

## BLUEWATER MARINE SURVEYORS ABN 61 172 043 569

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### Survey Report for Insurance Purposes

**Client:** Samara Fuss [sam@philterbrewing.com](mailto:sam@philterbrewing.com)

**Vessel:** "Sarabande II" (Double chine, Sloop rigged cruising yacht)

**Builder:** Ian Kidston (1979) **Designer:** John O'Brien

**Place of Survey:** Woolwich Dock

**Date of Survey:** 22 June 2021

**Australian Ships Regn No:** ON 385400

**H.I.N:** AUWWA202370FE1

**Dimensions:** **L.O.A:** 13.72 m **Beam:** 3.73 m **Draft:** 1.83 m

**Hull:** **Construction Material:** Steel



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**Comments:**

**Underwater Section:**

Structurally sound and in good condition.

The antifouling was halfway through its useful life.

The underwater fittings are s/s.

Anodes in good condition, depletion evident, i.e. working.

There was no evidence of pitting or corrosion in the plating or welds.

**Topsides:**

Sound and in good condition with respect to its age.

The topsides have been painted showing good adhesion and gloss retention.

**Deck:**

The deck is painted non-skid finish in good condition.

The guard rails are in good condition, well secured.

The lifelines are plastic coated s/s.

**Coach House**

**Comments:** Painted alloy with glass windows.

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**Accommodation**

**No. Berths:** 1x vee berth fwd  
 2x single bunks port fwd amidships  
 1x double berth starboard fwd amidships

**Robes:** Hanging lockers and stowage under berths

**Toilet:** 1x TMC 12v **Holding Tank:** Polyethylene

**Stove:** 2 burner Broadwater LPG stove, grill and oven. **Compliance:** -

**Refrigeration:** 12v portable Waeco  
 Refrigerated ice box

**Sink:** S/S galley  
 Porcelain in head

**Stereo:** Phillips DC508 Cass/AM/FM

**Comment:** The inside of the cabin is lined.  
 Inspection of the internal hull and deck head was carried out where possible and found to be sound.  
 The interior joinery is of veneered plywood and solid timber trim, varnished and painted surfaces finished and maintained to a boat building standard.  
 All LPG storage and supply should conform to AS 5601 and have a suitable compliance plate affixed.  
 Forward cabin lights not operational.

**Bilge**

**Bilge Pumps:** 1x 12v Rule 2000 submersible with automatic float switch.  
 1x manual – Henderson MkV

**Ballast:** Molten lead within keel.

**Machinery**

**Engine:** Perkins 6354 (recon 1995) **Ser No:** - **Hours:** 4230

**Gearbox:** Borg Warner (added 1995)

**Propeller:** 3 Blade folding

**Steering:** Wheel on pedestal (chain to cable) **Emergency:** yes

**Fuel:** Integral steel tank **Capacity:** 600lt (advised)

**Water:** S/S tank insulated from hull plating **Capacity:** 450lt (advised)

**Instruments:** 2x Volts      1x Hours      1x Oil Pressure      1x Temperature

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**Comments:** The engine installation is sound and considered suitable for the type of engine.  
 It is recommended that the PSS Shaft Seal rubber bellows and O rings be replaced at the intervals as recommended by the manufacturer.  
 PLEASE NOTE: The engine and engine installation has been visually inspected only. I recommend all machinery be inspected by a fully qualified mechanic.

### **Electrical**

**Main Switch:** yes

**Batteries:** 1x 12v; 3x 12v Lifeline AGM

**Solar Panel:** 4x - regulated.

**Battery Charger:** Enerdrive 12v 60A

**Wind Generator:** Instabreeze 650 - regulated

**Generator:** Portable 2000i Petrol

**Comment:** The electrical system has circuits protected by main switches and circuit breakers.  
 The generator should not be run in a confined space and adequate ventilation should be available to dispel exhaust fumes from any living space.

### **Mast and Rigging**

**Mast:** Painted alloy double spreader section.

**Boom:** Painted alloy section.

**Pole:** Painted alloy section

**Furler:** Pro Furl

**Comments:** The mast, spars and rigging are considered suitable for the vessel.  
 PLEASE NOTE: The mast spars and rigging have been inspected at deck level only.  
 FOR INSURANCE PURPOSES: Most companies consider the useful life of stainless steel rigging to be eight to ten years. Some sections of the standing rigging have been recently replaced and inspected by Infinity Rigging.

### **Sails**

**1. Mainsail:** 2x

**2. Headsail:** 1x

**Comments:** Others not onboard at time of inspection.



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**Navigation Equipment**

<b>Nav Lights:</b>	Port and starboard, steaming, stern, tri colour and all round white and mast
<b>Radio:</b>	GME GX558 VHF Icom IC – M710 HF 40 channel CB
<b>Depth Sounder:</b>	Autohelm
<b>Compass:</b>	Sestrel
<b>GPS/Plotter:</b>	B & G V7
<b>Log:</b>	VDO
<b>Wind:</b>	Autohelm – not operational
<b>Clock:</b>	VDO
<b>Barometer:</b>	VDO
<b>Tide Clock:</b>	1x
<b>Auto Pilot:</b>	Raymarine ST6002 – check operation Fleming Wind Vane
<b>Comments:</b>	Port and starboard navigation lights not operational
<b>PLEASE NOTE:</b>	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.

**Life Saving Equipment**

<b>Fire Extinguisher:</b>	2x service/replace; 1x
<b>Life Jackets:</b>	2x Adult Inflatable
<b>EPIRB:</b>	Rescue Me EPIRB1
<b>Flares:</b>	Out of date
<b>Gas Detector:</b>	GA286 – not operational
<b>Life Raft:</b>	Inflatable 6 pax - service date 20/1/2020
<b>Life Ring:</b>	1x
<b>Fire Blanket:</b>	1x
<b>Drogue:</b>	1x
<b>Comment:</b>	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 <a href="http://www.maritime.nsw.gov.au">www.maritime.nsw.gov.au</a> Recreational Vessels; Safety Equipment.

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**Ground Tackle**

**Anchor:** Excel  
**Spare:** Plough (60 lb) & Bruce (45 lb) + appropriate tackle  
**Chain:** 10mm  
**Rope:** Various  
**Windlass:** Maxwell Williams V3000  
**Comment:** The ground tackle is considered suitable for the vessel.

**Tender**

**Dinghy:** Carbon Fibre Dinghy  
**Outboards:** Yamaha F6CMH S/N: 1004307  
 Mercury ME15MH S/N: ON260619

**General comments and seaworthiness**

The vessel is considered structurally sound, constructed to a good boat building standard.  
 High quality materials and equipment have been used throughout.  
 The condition of the vessel is considered consistent with its age and use.  
 All necessary fire fighting, navigation and safety equipment to be carried whilst vessel is in service.  
 With due preparation, the vessel would be considered seaworthy for extended 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.

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24 June 2021

Shipwright/Boatbuilder  
 Marine Surveyor

Signed.....  
 Paul Burgess