transom.
Recorded hours	Noted Only	Estimated 900hrs following rebuild.
Engine monitoring gauges	Serviceable	Dual set of gauges at helm station and companionway.
Engine cooling systems	Serviceable	A closed freshwater system with inhibitor cooled by raw water. An Anti-syphon hose was secure behind the engine.
Engine transmission controls	Serviceable	A single control lever was used to control the Yanmar gearbox and engine movement was free and satisfactory.
Engine bearers and mounts	Serviceable	Yanmar engine mounts were in sound condition.
Stern gland	Serviceable	Grease filled stern gland was serviced via a copper grease line located at the companionway.
Fuel tanks & piping	Serviceable	Stainless steel fuel tank supplied diesel via water trap filter. Fuel lines and filter and breather arrangement were secure.
Steering systems	Serviceable	Cable steering was in operational condition. Steering was cable driven on the quadrant. Autopilot was engaged externally to the pulley system.
Auxiliary steering	Serviceable	Emergency tiller was in the aft lazette. The top of the rudder post was accessed easily below the cockpit floor for emergency steering.
General visual condition	Serviceable	Engine installation was secure and well set out with wiring plumbing as firm. The engine and gearbox were clean and free from leaks.

Comments: No concerning findings or defects were noted within this section.

Vessel Safety Equipment

<i>Location</i>	<i>Reference</i>	<i>Description</i>
Bilge pumps	Serviceable	2 x Lo pro-12-volt bilge pumps and a 12-volt 360 gph Rule pump with float switch were tested as operational. The Highwater alarm was verified.
Navigation lights	Serviceable	LED navigation lights port stb. stern and steaming lights were sighted in position. At the time of inspection mast, wiring and lights were to be powered.
Fire Extinguishers	Serviceable	3 x ABE 1kg dry chemical extinguishes sighted on board
Anchor arrangement	Serviceable	Bruce anchor was shackled to 50m x 10mm short, linked chain. Anchor winch was operational from for deck. The remote button was wired back to front

Fire blanket	Noted Only	Not sighted
Waterproof torch	Noted Only	2 x sighted
First aid kit	Noted Only	Not sighted
Fares / EPIRP	Noted Only	New flare kit - new 406 Epirp with expiry 2029/ Vee sheet and 1kg extinguisher
Life Buoy & light	Noted Only	New lifebuoy and MOB light
Stanchions/lifelines	Serviceable	Stainless steel stanchions recently reset as watertight and firm with Dyneema safety lines.

Comments: No concerning findings or defects were noted within this section.

Mast Rigging and Sails

Location	Reference	Description
Mast & Boom	Sound	Mast and boom sections are fabricated in aluminium. The mast is deck-stepped and is secure.
Spinnaker and jockey pole	Serviceable	Spinnaker pole end fittings were in operational condition
Rigging	Serviceable	The double spreader cutter-rigged vessel has new standing rigging that was replaced in 2021
Furlers	Serviceable	Inner and forestay furlers were sighted as operational with new colour-coded furler lines and sheets.
Base attachment	Sound	The mast is deck-stepped and secured on the base plate, compression below was secure. Deck grommets were waterproof.
Chainplates	Sound	Stainless chainplates and stem plates were secured through the deck. Bottle screws require split pins to lock
Sail inventory / Sail condition	Serviceable	Headsail and mainsail were in original condition and fully battened <i>Note: mainsail was missing a headboard car.</i> The mainsail was protected in a new boom cover and lazy jacks
Date Last serviced by whom	Serviceable	Mast and boom were taken off the vessel for a full standing rig replacement and electrical cabling with new lights and fittings. The mast and boom sections were polished and sealed.

Comments: No concerning findings or defects were noted within this section.

General remarks and recommendations.

A good standard of maintenance has been demonstrated in most aspects of the vessel. The vessel was kept clean and dry, and bilges were dry.

Technical maintenance: The electrical and engine installation was in sound; Standing rigging had been replaced and inspected recently and was in good condition. Note rigging inspection document had not been sighted at the time of the survey.

Conclusions

The hull of this craft was found to be in a good sound condition free from structural damage. The vessel internal bonding to prevent galvanic action was inspected and connected.

The other defects found at this time were mainly of a cosmetic or service nature. Any liability is to the above the client only and not to any future holder of this survey report and this report is a statement of fact ascertained at the time of the survey.

Declaration:

Rating of vessel condition was determined upon completion and review of all reported survey information including recommendations and comparing vessels to the same or similar age models. Possible vessel condition ratings are as follows:

- EXCELLENT - Essentially as new.
- ABOVE AVERAGE - Has had above average care with no obvious defects or limitations.
- AVERAGE - Ready for sale but needs some maintenance or repairs, updates, or cleaning.
- BELOW AVERAGE - Needs significant maintenance, repair, or service.

• RATING OF VESSEL CONDITION... ABOVE AVERAGE

- INTENDED USE OF VESSEL..... Private use. Near Coastal,
- SUITABILITY FOR INTENDED SERVICE: Vessel is considered fit for its intended use and upon correction of all listed in recommendations.

Disclaimer.....

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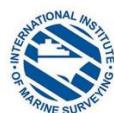
Copyright © Stephen Eiszele 2020. No responsibility is accepted for latent or other defects not discovered on this basis. Dimensions and scantlings detailed in this report are indications of size and location that are not to be taken as specifications.

For this report, the vessel has been visually inspected for patent defects where practical both within and without through non-invasive and non-destructive means. However, only a reasonable visual inspection has been conducted, and unless specified herein no structural materials, machinery, and or equipment testing and have been carried out and inspection has not been made of reasonably inaccessible areas.

Satisfactory stability and freeboard cannot be assumed and has not been determined by us. This remains the responsibility of the owner. This report is NOT a certificate of seaworthiness or a guarantee of conditions. No liability or responsibility is accepted for or to any third party who may use or rely upon the whole or any part of the contents of this report. See web site BOAT SURVEYS for detailed terms and conditions
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ABN 18 187 849 981
BoatSurveys & Consultants
W: www.boatsurveys.com.au
E: info@boatsurveys.com.au
Mob +61 0481 534 079

VALUATION CERTIFICATE

Our Reference BSC482

"SV HONWAI
for Mr A.Moore & Mr L Grant-Allan
UVI: Q2-102-Q

Following my recent survey and accepting a willing purchaser and vendor, I would estimate the current Fair market value of this craft, in its present condition, free from all encumbrances and subject to present market forces, to be in the region of \$85,000,00 (Eighty Five thousand dollars). AUD

Stephen Eiszele
Signature: *Stephen Eiszele*
Date 02-August -2021

Valuation Only Disclaimer

This valuation relates solely to the date and places referred to and we emphasise that it is a statement of our opinion only and is not a representation of fact or of the particulars or information available to us on which our opinion is based.

All particulars are from information given to us and such other information as we have been able to obtain from relevant works of reference, but we can accept no responsibility for their accuracy.

To establish a valuation, the overall condition and inventory and any other aspects that might affect the value have been taken into account. It should be noted the valuation does not take into account the possible cost of repairs following damage to the vessel, which may exceed the valuation provided within this report. Further enquiries should be made to establish a reinstatement valuation in this respect.

Based on the limitations set out above, the fair market value with the unencumbered title is assessed as being in the region of \$85,000,00.

