



Insurance risk assessment Survey

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Vessel Name: 'Moonlighting'

LOA: 10.67m

Beam: 3.96m

Draft: 1.05m

Rego: ZM666N

Builder: Riviera

Designer: Riviera

Inspection: Slipped, 6/6/24

Inspection: Slipped, 8/6/24

HIN: AU-WWA09795AB1

Model: Riviera 35

Launched: mid to late 1980's

Location: Woolwich Dock

Location: Woodford bay, Lane cove.



General description

The vessel is a standard Riviera 35 with no major modifications, a twin shaft drive flybridge V shaped planing hull. Vessel name is signwritten on transom and rego is displayed port and starboard on the topsides at the bow. HIN plate is attached to the starboard transom. Vessel has white topsides with black boot top, white deck, and black antifoul. Vessel accommodation consists of V berth cabin forward, double cabin to starboard, head to port, followed by main cabin with saloon and galley.





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.

Vessel specifications are sourced from published data, not measured, unless published data is unavailable.

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

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



Hull Construction/condition

Construction/material-Hull:	Moulded FRP
Hull Underwater:	Good cond. Structurally sound. No soft areas, signs of movement, cracking, damage or osmosis evident.
Keel:	Good cond. Structurally sound. No soft areas, signs of movement, cracking, damage or osmosis evident.
Hull Above water:	Good cond. Structurally sound. No major repairs or damage evident. Gelcoat in good condition.
Hull/deck join:	Good cond. Structurally sound. No movement noted.
Transom:	Good cond. Structurally sound. FRP with no evidence of damage or movement.
Swim platform:	Good cond. Structurally sound. FRP/stainless steel supports found with no evidence of damage or movement.

Bulkheads:	Good cond. Structurally sound. Plywood/FRP with no evidence of damage, rot or secondary bonding failure.
Frames:	Good cond. Structurally sound. FRP/timber showing no signs of damage or bonding failure.
Stringers:	Good cond. Structurally sound. FRP/timber showing no signs of damage or bonding failure.
Engine beds:	Good cond. Structurally sound. Moulded FRP/timber showing no signs of damage or bonding failure.
Bilge:	Good cond. Structurally sound. Found acceptably clean and well maintained.
Bilge pumps:	Good cond. 3x automatic bilge pumps found operational.
Skin fittings:	Good cond. Metal. No sign of excessive corrosion or damage.
Seacocks:	Good cond. Bronze. All valves were tested and found operational.

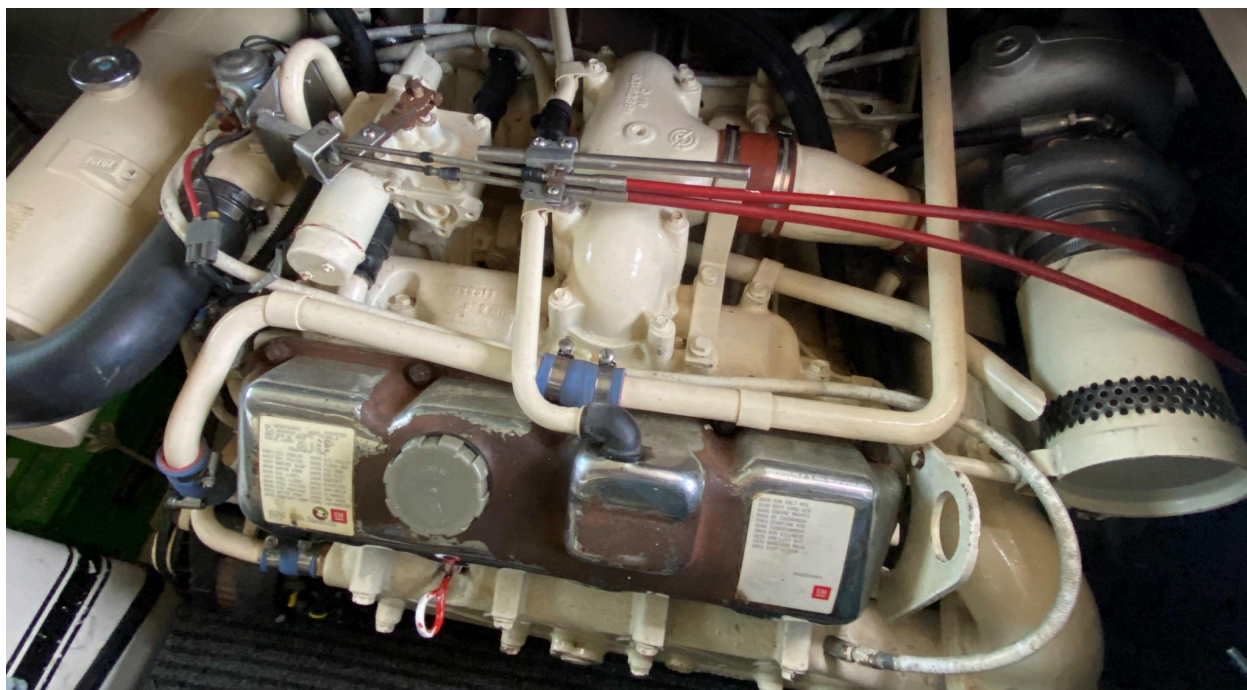




Deck Construction/condition

Construction/material-Deck: Moulded FRP

Deck:	Good cond. Structurally sound. No signs of excessive crazing, cracking or soft areas. Gelcoat in good condition for age.
Cockpit:	Good cond. Structurally sound. No signs of excessive crazing, cracking or soft areas. Gelcoat in good condition for age.
Flybridge:	Good cond. Structurally sound. No signs of excessive crazing, cracking or soft areas. Gelcoat/non-skid in good condition for age.
Cabin:	Good cond. Structurally sound. No signs of excessive crazing, cracking or soft areas. Gelcoat/non-skid in good condition for age.
Pulpit:	Sound cond. Structurally sound. FRP moulding found secure.
Bow fitting/rollers:	Good cond. Stainless steel fitting incorporating bow roller.
Bow rail:	Good cond. Fabricated Stainless steel, found secure and undamaged.
Cleats:	Good cond. Various, found secure and undamaged.
Windows:	Good cond. Aluminium framed glass sliding windows found operational and undamaged.
Grab rails:	Good cond. Stainless steel, found secure and undamaged.
Hatches/ports:	Good cond. Structurally sound, found secure and undamaged.
Lockers:	Good cond. Structurally sound, found secure and undamaged. Hinges and latches operational.



Motor and Machinery installation/condition

Brand:	GM/Detroit	Horsepower:	250 per motor
Port model:	40828301	Starboard model:	40828300
Port serial:	9A98039	Starboard serial:	9A98040
Fuel type:	Diesel	Drive:	Shaft

General:	Counter rotating motors appear to be running well, serviced regularly and show no sign of significant leaks or overheating.
Engine beds:	Good cond. Moulded FRP longitudinal engine beds
Engine mounts:	Good cond. Rubber mounts showing no significant wear problems.
Controls:	Good cond. Morse dual lever controllers at main and bridge helm positions for each motor. Found fully operational.
Exhaust:	Good cond. Through wet boxes and exhaust hose to transom.



Fuel Tank:	Good cond. Stainless steel of unknown volume.
Filler:	Good cond. Stainless deck fitting, fuel hose
Venting:	Good cond. Fuel hose to atmosphere through hull.
Fuel lines/fittings:	Good cond. Fuel hose, Brass fittings, stainless steel hose clamps.
Propellers:	Good cond. 2x Bronze alloy 3 blade.
Shafts:	Good cond. Stainless steel shafts found with no significant corrosion or damage evident.
Stern glands:	Good cond. PSS style glands. Operating as designed.
Rudders:	Good cond. Cast bronze with stainless steel stocks.
Rudder glands:	Good cond. Bronze stuffing boxes. Found operating as designed.
Steering linkages:	Good cond. Hydraulic steering system. Operating as designed with no evidence of leaks or damage.
Gas compliance:	N/a

Electrical system

Batteries:	Good cond. 2x house 3x start, found mounted and secured well.
Main Isolators:	Good cond. House, start, generator and parallel switches.
Switches/fuses:	Good cond. Individual switches for all items.
Generators:	Good cond. 2x alternators, generator, solar panel. All items appear to be operating as designed.
Solar Panel:	Good cond. Large panel on bimini.
Solar regulator:	Good cond. Manson SBC-7120. Operating as designed.
Generator:	Good cond. Sea wasp diesel generator. Operating as designed.
Wiring:	Good cond. Wiring found neat, installed and maintained in a professional manner.



Safety/Navigation Equipment

Anchor and Warp:	Good cond. Plough anchor, chain of suitable size and length.
Fire Extinguisher:	Good cond. 3x 1kg showing correct charge.
Torch/spotlight:	Good cond. Tested and working.
Lifejackets:	Good cond. 8x level 100+.
Navigation lights:	Good cond. All round white, port, starboard and stern lights tested and working.
VHF Radio:	Good cond. GME GX558A at bridge and main helm positions found operating as designed.

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, Page 52, 'Safety Equipment Checklist'

<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 to monitor bilge levels and leaks regularly.
2. It is recommended that motors be serviced once a year.
3. It is recommended all fittings and gear be checked regularly and replace worn or degraded items.
4. It is recommended navigation lights be checked regularly between dusk and dawn to ensure they are operating.

Specific recommendations for 'Moonlighting'

It is the opinion of Olsen Marine Pty Ltd that there are no specific recommendations to be made regarding this vessel at this time.



General comments and Seaworthiness

This vessel should be considered structurally sound, constructed to a commercial boatbuilding standard. With due preparation and safety equipment, the vessel would be considered suitable for coastal passages.

Whilst I 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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Bill Olsen
Olsen Marine
Shipwright/Surveyor
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Date 10/6/2024