

Bundaberg Port  
Marina  
AUSTRALIA QLD  
4670

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## S.V “Andrea Jay” Insurance Risk Evaluation Report Bundaberg Port Marina July 2025

File Number: 16993



S.V “Andrea Jay” Bundaberg Port Marina Qld 4670 July 2025

### INSPECTION OUTLINE:

At the request of Mr. Wright, we carried out a survey without favour or prejudice to any party, for an Insurance Risk Evaluation. The purpose of this non- invasive assessment is to identify any visual defects sighted during inspection. The vessel’s structural integrity fit out and safety features identified as defective are outlined in the observations and summarized to present the surveyor’s personal opinion as to the vessel’s condition as observed at the time of inspection.

The following standards have been used in the preparation of this report.

- Australian Maritime Safety Authority (AMSA)
- Queensland Maritime Safety Authority (MSQ)
- International Regulations For Prevention of Collision at Sea (COL REGs) 1972
- Queensland Gas Association (QGA) AS/NZ S5601.2:2013
- Low Voltage Insulation (AS/NZS ESA 3000)

<b>Inspected:</b>	Out of water at the Bundaberg Port Marina slipway 8 <sup>th</sup> July 2025 Qld 4670
<b>Weather details:</b>	Fine
<b>State registration #</b>	AOW38Q
<b>HIN #:</b>	Not sighted
<b>Type of Vessel:</b>	Sailing Mono
<b>Year:</b>	1979
<b>Design:</b>	Roberts 38
<b>Builder:</b>	Roberts
<b>Dimensions:</b>	<b>Length:</b> 12.5 meters <b>Beam:</b> 3.5 m <b>Draft:</b> 2.0 m
<b>Main engine /s:</b>	Perkins Prima
<b>Rig:</b>	Ketch
<b>Cabin &amp; Deck:</b>	GRP
<b>Hull Construction:</b>	GRP
<b>Configuration:</b>	Displacement keel

#### SCOPE OF INSPECTION

- This report is confidential to Mr. Wright, for insurance purposes and is based upon a non-invasive inspection. The report is not valid for other parties or for other purposes. The client's service agreement contains the full terms and conditions of this assignment.  
"Andrea Jay" was visually inspected, randomly percussion tested externally. The report represents the vessel condition at the time of inspection.
- The following report analyses, opinions and conclusions are subject to limited conditions. Sea trials would assist in determining any further defects.
- Inspected sections have the **Items inspected** and **Observations** are outlined as such in each category. **Comments** are listed at the end of each category to address any visible defects and summarized in that category. Any **Issues In Need of Immediate Attention** are summarized at the end of the report.

#### SPECIAL INSTRUCTIONS: N/A

#### Published specifications:

Weights, dimensions, and specifications are taken from published sources and or owner supplied.

#### UNDERWATER

ITEMS INSPECTED	OBSERVATION
• <b>Below waterline</b>	
<b>Surface:</b>	Antifouled
<b>Blisters:</b>	None sighted
<b>Hull Type:</b>	Displacement
<b>Material:</b>	Fiberglass GRP
<b>Damage:</b>	None sighted
<b>Bow Thruster:</b>	Not fitted to the vessel
<b>Hull Anodes:</b>	Serviceable condition
<b>P Bracket:</b>	Not fitted
<b>Skin fittings:</b>	Bronze
<b>Keel/s type:</b>	Encapsulated
<b>Keel condition:</b>	No damage was sighted
<b>Keel bolts:</b>	N/A

**Hull -Keel join:** N/A

**Other:** None

**Comments:**

Random percussion soundings were taken to areas below the water line.  
No osmosis or delamination was noted.

- **Rudder & Running Gear**

**Rudder:** GRP

**Bearings:** No excessive lateral movement

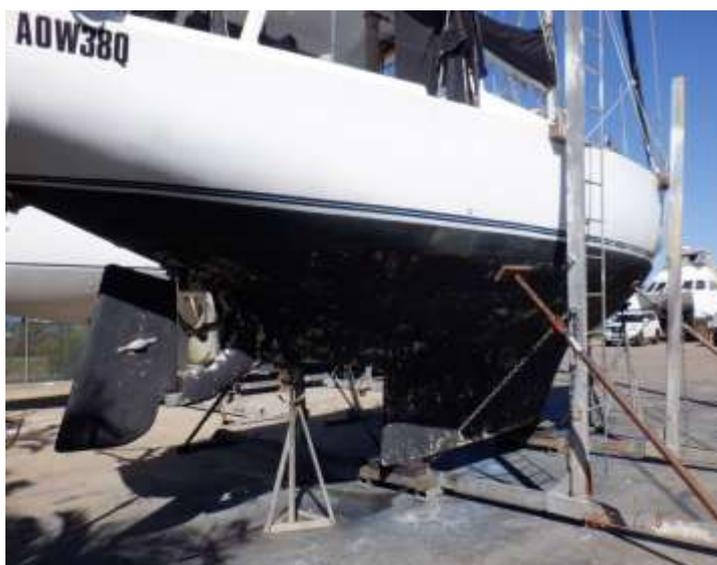
**Prop:** Bronze 3 blade

**Shaft:** 316 - stainless steel

**Shaft Anodes:** Serviceable condition

**Comments:**

No damage or electrolysis noted.



*Underwater profile*

**ABOVEWATER**

**ITEMS INSPECTED**

**OBSERVATION**

- **Above waterline**

**Paint/gel coat:** Paint coating was observed to have been in a serviceable condition.

**Damage:** No damage visible

**Rubbing Strake:** Not fitted

**Fairness:** To a professional standard

**Skin fittings:** Bronze

**Fuel vents:** Overboard

**Water tank vents:** Overboard

**Comments:**

Random percussion soundings did not detect any obvious signs of delamination or osmosis.

- **Transom**

**Paint/gel coat:** Serviceable condition

**Shower:** Not sighted

**Boarding ladder:** Stainless steel

**Davits:** Fitted

**Other/s:** None

**Comments:**

The above presented in a serviceable condition.

**DECK & EXTERNAL FITTINGS**

ITEMS INSPECTED	OBSERVATION
<b>• Deck Molding</b>	
Cabin construction:	GRP
Cockpit:	GRP
Cockpit drains:	Adequate size for the size and type of vessel
Deck Surface:	Painted non- skid
Deck Construction:	GRP
Toe rail:	Timber
Hull-deck joint:	No delamination was observed

**Comments:**

No delamination was observed to the decks and around the fittings.

**• Hatches**

ITEM	MATERIAL	SCREENS	LEAKING	OPEN
Ports:	Acrylic	Yes	No indication	Some
Hatches:	Acrylic and aluminum	Yes	No indication	Yes

**Comments:**

All opening hatches, ports and companionway entry were able to be well secured.

**• Deck Fittings & Equipment**

Harness Points:	Not fitted
Organisers:	Not fitted
Jammers:	Not fitted
Blocks:	Not fitted

**Comments:**

None

**• Ground Tackle**

Bow sprit:	Appeared to be well secured
Windlass:	Maxwell 1200
Anchor/s:	Plough and Rocna
Chain:	10mm x 60meters approx.
Rode:	Silver
Shackles:	Stainless steel

**Comments:**

The anchoring gear was of adequate size and strength for the size and type of vessel.  
Chain was replaced on this slipping.

**• Mooring points**

Cleats:	Bronze
Fairleads:	Stainless steel/GRN
Bollards:	Stainless steel

**Comments:**

All the above appeared well secured to the vessel and showed no signs of corrosion.

**• Deck railings**

Lifelines:	Stainless steel
Stanchions:	Stainless steel
Handrails:	Not fitted

**Pulpit:** Stainless steel

**Push pit:** Stainless steel

**Comments:**

All deck railing appeared well secured to the vessel and showed no signs of corrosion.

- **Winches**

ITEM	Make	Type	Condition
<b>Genoa:</b>	Barlow	25 x 2	Moved freely
<b>Mast:</b>	Barlow	15 x 2	Moved freely
<b>Mizzen:</b>	Barlow	15 x 1	
<b>Halyards:</b>	Double bias		
<b>Mountings:</b>	All appeared well secured. No damage sighted.		

**Comments:**

All appeared to be in a serviceable condition.



*Topside profiles: fore to aft and from cockpit to bow*

**RIG & SAILS**

ITEMS INSPECTED	OBSERVATION
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- **Hull & Deck Mounts**

<b>Mast step:</b>	Deck stepped
<b>Compression post:</b>	Stainless steel
<b>Chain plates:</b>	Stainless Steel
<b>Turn buckles:</b>	Chrome bronze

**Comments:**

All the above appeared to have been well secure to the superstructure.

- **Spars**

<b>Mast Construction:</b>	Aluminum
<b>Spreaders:</b>	1 x set
<b>Coating:</b>	Anodised
<b>Gooseneck:</b>	Cast alloy
<b>Pins split / cotter:</b>	Serviceable
<b>Running rigging:</b>	Double Bias
<b>Antennas:</b>	Fitted to the mast
<b>Wind vane:</b>	Fitted to the mast

**Comments:**

The above category had been inspected from deck level only.

- **Boom**

**Construction:** Aluminum

**Spinnaker pole:** Yes

**Fittings:** Securely mounted

**Vang /Kicker:** Rope

**Comments:**

No visible damage reported or observed.

All the above appeared in a serviceable condition.

- **Standard Rigging**

**Wire Type:** Stainless steel

**Terminals:** Stainless steel

**Turnbuckles:** Chrome bronze

**Forestay:** Stainless steel

**Adjustable backstay:** Yes

**Other:** No

**Comments:**

The rigging was reported as replaced in 2016.

- **Running Rigging**

**Halyards:** Double Bias

**Outhauls:** Double Bias

**Traveler:** Aluminum

**Vang/Kicker:** Rope

**Gybe preventer:** Rope

**Comments:**

The running rigging presented in a serviceable condition.

- **Sails**

ITEM	CONDITION	LAZY JACKS	FURLING	PROTECTED
<b>Main:</b>	Good	Yes	No	Yes
<b>Genoa:</b>	Good	No	Yes	Yes
<b>Storm:</b>	Not sighted			
<b>Gennaker:</b>	Not sighted			
<b>Extras:</b>	None			
<b>Mizzen:</b>	Good	Yes	No	Yes

**Comments:**

Presented in a serviceable condition.

**MACHINERY**

ITEMS INSPECTED	OBSERVATION
<ul style="list-style-type: none"> <li>• <b>Engine</b></li> </ul>	
<b>Engine/s:</b> Perkins Prima	<b>H.P:</b> 50
<b>Cylinders:</b> 4	<b>Type:</b> Diesel
<b>Cooling:</b> Via heat exchange	
<b>Pipe work:</b> Flexible and solid	
<b>Mounts:</b> Flexible	<b>Beds:</b> Solid
<b>Engine bilge:</b> Clean and dry	

Engine serial#: Not sighted Year Unknown Hrs: 1,100 approx.

**Comments:**

Engine reported as replaced in 2024.

- **Engine room**

**Blowers:** No  
**Engine controls:** Moved freely  
**Access:** Good  
**Engine alarm:** Yes  
**Sound proofing:** Yes

**Comments:**

Presented clean and tidy.



*engine profile/ compartment under the companionway steps*

- **Fuel system**

**Capacity:** 250 liters approx.  
**Location:** Saloon **Material:** Aluminum and Bladder  
**Securing:** Yes  
**Inspection Hatch:** Not sighted **Access:** Good  
**Labels:** Yes  
**Filler hose:** On deck **Double clamped:** Not sighted  
**Vent hose:** Overboard **Double clamped:** Not sighted  
**Fuel lines:** Flexible and solid **Double clamped:** Not sighted

**Comments:**

No leaks observed from the fuel system.

- **Steering**

**Steering Type:** Pedestal and chain  
**Emergency Tiller:** Not sighted  
**Auto Pilot:** Raymarine

**Comments:**

The steering moved freely however, due to restricted access a full assessment of the entire system could not be completed.

**SYSTEMS & SERVICES**

ITEMS INSPECTED	OBSERVATION
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- **Electrical AC system**

**AC system inlet:** 240 -volt  
**Shore power lead:** Not noted  
**AC panel:** Forward area

<b>Outlet sockets:</b>	Various locations
<b>AC circuits working:</b>	Not tested
<b>RCD Tested:</b>	Not tested
<b>240 Genset:</b>	Not fitted

**Comments:**

A licensed technician should inspect AC systems. All vessels must comply with Australian regulations ref: Low Voltage Insulation (AS/NZS ESA 3000)

Presented as professionally installed and maintained.

- **Electrical DC system**

<b>Batteries:</b>	8	<b>AMP Hrs:</b> 1200 approx.
<b>Location:</b>	Saloon	
<b>Secured:</b>	Yes	
<b>Solar panels:</b>	2 x 100 watt	
<b>Charging:</b>	Via engine/solar/battery charger	
<b>Battery Charger:</b>	Fitted	
<b>Wind generator:</b>	No	

**Comments:**

**No Lithium batteries installed on the vessel.**

The system presented in a serviceable condition.

- **Water systems**

<b>Capacity:</b>	300 liters
<b>Location:</b>	Saloon
<b>Pipe work:</b>	Flexible
<b>Hot water:</b>	Yes
<b>Water maker:</b>	No
<b>Filling /Vent:</b>	Via decks

**Comments:**

No leaks observed from the water system.

- **Gas Installation**

<b>LPG:</b>	Yes	<b>Cylinder/s located:</b>	Aft deck
<b>Compliance plate #</b>	Not sighted		
<b>Venting:</b>	Overboard		
<b>Gas detector:</b>	No		

**Comments:**

A licensed technician should inspect gas systems. All LPG systems must comply under Queensland Gas Association (QGA) AS/NZ S5601.2:2013.

**BILGES**

ITEMS INSPECTED	OBSERVATION
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- **Bilge pumps**

ITEM	VOLT	MANUAL	NOTES
<b>Galley:</b>			
<b>Engine:</b>	2		
<b>Other:</b>		1	

**Comments:**

Dewatering systems were adequate for the vessel.

### THRU HULL FITTINGS - SEA COCKS

ITEMS INSPECTED			OBSERVATION
<ul style="list-style-type: none"> <li><i>Through hull fittings &amp; Sea cocks</i></li> </ul>			
ITEM	MATERIAL	VALVE TYPE	NOTES
Engine inlet:	Bronze	Ball	
Toilet inlet:	Bronze	Gate	
Shower /sink:	Bronze	Ball	
Holding tank discharge:	Bronze	Gate	
Exhaust outlet:			Fitted above the waterline
Water tank breather:	Overboard		
Bilge pump outlets:			Fitted above the waterline

**Comments:**

All the valves were serviced on this slipping.

### INTERNAL FITOUT / STRUCTURE /DECORE

ITEMS INSPECTED		OBSERVATION
<ul style="list-style-type: none"> <li><i>Galley</i></li> </ul>		
Stove:	LPG	
Microwave:	No	
Sink:	Stainless steel	
Pressurized water:	12- volt	
Hand pump:	Yes	
Refrigeration:	240-volt	
Freezer:	Fitted	
Storage:	Ample for the type and size of vessel	

**Comments:**

All the above items appeared consistent with the age of the vessel.



Internal profiles: galley – to saloon area portside

- Heads*

Number:	1 x 12 -volt
Location:	Forward
Basin:	Fitted

<b>Holding Tank:</b>	Yes
<b>Macerator:</b>	Yes
<b>Pipe work:</b>	Flexible
<b>Shower:</b>	Not fitted

**Comments:**

It is the responsibility of the captain to contain and discharge all sewage within the parameters as outlined within the Queensland Maritime Safety guidelines.

It the responsibility of the captain to discharge all sewage within the parameters as outlined within the Queensland Maritime Safety guidelines. [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

- **Cabins**

<b>Location:</b>	Vee forward, double aft and saloon
<b>Berths:</b>	5
<b>Laundry:</b>	No
<b>Lights:</b>	12- volt
<b>Floorboards:</b>	No
<b>Carpet:</b>	Marine grade
<b>Upholstery:</b>	Fabric
<b>Curtains/blinds:</b>	No
<b>Doors:</b>	Timber
<b>Timberwork:</b>	Varnished

**Other:**

**Comments:**

The internal fit out and decor presented consistent with the age of the vessel.



*Internal profiles: Saloon starboard side & from vee berth cabin toward companionway entry*

**SAFETY & NAVIGATION**

**ITEMS INSPECTED**

**OBSERVATION**

- **Fire Fighting & Safety Equipment**

ITEM	TYPE	LOCATION	CONDITION
<b>Fire extinguisher:</b>	Dry	Various locations	In green
<b>Fire blanket:</b>	Yes	Galley	As new
<b>EPIRB:</b>	406	Saloon	In service till 2029
<b>Dan buoy:</b>	Not fitted		
<b>Life rings:</b>	Yes	Deck	Serviceable

<b>Lifejackets:</b>	PDF1	Aft	Serviceable
<b>Flares:</b>	Yes	Grab bag	New
<b>'V' sheet:</b>	Yes	Grab bag	Serviceable
<b>LPG detector:</b>	No		
<b>Smoke alarm:</b>	No		
<b>Life raft:</b>	No		
<b>First aid kit:</b>	Yes	Saloon	Serviceable
<b>Radar reflector:</b>	Not sighted		
<b>Sound signal device:</b>	Horn	Navigation area	Not tested

**Comments:**

The safety equipment inventoried is a guide to safe boating. It is the responsibility of the skipper to ensure the vessel is fitted with the prescribed safety equipment as described in the Maritime Safety Queensland, Guide to Recreational Boating and Fishing in Queensland handbook [www.msq.qld.gov.au](http://www.msq.qld.gov.au)

- **Navigation Lights**

<b>Port:</b>	Yes
<b>Starboard:</b>	Yes
<b>Stern:</b>	Yes
<b>Steaming:</b>	Yes
<b>Anchor:</b>	Yes
<b>Emergency light:</b>	Torch

**Comments:**

As it is the captain's responsibility to ensure compliance to, COL REGs (convention on the international regulations for the prevention of collisions at sea. 1972) it is recommended that these lights should be tested in a wet berth after day light hours.

- **Instruments**

<b>Compass:</b>	Plastimo
<b>GPS plotter:</b>	Lowrance
<b>Radar:</b>	No
<b>Depth sounder:</b>	Lowrance
<b>Wind instrument:</b>	No
<b>Marine radios:</b>	VHF Uniden
<b>Auto pilot:</b>	Raymarine
<b>Outboard:</b>	Not sighted
<b>Tender:</b>	Not sighted
<b>Other:</b>	Spray dodger & cockpit Bimini

**Comments:**

All the above reported as in a serviceable condition.

**SUMMARY:**

1. **Issues in Need of Immediate Attention**

None

**CONCLUSION:**

The vessel is presented as having been built to a professional standard and maintained.

I find this vessel suitable for its intended use as an open water recreational vessel.

The vessel is valued at approximately \$ 62,000.00.

This valuation has been formulated in accordance with current market value for this type of craft, consideration given to its design, size, condition, and equipment.

**Remarks:**

All recommendations should be addressed promptly at the first convenience to maintain the vessel's value and integrity. The vessel was assessed for suitability for the client's intended use and with guidance from Queensland recreational craft safety regulation including Australian and international best practice standards for recreational small craft.

This report is only valid when signed with the Service Agreement between Qld Surveys Pty Ltd and the above client.

Raymond W Pettengell



Attending Surveyor  
For and on behalf of Qld Surveys Pty Ltd  
***Australasian Institute of Marine Surveyors***  
Accredited Marine Surveyor  
**Date:** 10/07/2025

