

RECREATIONAL CONDITION SURVEY REPORT



Strawberry Girl – Bellerive Yacht Club – 23/08/2024

Vessel: *Strawberry Girl*

Date of Report: 13/09/2024

Reason for report: Condition Inspection

AMSA UVI: N/A

Certificate of Survey No: N/A

Builder: Goodwill Boat Builders – New Zealand

Designer: Unknown

Design: Monohull Motor Yacht

Year of Launch: 1982

Length: 11.60m

Beam: Unknown

Depth: Unknown

Sector: Coastal recreational yacht

Owners Name:

Hubert Van Neutgem – 6 Mytle Court Mt Nelson

Survey Location: Bellerive Yacht Club, Tasmania

Construction:

Strawberry Girl is built from fibre reinforced plastic (FRP) incorporating a fixed keel, longitudinal stiffing and transverse bulkheads. She is fitted with stainless-steel handrails around the perimeter of the main deck and has been constructed with a stainless-steel aft davit system for launching and retrieving a small tender. The vessel has a teak deck and an aluminium mast. Access to the interior is via an aft companionway. There is evidence of external blistering in the FRP surface, it would be recommended this be rectified at the next scheduled slipping.

Accommodation/Amenities:

Strawberry Girl is constructed with an aft of midship galley fitted with a stainless-steel double sink and an LPG heated oven on the port side. To the starboard side of the galley is a work bench with a fridge located under. Galley is with multiple storage cupboards. Forward of the galley in the portside midship position is a circular bench seat wrapping around a fixed timber table. Adjacent to the seating area on the starboard side is single bunk with a storage cupboard and bench above. Forward of midship on the portside is the first of two heads designed into the vessel, followed by further accommodation in the way of two single bunkbeds and another storage cupboard in the most forward position.

Aft of the galley on the starboard side is a narrow corridor leading to the stern of the vessel with a built-in freezer on the starboard side and a door on the port side of the corridor that allows access into the machinery space. In the stern of the vessel is where the second head is located along with the master bed.

Engine:

The vessel is fitted with a Volvo diesel powered marine inboard engine. Hours indicated on the vessel speedometer are 2996 hours. The owner of the vessel was not present at the time of inspection (the owner's representative was present) so the hours cannot be verified as being true and correct. There were no maintenance logbooks on the vessel, any recent repair work or servicing cannot be verified.

Batteries:

The vessel is equipped with a twin-battery bank system, consisting of two 12V batteries located in the vessel's machinery battery switch allowing the batteries to be used independently or in conjunction together. The batteries are also connected to an analogue amperage meter.

Electrical systems:

Strawberry Girl is fitted with a small Hatz generator (hours are unknown) supplying DC power throughout the vessel with power outlets located in all areas below deck. The vessel has provisions for DC 240V shore power and no electrical monitoring system was sited at the time of the inspection. **D u e t o t h e v e s s e l** and limited usage in recent times, it would be recommended the vessel undertake an inspection by a qualified person to identify any electrical issues with the vessel.

Bilge Pumps:

The vessel is fitted with a single diaphragm manual bilge pump. The vessel has a switch on its control panel located on the dash labeled *bilge pump*, access to the bilge areas on the vessel are extremely limited, conformation of the type and location of a electrical bilge pump was not obtainable.

Steering/Propulsion:

The vessel is equipped with tiller steering. Initial inspection was on the slip, the rudder stock and seal are in a satisfactory condition. She is fitted with a 32mm shaft and a three-blade prop.

Anchoring:

Strawberry Girl is fitted with a Muir Cheetah anchor winch and a HHP anchor connected via 8mm short link chain with ample length for coastal operations.

Fuel Tanks:

Fuel tank size, material and located where unobtainable at the time of inspection.

Potable Water Tanks:

Potable water tank size, material and location where unobtainable at the time of inspection.

Black Water Tanks:

Black water tank size, material and location where unobtainable at the time of inspection.

Other Significant Equipment:

- Navman GPS
- Auto Helm ST6000+ tiller pilot
- Raytheon RL9 radar
- Marinetek sounder
- 100mm magnetic compass
- GME GD9520 radio/CD player
- Codan marine antenna tuner
- Barometer and Clock
- Maxwell anchor winch
- Codan HF marine radio
- VHF marine radio
- UHF radio

Safety Equipment:

The vessel's safety equipment was limited at the time of inspection and consisted of two Carley floats located below deck. There is an EPIRB mount in the galley, but no EPIRB was sited. There were three fire extinguishers on the vessel that need to be tested to confirm they are in correct working order. It would be recommended if the vessel was to resume its operations as a recreational vessel, *Strawberry Girl* should be equipped with the required safety equipment needed under Marine and Safety Tasmania laws.

Statutory Compliance:

Strawberry Girl is recreational vessel. No proof of current up to date registration was provided at the time of inspection. It would be recommended this be checked and confirmed by the owner's representative.

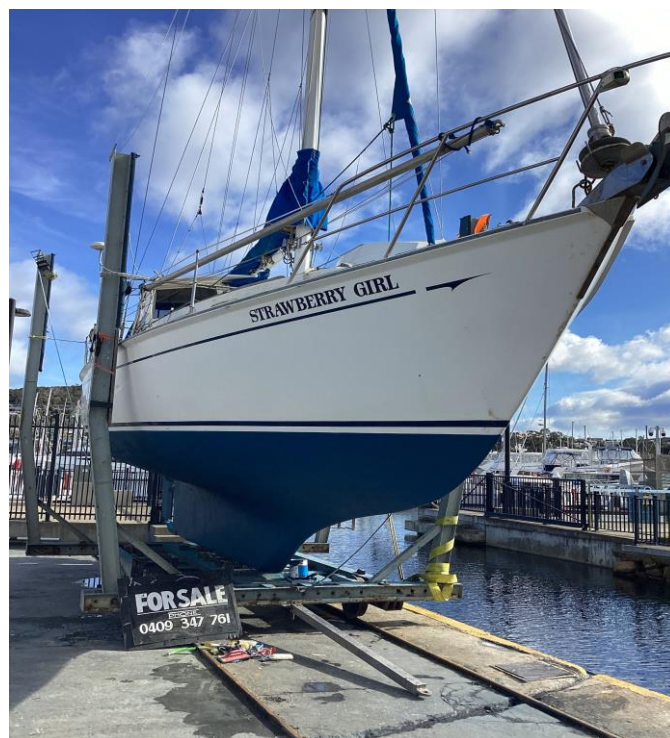
Summary and remarks:

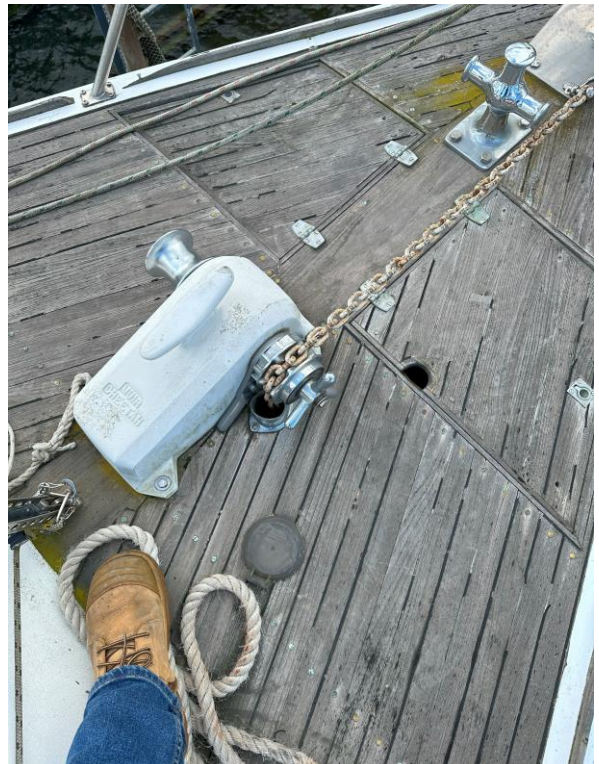
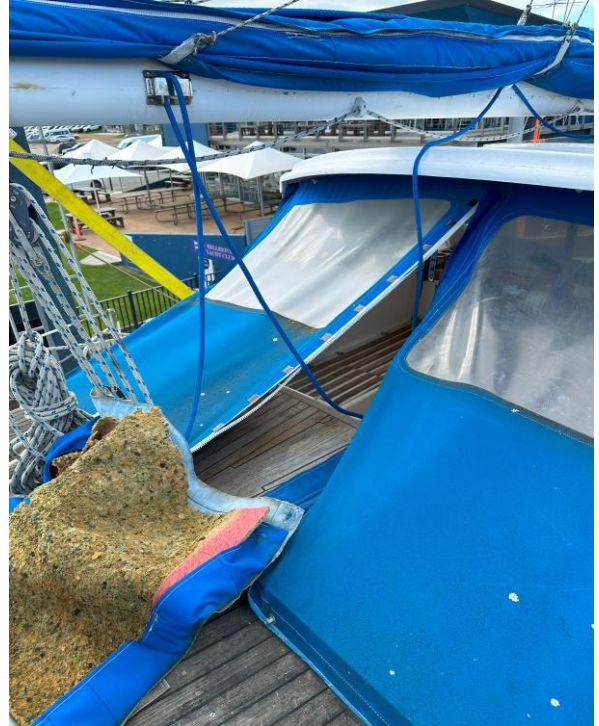
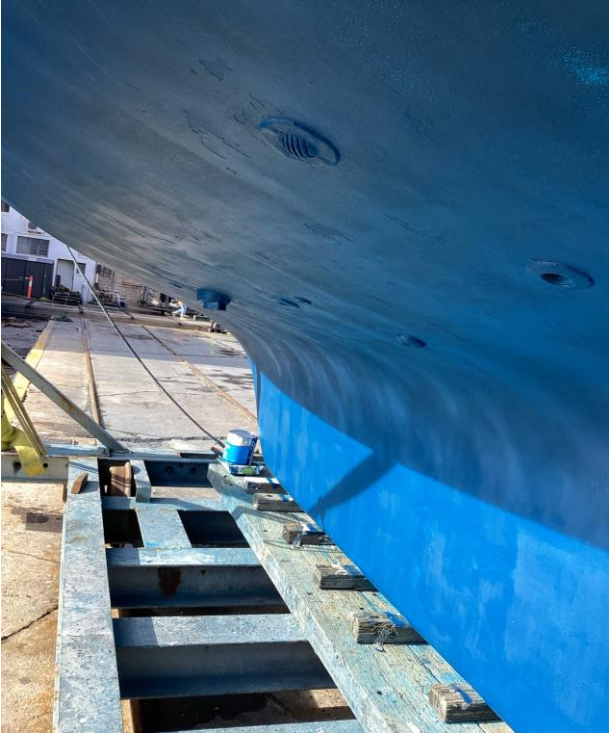
It was clear at the time of inspection *Strawberry Girl* has not need been operated for several years. At the initial inspection on the slip at Bellerive Yacht Club, it was reported the vessel had not been slipped for several years. She had a large amount of growth on the hull which was subsequently cleaned and new antifoul paint was applied. She was also fitted with a new shaft anode. This has been the extent of maintenance performed on the vessel.

Strawberry Girl requires a considerable amount of maintenance to bring her back to her glory days, it was report prior to the owner falling ill, the vessel was kept in pristine condition.

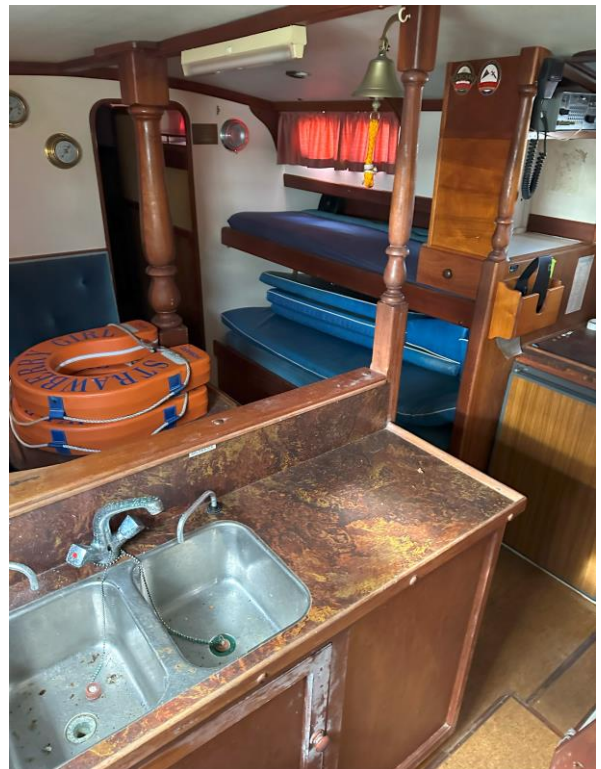
The teak deck is dry and faded and needs to be sanded and oiled before splitting starts to occur. The blue canvas sealing the cockpit needs to be replaced, it has lost its watertight integrity due to UV damage. The base plate screws on the stainless-steel handrail s t a n c h o n n e d s o the deck have started to loosen resulting in considerable movement in the handrails. There is a large amount of moss build up across the vessel externally, it would be recommended the vessel undergo a full repaint. It would be recommended t h e v e s s e l ' s L P G s y s t e m b e i n s p e c t e d p r i o r t o a n y f u r t h e r u s e .

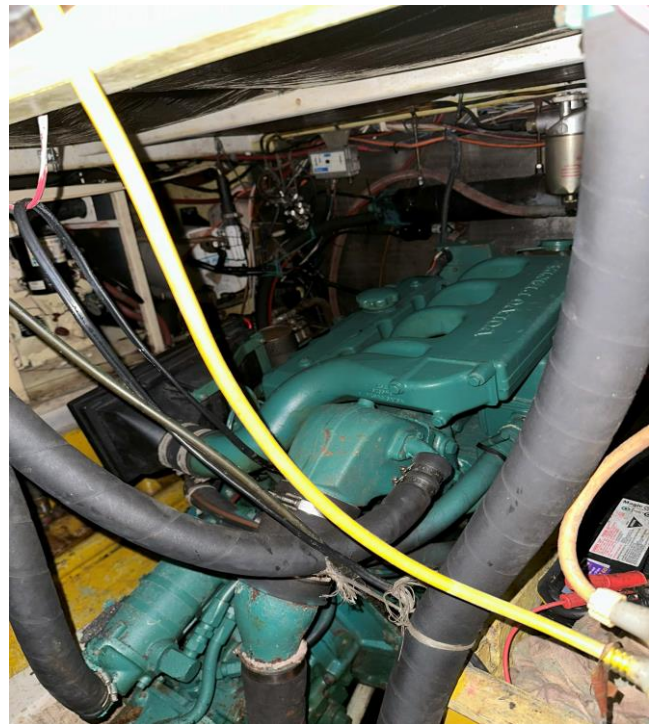
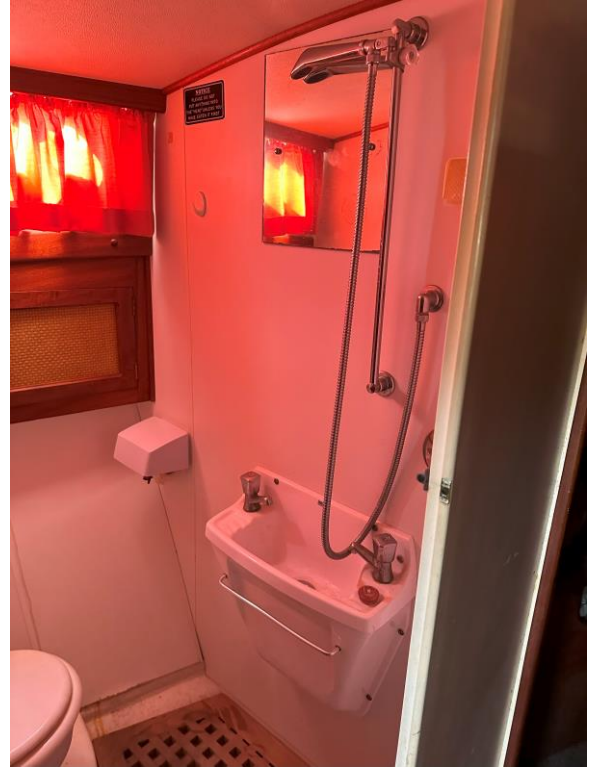
Below deck there is a musky smell indicating water ingress into the cabin area, which was evident with window curtains being quite wet. The machinery space requires a significant clean with a large amount of oil in the bilge with hoses and wiring held by small pieces of rope rather than being fixed in position with suitable fixings found in a marine vessel. Further evidence of her current condition can be seen in the photos attached to this report.











Comments made in this report are based on standards called up under Australia legislation including the National Standard for Commercial Vessels (NSCV) the Uniform Shipping Laws Code (USL). **YOUR ATTENTION IS DRAWN TO THE KEDGE PTY LTD STANDARD TERMS AND CONDITIONS WHICH IS TO BE FOUND IN THE INFORMATION PAGE AT www.kedge.com.au.** Parts of the vessels structure and installations that were found covered, unexposed or inaccessible except by removal of normally portable traps and panels have not been inspected. The hull survey was carried out visually and using light percussion testing. Antifouling was not removed from the hull nor were other painted surfaces scraped off. Electrical, electronic, gas, plumbing, piping, firefighting and alarm systems have not been tested except where noted.

This report has been prepared by **Paul Howard**, Accredited Surveyor, Kedge Pty Ltd. **Mr Howard** is an AMSA accredited surveyor and a member of Australasian Institute of Marine Surveyors. The report is for the sole use of the person named in the title page of this report and subject to the terms of survey listed below and the Kedge Pty Ltd general terms and conditions listed at Appendix 1. This report is solely for the benefit of the client to whom it is addressed and by whom it was commissioned. ***No responsibility is accepted to any third party to whom the report may be passed or sold.*** The survey is governed by the provisions contained in our standard terms and conditions (see www.kedge.com.au/information) and shall be governed by and construed in accordance with those provisions. Use in ***any way whatsoever*** of the survey indicates that the user understands fully and agrees to be bound by these terms and conditions. No responsibility is accepted for any consequential losses arising including but not limited to loss of profits', use or business interruption.

Please do not hesitate to contact Kedge Pty Ltd should any further assistance be required in relation to this survey. Kedge can be contacted at service@kedge.com.au or 1300 899 596

Signed:



Paul Howard

Marine Surveyor

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Important information-please read:

Valuation Opinion Terms:

I certify to the best of my knowledge and belief:

1. There are no other readily ascertainable additional facts which would assist me in reaching a more reliable conclusion;
2. The factual matters stated in the report are, as far as I know, true;
3. I have made all enquiries considered appropriate;
4. The opinions stated in the report are genuinely held by me.
5. The reported analysis, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial and unbiased professional analysis, opinions, and conclusions;
6. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest with respect to the parties involved;
7. I have no bias with respect to the Vessel that is the subject of this report or to the parties involved;
8. My engagement in this brief was not contingent upon developing or reporting predetermined results;

KEDGE PTY LTD STANDARD TERMS AND CONDITIONS

1. Definitions

"Surveyor" / "The Surveyor/Consultant" is the Surveyor/Consultant trading under these conditions.

"Client" is the party at whose request or on whose behalf the Surveyor/Consultant undertakes surveying services.

"Reports" any report or statement supplied by the Surveyor/Consultant in connection with instructions received from the Client.

"Disbursements" means photography, reproduction of drawings, diagrams, blue sketches and printing, duplicating and, where applicable, electronic transmission fees, and all reasonable and appropriate expenses including travel, refreshments and hotel accommodation where an overnight stay is necessary.

"Fees" are the fees charged by the Surveyor/Consultant to the Client and including any goods and services tax where applicable and any Disbursements.

2. Scope

The Surveyor/Consultant shall provide its services solely in accordance with these conditions.

3. Work

The Client will set out in writing the services which it requires the Surveyor/Consultant to provide. The Surveyor/Consultant will confirm in writing that it accepts those instructions or alternatively what services it will perform in accordance with the instructions. Once the Surveyor/Consultant and the Client have agreed what services are to be performed (the Services) any subsequent changes or additions must be agreed by both parties in writing. For the avoidance of doubt, if the instructions are not provided in writing but the surveyor nevertheless confirms their acceptance of these, the services will be provided in accordance with these conditions.

4. Payment Terms

The Client shall pay the **S u r v e y o r / C o n s u l t a n t ' s F e e s** **p u n c t u a l l y** in accordance with the report being released to the client and in any event at the time the Kedge invoice is presented, or in such other manner as may have been agreed in writing between the parties. Any delay in payment shall entitle the Surveyor/Consultant to interest at 8% above the Base Lending Rate of Bendigo Banking Corporation prevailing at the time of default.

5. Obligations and Responsibilities

- a) Client: The Client undertakes to ensure that full instructions are given to the Surveyor/Consultant in writing and are provided in sufficient time to enable the required Services to be performed effectively and efficiently and to procure all necessary access for the Surveyor/Consultant to goods, premises, vessels, installations and transport and to ensure that all appropriate safety measures are taken to provide safe and secure working conditions. The Surveyor/Consultant shall not be liable for any loss or damage, resulting from late, incomplete, inadequate, inaccurate or ambiguous instructions.
- b) Surveyor: The Surveyor/Consultant shall use reasonable care and skill in the performance of the Services in accordance with sound marine surveying/consulting practice.
- c) Reporting: The Surveyor/Consultant shall submit a final written Report to the Client following **c o m p l e t i o n o f t h e a g r e e d S e r v i c e s d e s c r i b i n g t h e S u** condition and/or quality of the object and/or purpose of the assignment, unless otherwise expressly instructed by the Client not to do so.
- d) Confidentiality: The Surveyor/Consultant undertakes not to disclose any information provided in confidence by the Client to any third party and will not permit access to such information by any third party unless the Client expressly grants permission save where required to do so by an order of a competent court of law. If information is provided by the Client in confidence the Client undertakes to make it clear in writing what information is provided in confidence.
- e) Property: The right of ownership in respect of all original work created by the Surveyor/Consultant remains the property of the Surveyor/Consultant.
- f) Conflict of Interest/Qualification: The Surveyor/Consultant shall promptly notify the Client of any matter including conflict of interest or lack of suitable qualifications and experience, which would render it undesirable for the Surveyor/Consultant to continue its involvement with the appointment. The Client shall be responsible for payment of the **S u r v e y o r / C o n s u l t a n t ' s F e e s** **u n t i l t h e d a t e** of notification.

6. Liability

- a) Without prejudice to Clause 7, the Surveyor/Consultant shall be under no liability whatsoever to the Client for any loss, damage, delay or expense of whatsoever nature, whether direct or indirect and howsoever arising UNLESS same is proved to have resulted solely from the negligence, gross negligence or wilful default of the Surveyor/Consultant or any of its employees or agents or sub-contractors.
- b) Where the Australian Consumer Law consumer guarantees do not apply and in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or wilful default of the Surveyor/Consultant aforesaid then, save for where loss, damage, delay or expense has resulted from the negligence, gross negligence or wilful default of the Surveyor/Consultant committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's / Consultant's liability for a series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's / Consultant's net worth or \$100,000 whichever is the lesser or Australian Consumer Law consumer guarantees do not apply.
- c) Notwithstanding anything set out in these conditions, they are subject to the Australian Consumer Law as set out in Schedule 2 of the Competition and Consumer Act 2010 if and to the extent consumer guarantees apply to this Contract and prevent the exclusion, restriction or modification of any such consumer guarantee. The liability of the Surveyor/Consultant, if any, for breach of any consumer guarantee which applies (other than where the Services are of a kind ordinarily acquired for personal, domestic or household consumption) shall be limited at the option of the Surveyor/Consultant to the supply of the Services again or the payment of having the Services supplied again.
- d) The Surveyor/Consultant shall not be liable for loss of or damage to equipment and other items placed at its disposal by or on behalf of the Client however such loss or damage occurs.
- e) Where an opinion of valuation is stated the surveyor will not be responsible for any losses arising from a change in the market value due to the geographical location of the vessel, or a change in market condition.

7. Indemnity

- a) Except to the extent and solely for the amount therein set out that the Surveyor/Consultant would be liable under Clause 6, the Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub- contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of providing the Services under these Conditions.

8. Force Majeure

- a) Neither the Surveyor/Consultant nor the Client shall, except as otherwise provided in these conditions, be responsible for any loss, damage, delay or failure in performance hereunder arising or resulting from act of God, act of war, seizure under legal process, quarantine restrictions, strikes, boycotts, lockouts, riots, civil commotions and arrest or restraint of princes, rulers or people.

9. Insurance

- a) The Surveyor/Consultant shall effect and maintain, at no cost to the Client, Professional Liability Insurance for such loss and damage for which the Surveyor/Consultant may be held liable to the Client under these terms and conditions.

10. Surveyor's / Consultant's Right to Sub-Contract

- a) The Surveyor/Consultant shall have the right to sub-contract any of the services provided under these conditions, subject to the Client's right to object on reasonable grounds. In the event of such a sub-contract the Surveyor/Consultant shall remain fully liable for the due performance of its obligations under these conditions.

11. Time Bar

- a) The Surveyor/Consultant shall be discharged of all liability in respect of any claim for loss, damage, delay or expense suffered by the Client unless, within 12 months from the date on which the Surveyor/Consultant submits a final report to the client (or, if no report is issued, the date on which the report would have been issued), suit is brought against the Surveyor/Consultant in the proper forum and written notice thereof is received by the Surveyor/Consultant.

12. Jurisdiction and Law

- a) These conditions shall be governed by and construed in accordance with the laws of Tasmania, Australia and any dispute shall be subject to the exclusive jurisdiction of the Tasmanian Courts.