

PRE-PURCHASE REPORT # 5643

"Vindex"

In accordance with instructions from, *Lance Duncan*, as the intending purchaser, I attended an inspection of a custom timber bay cruiser to prepare a condition report for purchase assessment and insurance underwriting purposes. The initial inspection was conducted while the vessel was afloat at her mooring at the Horizon Shores Marina, Woongoolba on 30th March and at Rudy Maas Marina, Woongoolba whilst out of the water on the slips on the 3rd April, 2019. The vessel was last inspected by me on 9th September, 2015 for the current owner. I confirm that I have no interest, financial or otherwise in the subject vessel or with the parties with whom the instructing party may be dealing. This report is addressed to the instructing party only and may not be used or relied upon by another party, other than the instructing party's insurer.



GENERAL SPECIFICATIONS

Qld Registration	18696Q - 21/12/2019	Fuel capacity	200 litres
Length overall	10.4 metres	Construction	Planked timber
Beam	3.8 metres	Year built	1964
Draft	1.0 metre	Water capacity	180 litres
Hull Number	AU-AAF000062QTX	Builder	Millkraft Boatyard
Engine	Lister JP-3	Displacement	7 tonne

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OVERALL CONDITION & SUITABILITY FOR SERVICE

The vessel is now over fifty years old and was built by a respected yard in Brisbane using local timbers and skilled labour. Some weathering of the soft wood planking was found internally along with some external rot pockets and lifting sheathing fabric that are being attended to, but otherwise the vessel appears to be structurally sound and in average condition.



Subject to safe and proper management practices, the carriage of recommended and regulated lifesaving and safety equipment and the implementation of any items requiring immediate attention listed in this report, the vessel represents, in my opinion, an acceptable risk for insurance and suitable for recreational use in waters up to and including those defined as: *Inshore: Designed for voyages in coastal waters, large bays, estuaries, lakes and rivers where conditions up to and including wind force 6 and significant wave heights up to and including 2 metres may be experienced.*

In accordance with standards ISO12217 (Small craft – Stability and buoyancy assessment and categorization – Part 1: Non-sailing boats of hull length greater than or equal to 6 metres) and AS1799.1 (general requirements for power boats) the maximum safe passenger numbers for this vessel are ten (10) persons. It has a capacity label showing fourteen (14) fitted at the helm.

Note: As used in this report, the rating of the vessel, machinery and parts 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 in appearance
-  **Above Average** – has had above average care with no obvious defects or limitations
-  **Average** – suitable for use but needs some maintenance or repairs, updates or cleaning
-  **Below Average** – needs significant maintenance, repair or service

VALUATION

The valuation has been provided for insurance purposes and as such I have used a “Fair Market” price or that which one might reasonably expect to pay to replace the vessel with a similar model of the same age and outfit in the event of a total loss. “Fair Market” I define as being achievable between a willing seller and a willing buyer in which the vessel has been professionally presented and advertised locally. The subject vessel has been adequately maintained and has had some cosmetic and structural repairs during the current slipping and would be regarded as above average when compared to other vessels of a similar age and design.

Direct comparisons are somewhat difficult to find. In arriving at my assessed value, I have considered the findings in this report, sales of similar vessels in the local market as well as an assessment of similar vessels currently offered for sale.

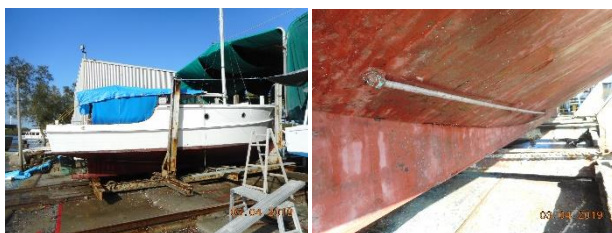
My assessed Fair Market Value of the subject vessel, "Vindex", is \$40,000.

CONSTRUCTION

The vessel is a custom built timber sedan cruiser manufactured by *Millkraft Boatyards* of Byron Street, Bulimba in 1964 to a design by S. Watson. The hull is a 'sharpie' design with a full length hardwood keel, single hard chine with longitudinally planked Hoop Pine timbers copper fastened to a framework of 45/30mm transverse sawn timber ribs and 120/38mm longitudinal stringers. The scantlings are robust and typical for a vessel of this age and design. Some deterioration has commenced on the internal faces of the planking timbers which will benefit from a clean and treatment with a fungicide solution. The decks and cabin structure are marine grade plywood over sawn timber beams and have been sheathed in fibreglass with a painted non-skid finish. Some of the sheathing has started to lift along the sides of the cockpit roof which will need repair. The aft deck is longitudinally planked in Qld Beech and remains secure.



The general arrangement comprises a forward cabin with four single berths, an amidships saloon with two day settees leading aft to a small galley on the port side and a small enclosed toilet to starboard. The machinery space is contained within a fabricated plywood box amidships on the centreline. Steps lead up to the cockpit deck which has a helm station to starboard and longitudinal seating either side. Access to the foredeck is afforded along narrow side decks. A fibreglass sheathed plywood roof extends back over the helm and cockpit to a small after deck laid in Queensland Beech planking with caulked seams. Radio aerials and solar panels are fitted atop the roof. The galley is fitted with a stainless steel sink, two burner *Maxi* stainless steel spirit stove and a 24v 40 litre refrigerator. The toilet is a salt water flushing unit and plumbed to a 12v *Sani-loo* treatment unit mounted aft of the toilet enclosure.



The underwater areas have been cleaned and sanded and the garboard seam on the port side raked and repacked. Prior to launching, the hull will be coated with a *Jotun* primer and two coats of *Sea Guardian* antifouling paint.

Note: Although a well proven method, the methodology for detecting possible timber degradation by visual, percussion and probe testing is a random test and a report with no adverse or limited findings would not guarantee that there are no such or more extensive defects in the structure. Where appropriate, removal of all painted or coated surfaces may be required as part of a scheduled maintenance program.

Diesel fuel is stored in a single 200 litre stainless steel tank and supply is gravity fed to the engine through a copper day tank with hand delivery pump. Fresh water is stowed in two 60 litre plastic containers under the cockpit seats along with two 20 litre PVC jerry cans.

ENGINEERING & ELECTRICAL



The vessel is powered by a *Lister JP-3* series three cylinder diesel engine rated to produce 23kW (30hp) @ 1200rpm through a 2:1 reduction mechanical gearbox. The engine is fresh water cooled using external keel pipes to exchange the heat from the fresh water cooling circuit. The engine is securely mounted to substantial timber girders and bearers. The gearbox is fitted with a removable 'cotton reel' section and drives a duplex stainless steel shaft

turning a fixed pitch three blade bronze propeller. The shaft is sealed internally with a greased stuffing box gland and supported in the shaft log with a grease fed composite bearing. The rudder is hung behind the propeller and supported in top and bottom bearings. Steering is a mechanically operated rod and box system from a wheel at the helm and has a portable emergency tiller. Through hull fittings and valves are bronze and in average condition.

Note: All combustion sources including propulsion engines (diesel and petrol), LP gas stoves, spirit and alcohol stoves and power generators (fixed and portable) have the potential to generate dangerous levels of carbon monoxide. Operating these in enclosed spaces or without adequate ventilation can result in death.



The vessel is wired for 12/24vDC. The 12v circuit is powered by a 12v 70ah battery for engine starting and general house and the 24v circuit comprises two 12v *Century N150* batteries in series that operate the 24v *Lumina* refrigerator. An extra 12v battery is carried as a spare. The batteries are charged by an engine driven DC generator. A 250 watt solar panel provides charging through a *Plasmatronics* regulator to the 24v bank running the refrigerator and two 20 watt panels provide trickle charging to the main battery through a *CMP12* regulator.

GROUND TACKLE



The anchor is a galvanised 17kg (35lb) *Manson CQR* plough connected to a suitable length (not ranged) of 8mm short link galvanised chain with a galvanised shackle. The tackle is lifted by a 12v *Southern Pacific* horizontal winch mounted next to the Sampson post and the tackle is stowed under the deck in a ventilated, self-draining locker. A spare galvanised Fisherman's Pick anchor with chain and rope tackle is carried.

Note: Users should be aware that due to the location of anchor motors and increased moisture levels that occur in these areas, all winch equipment, motors and capstans should have a regular service of drum and electrical contacts.

RIGGING & SAILS



The vessel has a gaff rig with solid turned *Oregon* timber mast and booms. The mast is keel stepped and sealed with an acrylic boot collar where it passes through the foredeck. The mast fittings are clamped and there are no penetrations into the mast, boom or gaff. The standing rigging is stainless steel wire with turnbuckles and the mainsail and jib are original canvas sails made by the late *George Pickers* of Fortitude Valley.

Note: The rigging was visually inspected from deck level to a height of 2 metres. Winches, blocks and turning sheaves have not been dismantled for detailed inspection, unless specifically mentioned. It is recommended that all winches be stripped for inspection and greased before re-assembly.

LIFESAVING, SAFETY & ELECTRONICS

The following were sighted and tested working unless otherwise stated:

- ✚ PFD type 1 life jackets are stowed loose in the forward cabin along with a foam horse shoe life buoy
- ✚ Timber grab rails are fitted along the sides of the cabin roof
- ✚ A lightweight fibreglass dinghy with a pair of timber oars is carried on the aft deck
- ✚ *President* 27MHz UHF and *Uniden MC615* VHF radios
- ✚ Aluminium boat hook, ship's bell, clock & barometer



BILGE & FIRE SYSTEMS



flywheel as a back-up.

The vessel has a single common bilge. A *Rule 1100* 12v submersible pump with float switch is fitted in the saloon bilge forward of the engine and was tested working. A bronze manual pump is mounted forward of the helm and draws from the same common bilge. A *Jabsco* impeller pump is mounted on a lay shaft and can be belt driven from the engine

Two 1.0kg dry chemical powder (DCP) type portable fire extinguishers are carried and dated 10/2014. Two fire blankets are carried in the saloon and a battery powered smoke alarm is fitted on the saloon deckhead and was tested working.



ITEMS REQUIRING IMMEDIATE ATTENTION

- ✚ It is recommended that passenger numbers do not exceed ten (10) or 900 kilograms.
- ✚ The rot pocket on the starboard aft side deck is to be repaired.
- ✚ Repair the oil leak from the rear gearbox seal.
- ✚ Clean and degrease the bilges and remove all deteriorated timber and treat with a fungicide.
- ✚ Change the capacity label to show ten (10) persons only.



COMMENTS & RECOMMENDATIONS

- ✚ **Marine Pollution** - Irrespective of what size your boat is it is an offence to deliberately discharge garbage into Queensland coastal waters. Severe penalties apply under the *Transport Operations Act 1995*. As most of our garbage is made from non-biodegradable materials it persists in the marine environment for quite some time and not only negatively impacts on marine life, but vessels as well by fouling water intakes and propellers etc. Maximum Penalties are \$262,500 for an individual and \$1,312,500 for a corporation.
- ✚ It is a requirement that the location of lifejackets must be clearly labelled if they are not stored in the open and in clear view. The labelling must be clearly visible from the standing position.
- ✚ Any life-saving, fire prevention or safety appliance that is fitted or carried on the vessel must also be compliant regardless of whether it is a requirement to carry or fit the appliance. If the appliance is not current, compliant or manufactured to a recognised standard then it must be removed from the vessel.

- ✚ Repair the delaminated *Dynel* sheathing along the aft side of the roof.
- ✚ All hose connections on through hull fittings below or within 230mm of the waterline must be fitted with closing valves secured with two stainless steel clamps.
- ✚ Refit rubber seals on all opening port lights.
- ✚ Repair or replace the acrylic canvas side awnings to the cockpit which are worn and degraded.
- ✚ All portable fire appliances must be tested or replaced every five years or at the first sign of corrosion or pressure loss.
- ✚ Under the General Safety Obligation, all vessels over eight (8) metres are required to carry two anchors and suitable ground tackle. Anchors should be matched to the holding conditions and of appropriate weight. At least 3 metres of chain must be fitted at the anchor before a length of not less than 45 metres of suitable rope is fitted. Galvanised fittings must be fitted where chain and anchor are galvanised. Stainless steel fittings are not considered suitable for anchoring loads and will promote galvanic corrosion when connected to galvanised anchors and/or chain. Seizing wire must be either Monel or plastic to avoid galvanic corrosion from dissimilar metals.



This report has been prepared using information provided to me by the current owner, from my previous inspection & report and my own current investigation. Every effort has been made to ensure the accuracy of the information and to cover all areas of the vessel accessible to me. I did not remove any linings or destructively test areas of the vessel. I have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and I am therefore, unable to report that any such part of the structure is free from defect. Accordingly, areas not readily accessible are voided from this report. Further exclusions from this survey include pressure testing of tanks, lines and plumbing; continuity and load testing; insulation resistance breakdown testing; strain checks of conductors, plumbing runs and connections; verification of the accuracy or range for any gauges, meters or navigation instruments; testing of solar or wind generators and water makers.

A full inventory of all included chattels was not undertaken.

This condition report does not include research into any discrepancy between the year designator in the hull ID number and the claimed model year. It does not include verification of registration, title, or documentation; or check-off of any owner supplied inventory or listing sheet of "included gear". It does not include investigation into any direct representations, hearsay or questions about the vessels past usage (including charter), damage, replacements, repairs or age of any equipment and structures – especially the accuracy of hour meters or the validity of service records – all of which are impossible for the surveyor to research or independently verify. Nor does the survey include obtaining specifications from component and equipment manufacturers to determine any part's suitability for marine use.

This report was prepared by Nicholas J. Lockyer, who is an accredited class 1A yacht and small craft surveyor (up to 40 metres) with the Marine Surveyors Association (Australia) and an associate member of the International Institute of Marine Surveying. Comments in this report are based on *Australian Standard AS1799.1* and the *Recreational Craft Directive 2013/53/EU*.

Report completed 7th April, 2019 and issued by the undersigned,



Nicholas J Lockyer, Assoc IIMS
Yacht & Small Craft Surveyor