



## Insurance Risk Assessment Survey

**Client:** Graham Buckley **Ph:** 0419412469 **Email:** g.buckley@bigpond.com



### 'Freestyle'

**LOA:** 9.14m

**Beam:** 2.44m

**Draft:** 1.35m

**Rego:** JS902N

**Design:** Compass 29

**Inspection:** Slipped

**Date:** 14/3/2024

**Builder:** Compass Yachts

**Designer:** Gunter Heuchmer/Don Lees

**Location:** Phoebe St Marina, Balmain.



## **General vessel description**

Standard Compass 29 with no major modifications. Round bilged FRP hull with raked stem and stern, cruising deck layout, tiller steering, full keel and keel hung rudder. White hull with yellow stripe under gunwale, white deck, and black antifoul. Registration is displayed on the aft of the cabin. Vessel name and HIN are located on the transom but the HIN has been painted over. A second HIN plate is located on the saloon setting on the port side. The vessel was inspected with no rig.



## Scope of survey

The purpose of this survey is to determine, insofar as possible within the limitations of visual and physical means, through non-invasive and non destructive methods, the condition of the vessel at the time of inspection in the opinion of the undersigned surveyor. Parts of the structure, systems or equipment may be inaccessible or missing so as to make inspection impractical.

The use of digital photography, moisture meter and thermal images have been used if the undersigned surveyor has found appropriate and will be included in the report if relevant. Electronic and electrical systems will be tested by powering up only. Wiring, connections and panels will only be checked visually. A complete assessment of the electrical system requires a qualified marine electrician.

Motors and machinery will be checked visually. A complete assessment of any motors, generators, gearboxes or drive systems requires a qualified marine mechanic.

Fuel burning systems will not be tested. A complete assessment of fuel burning systems requires a qualified gas fitter.

No stability or structural calculations have been made.

## Definition of terms

<b>Excellent condition:</b>	As new, showroom condition.
<b>Good condition:</b>	Nearly new, some cosmetic faults.
<b>Fair condition:</b>	Usable and fit for purpose.
<b>Serviceable condition:</b>	Usable with minor repairs or regular monitoring.
<b>Poor condition:</b>	Unusable, requiring repair or replacement.



## Hull Construction/condition

**Construction/material-Hull:** Moulded FRP

**Construction/material-Deck:** Moulded FRP

**Construction/material-Keel:** Moulded FRP with internal ballast.

**Hull Underwater:** Good cond. No soft areas, signs of significant osmosis or damage.

**Hull Above water:** Good cond. No major repairs or damage evident. Gelcoat in very good condition for age.

**Keel:** Good cond. No damage or degradation evident.

**Deck:** Good cond. Moulded FRP. No soft areas or signs of damage.

**Cockpit:** Good cond. Moulded FRP. No soft areas or signs of damage.

**Coach house:** Good cond. Moulded FRP. No soft areas or signs of damage.

**Deck fittings:** Good cond. Winches and fittings usable and suitable for the vessel.

**Grab rails:** Good cond. Timber, found secure and undamaged.

**Frames:** Good cond. FRP/timber bonded to hull with no failures found.

**Stringers:** Good cond. FRP bonded to hull with no failures found.

**Bulkheads:** Good cond. Plywood, FRP secondary bonding with no failures found.

**Cabin/Interior:** Good cond. Moulded FRP with timber trim.

**Marine toilet:** Good cond. Ceramic bowl with hand pump flush. Not tested.

**Seacocks:** Good cond. All valves tested and working.

**Skin fittings:** Good cond. Fittings appear sound.

**Propellor:** Good cond. Bronze 3 blade. No significant corrosion or damage.

**Stern gland:** Good cond. Lip seal style gland operating as designed.

**Rudder:** Good cond. Moulded FRP with stainless steel stock and bronze head fitting. No soft areas, signs of osmosis, corrosion or damage.

**Rudder mounts:** Good cond. Pintles and gudgeons with solid bearing at hull. No play or tightness noted.



<b>Steering linkages:</b>	Good cond. Timber tiller with bronze head. No damage or play noted.
<b>Chainplates:</b>	Good cond. Stainless steel straps showing no evidence of corrosion or damage.
<b>Stemhead fitting:</b>	Good cond. Cast bronze fitting bolted through stem incorporating bow roller and forestay attachment.
<b>Deck fittings:</b>	Good cond. All winches and fittings appear fit for purpose.
<b>Pulpit:</b>	Good cond. Fabricated Stainless steel. Secure and undamaged.
<b>Pushpit:</b>	Good cond. Fabricated Stainless steel. Secure and undamaged.
<b>Staunchions:</b>	Good cond. Fabricated Stainless steel. Secure and undamaged.
<b>Lifelines:</b>	Good cond. Stainless steel 1x19 wire.

### Electrical system

<b>12V System:</b>	Good cond. 12V system with isolator switches and individual fuses
<b>Electrical fittings:</b>	Good cond. All fittings tested were found working.
<b>Batteries:</b>	Good cond. 1x start and house found secure.
<b>Generators:</b>	Good cond. Alternator.

### Motor and Machinery installation/condition

<b>Brand:</b> Yanmar	<b>Model:</b> 2GM20
<b>HP:</b> 16	<b>Serial:</b> Not sighted
<b>Fuel:</b> Diesel	<b>Age:</b> Unknown

<b>Engine beds:</b>	Good cond. FRP/timber engine beds. Found secure with no damage or wear.
<b>Instruments:</b>	Good cond. Oil and coolant temp visible/audible alarms. operating as designed.
<b>Controls:</b>	Good cond. Single lever morse controller. Operating as designed.
<b>Exhaust:</b>	Good cond. Through wetbox and exhaust hose to hull. No evidence of damage or leaks.



<b>Propeller shaft:</b>	Good cond. Stainless steel. No sign of significant corrosion or wear.
<b>Fuel lines/fittings:</b>	Good cond. Fuel hose, Brass fittings, Stainless steel hose clamps.
<b>Fuel Tank:</b>	Good cond. Stainless steel tank of unknown volume. No evidence of damage or leaks.
<b>Venting:</b>	Good cond. Fuel hose to atmosphere.
<b>Bilge pump electric:</b>	Good cond. Automatic and switch activated. Tested and working.
<b>Stove:</b>	Good cond. 2 burner alcohol stove. Not tested.

### Mast and rigging

<b>Rig type:</b>	Good cond. Deck stepped single inline spreader masthead sloop.
<b>Mast:</b>	Good cond. Painted aluminium alloy.
<b>Mast age:</b>	Unknown
<b>Last service:</b>	Good cond. 2012. Joe Walsh rigging.
<b>Boom:</b>	Good cond. Painted aluminium alloy. No significant corrosion or damage.
<b>Mast step:</b>	Good cond. Deck stepped. Anodised cast aluminium fitting on Aluminium fabricated fitting. No evidence of degradation.
<b>Spreaders:</b>	Good cond. Anodised aluminium alloy.
<b>Standing rigging:</b>	Good cond. 1x19 stainless steel.
<b>Running rigging:</b>	Good cond. All rigging sighted was fit for purpose

*Note: The mast and rigging have been inspected thoroughly from deck level but appear to be in good working condition. The age of rigging has been declared by the owner and has not been verified with documentation.*



## Safety Equipment

<b>Anchor and Warp:</b>	Good cond.	Galvanised plough style anchor, galvanised chain and nylon warp of suitable size for vessel.
<b>Fire Extinguisher:</b>	Good cond.	2x 1kg showing correct charge.
<b>Spotlight:</b>	Good cond.	Tested and working
<b>Lifejackets:</b>	Good cond.	5x level 100.
<b>Navigation lights:</b>	Good cond.	Port, starboard, stern and mast were found working.
<b>VHF Radio:</b>	Good cond.	Icom M302. Tested and working.

**Note:** It is the responsibility of the operator to ensure all lifesaving equipment is carried and maintained in accordance with the conditions and area the vessel is to operate. Refer to the RMS boating handbook

<https://www.rms.nsw.gov.au/documents/maritime/licence/boating-handbook.pdf>

## General Recommendations

It is recommended that a general maintenance and monitoring be adhered to to avoid degradation of the vessel and its systems.

1. It is recommended all seacocks be opened and closed every time the vessel is used.
2. It is recommended to monitor bilge levels and leaks.
3. It is recommended that motors be serviced once a year.
4. It is recommended the vessel is slipped every 12 months.
5. It is recommended all fittings and gear be checked regularly and replace worn or degraded items.
6. It is recommended masthead navigation lights be checked regularly between dusk and dawn to ensure they are operating.



## **Specific recommendations for 'Freestyle'**

There are no specific recommendations for the inspected vessel.

## **General comments and Seaworthiness**

This vessel should be considered structurally sound, constructed to a commercial boatbuilding standard. With the rig re-installed, due preparation and safety equipment, this vessel would be considered suitable 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 be 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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Prepared without prejudice,

16/3/2024

Bill Olsen  
Shipwright/Surveyor  
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