



**SEAWORTHY
INSPECTIONS**



Seaworthy Inspection Report



Seaworthiness Inspection Report

6082

Complete

Flagged items	9	Actions	0
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Site conducted

South Australia (Adelaide)

Date of Survey

22.06.2026 12:00 AEST

Reason For Survey

Insurance Condition Report

Pre-auction condition report.

Type of Survey

In Water Survey

Engine Not Run During Inspection

Engine Compression Not Tested

NO - Sea Trial NOT Conducted

Seaworthy Inspections Reference Number

6082

Inspector

Bill Kenchington

Prepared For

Tania Caddies

Inspection Address

North Haven Marina, Adelaide

Vessel Type

Sailing Vessel

Masthead sloop rig, with lead keel.

Vessel Name

Natelle Two

Vessel Year

1975

Vessel Make and Model

Peterson 41



Photo 1

Vessel Hull Identification Number (HIN)

AU-TSA054285GY3



Photo 2

Vessel Registration Number

RF245S

Rego was only applied to starboard hull, not portside.



Photo 3



Photo 4

Vessel Length Overall (LOA)

41'

Engine Year

2001 (reported by owner).

Engine Make and Model

BUKH 3 cylinder 20hp.

Port/Main Engine Serial Number

001E4924



Photo 5

Trailer Make and Model

N/A

Trailer Vehicle Identification Number (VIN)

N/A

Trailer Registration Number

N/A

Photos on Arrival



Photo 6



Photo 7



Photo 8



Photo 9



Photo 10

Terminology

[How to use this report \(1\).pdf](#)

Table of Contents

Disclaimer	5
Flagged items	6
HULL AND STRUCTURE	9
ENGINE AND MECHANICALS	16
ELECTRICAL AND SYSTEMS	21
Additional Comfort Items Present	22
SAFETY EQUIPMENT	25
CONCLUSION, COMMENTS AND RECOMMENDATIONS	27

Disclaimer

SEAWORTHY INSPECTIONS TERMS AND CONDITIONS

DISCLAIMER:

The inspection of any vessel undertaken by SeaWorthy Inspections is VISUAL and non-destructive only and SeaWorthy Inspections will not be responsible for any defects that are latent discovered which were not visually apparent during the inspection. The inspection will cover the vessel's general condition and system functionality. The inspection will specifically not cover the items set out in Annexure 1 Inclusions (See Annex1 of Terms and Conditions in link <https://seaworthyinspections.com.au/terms-and-conditions/>). No removal of parts or components is undertaken during the inspection process. You acknowledge that while SeaWorthy Inspections inspectors use accepted methods for fault detection, these methods will not necessarily identify all faults with a vessel. You should consider the age and condition of the vessel at the time of inspection and any Report should be reviewed in this context.

The information provided by SeaWorthy Inspections to you is only current as at the time it is issued. It is your responsibility (as a buyer) to conduct a visual inspection of the vessel at the point of sale as SeaWorthy Inspections can only advise on the condition of the vessel at the time of inspection.

SeaWorthy Inspections does not check for any manufacturer recall notices and you should check that the vessel is not subject to a recall notice.

You should consider the age and condition of the vessel at the time of inspection and any Report should be reviewed in this context. Subject to all applicable laws, SeaWorthy Inspections does not provide any warranty regarding the nature, reliability, accuracy or completeness of any information contained in the Report or the fitness of the information contained in the Report for any purpose intended.

(a) This Certificate is dependent upon all aspects of the inspection being fully disclosed and visible at the time concerned.

(b) The owner agrees that this Safety check is to be used as a guide only and agrees to rely on its own enquiries and on the skill and competence of the Provider in providing this service. The Owner or Purchaser also acknowledges that the adequacy of the Certificate of Seaworthiness is dependant upon the Provider being given sufficient timing and opportunity to complete all normal testing procedures.

(c) The Owner or Purchaser agrees that the Owner or Purchaser bears all risks of the Vessel and/or Trailer at all times, including the risk of Theft, Loss, Damage in relation to the Vessel and/or trailer:

- being transported to and from the Provider's premises or inspection location.
- at or on the premises of the Provider.

- being slipped, on a slip or being launched from a slip, or during testing.

(d) The owner must release and indemnify the Provider against all claims, actions, liabilities and cost in respect of any loss or damage to any property of the Owner, or injury suffered by the owner, its agent, servant or invitee's, brought against the provider, except insofar as such loss or damage is caused by or contributed to by the Provider'.

(e) Weather clause - Due to OH&S the inspection may be postponed due to weather determined to be unworkable for a sustained period of time, such as heavy rain fall and extreme heat.

(f) Compression testing can only be conducted on engines that have free access to spark plugs where no engine components are required to be removed or special tools are required. individual compressions may not always be carried out. Engines inspected using electronic compression comparative technology provide indicative information for the Owner or Purchaser to choose for their own further investigation and not rely solely on the advice of the provider.

(g) Any liability on the part of the Provider arising from the issue of this Certificate from any cause of action shall not exceed the sum (AUD) \$2,000.00 in respect of any loss or damage whatsoever.

(h) If any defects are identified on the first page of this Certificate, the owner or intending purchaser of the vessel will take it to sea at his/her risk because this Certificate is issued subject to those warnings.

(i) Trailers with a ball weight of more than 320kg cannot be weighed by Seaworthy Inspections.

By engaging Seaworthy Inspections the Owner and/or Purchaser authorises work to be conducted during this inspection including work which may require removal of vessel components and I agree to the Terms and Conditions as mentioned in the Disclaimer above.

Flagged items

9 flagged

HULL AND STRUCTURE

Sea Cocks, Skin Fittings and Hull Penetrations

Inspected	Tested	Satisfactory
	Fair	Poor

All operable by hand but some, particularly at stern, showing excessive corrosion. Seacocks should be periodically inspected and serviced. Have an approved shipwright or engineer attend to these.



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20

HULL AND STRUCTURE

Antifoul

Inspected	Poor
-----------	------

Marine growth visible, suggesting the antifoul had lost its effectiveness.



Photo 24

ENGINE AND MECHANICALS

Starting Mechanism

Inspected	Tested	Poor
-----------	--------	------

Electric key ignition. Power tripped when attempting to start engine.



Photo 79

ENGINE AND MECHANICALS

Engine Mounts

Inspected	Tested	Fair
		Poor

Excessive corrosion sighted but percussion testing showed the mounts to be reasonably solid.



Photo 82

ENGINE AND MECHANICALS

Leaks and Salt Residue

Inspected	Poor
-----------	------

Minor corrosion and oily leaks noted.



Photo 83



Photo 84



Photo 85



Photo 86

ELECTRICAL AND SYSTEMS

Electrical Wiring Looms and Distribution

Inspected	Fair	Poor
		Powered Up

Visual inspection generally satisfactory but some wires were loose or obsolete. Recommend independent

professional marine electrician inspect and service. Engine wiring was wet.

ELECTRICAL AND SYSTEMS

Bilge Pumps and Float Switches

Inspected	Tested	Satisfactory
		Poor

3 manual pumps tested only, electric pump not operational on the switch. 1 manual bilge pump was positioned on starboard bulkhead outside engine bay. Operation of this caused water (exact source unknown) to spray across engine and bay through several leaking pipe fittings. Recommendation is to have an engineer give a thorough inspection and service of entire engine and bilge equipment.

SAFETY EQUIPMENT

Anchor / Chain / Rope

Inspected	Satisfactory	Poor
-----------	--------------	------

Galvanised Danforth satisfactory, rope warp satisfactory, galvanised chain heavily corroded and in fair to poor condition.



Photo 98



Photo 99



Photo 100

SAFETY EQUIPMENT

Flares

Inspected	Poor
-----------	------

20 assorted flares, all out-of-date.

HULL AND STRUCTURE

2 flagged

Construction Material

Fibreglass (GRP)

GRP superstructure with timber stringers and ribs. Topsides were percussion tested with no signs of delamination or detrimental impact damage. Moisture readings were low throughout.

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[VID 20260622_134231591.mp4](#)

Main Floor/Deck

Inspected

Tested

Satisfactory

Percussion tested, low moisture readings. Self-draining cockpit. Deck laid with non-slip mats, some of which had begun to lose their adhesive properties but were all generally in satisfactory order.

Side and Bow Decks

Inspected

Tested

Satisfactory



Photo 11



Photo 12

Seating and Trimming

Not Applicable

Racing cockpit.

Fuel Tanks, Fillers, Filters and Hoses

Inspected

Satisfactory

Aluminium fuel tank situated under companionway steps, forward of engine bay. No corrosion, split welds or leaks detected. Lines and pipe fittings secure with stainless steel clip connections. Age of fuel lines unknown, so should be verified.



Photo 13

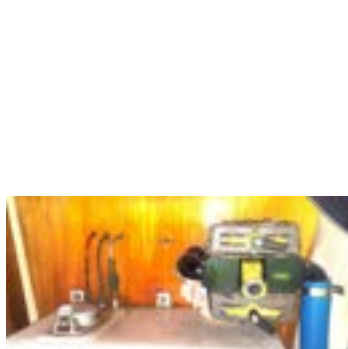


Photo 14

Corrosion or Electrolysis

	Inspected	Not Sighted Onboard
--	-----------	---------------------

Windscreen and Wipers

		Not Applicable
--	--	----------------

Bimini and Clears

Inspected	Satisfactory
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Stored in aft berth, stainless steel frame with canvas bimini.

Sea Cocks, Skin Fittings and Hull Penetrations

Inspected	Tested	Satisfactory
	Fair	Poor

All operable by hand but some, particularly at stern, showing excessive corrosion. Seacocks should be periodically inspected and serviced. Have an approved shipwright or engineer attend to these.



Photo 15



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20

Doors, Windows, Lockers and Hatches

Inspected	Tested	Satisfactory
		Fair

Acrylic lockable companionway washboard at varnished hardwood coach roof. Weaver deck hatches also in acrylic and showing crazed screens. Starboard deck hatch locking catches didn't quite line up. Aft hardwood hatch in satisfactory condition.



Photo 21



Photo 22

Bow Eye and Mounting Pad

Not Applicable

Rub Strip / Rails

Inspected

Satisfactory

Teak toe rails but no rubbing strip. No rot detected in the teak. Many scuffs and wear noted in the hull to deck join, and also lower down as a result of fender wear.



Photo 23

Antifoul

Inspected

Poor

Marine growth visible, suggesting the antifoul had lost its effectiveness.



Photo 24

Hull Condition Above Waterline

Inspected

Tested

Fair

Structurally solid but numerous scuffs and scratches in the painted topsides. Impact damage at bow only rudimentarily repaired, using 2-pack filler, which had also received further dents and scratches.



Photo 25



Photo 26

Hull Condition Below Waterline

Inspected

Only partially sighted with the vessel on her mooring.

Hull Interior Condition - Frames/Stringers/Bulkheads

Inspected

Satisfactory

Tested

Percussion tested interior GRP. Vessel solid. Painted timber stringers, low moisture readings. Dry bilge areas

with exception of engine bay. Hardwood joinery and marine ply panelling throughout. Keel bolts inspected and percussion tested, all satisfactory. Timber housing had a minor slit, which can be epoxy filled. Cockpit sole lined in removable plywood panels.



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35

Hull Anodes

Not Sighted Onboard

Transom Condition

Inspected

Satisfactory

Percussion tested with no issues detected.

Transom Moisture Readings

Low

Hull Moisture Readings

Low

Readings taken across topsides, deck areas and interior with Aquant moisture meter. Max shown on hull and deck were 131 (on a relative scale up to 999).

Rig (Deck level), Structures and Towers

Inspected

Accept

Painted aluminium hull-stepped mast, boom and triple in-line spreaders all in satisfactory condition. Aluminium spinnaker pole in fair condition (some scratches).

All standing rigging in stainless steel: rod shrouds, 1 x 19 stainless steel hanked forestay and compact strand hydraulic backstay. Harken carbo racing foil attached. Age of rigging unknown but all in satisfactory condition.

Stainless steel turnbuckles and chainplates, with split pins. Some split pins need to be better splayed.

All winches labelled, satisfactory and turned by hand.

Running rigging fair to satisfactory condition; no fraying or excessive wear.



Photo 36



Photo 37



Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45



Photo 46



Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56



Photo 57



Photo 58

Hull Images/Evidence



Photo 59



Photo 60

ENGINE AND MECHANICALS

3 flagged

Port/Main Engine Hours

Unknown.



Photo 61



Photo 62



Photo 63



Photo 64



Photo 65

Compression Testing Conducted

No

Engine Control Operation

Inspected

Tested

Satisfactory

Morse lever control. Slight gap in GRP by throttle, which should be filled.



Photo 66

Engine Control Cables

Inspected

Tested

Satisfactory

Operation of throttle cables and linkages smooth.

Engine Indication Systems

Inspected

Powered Up

Satisfactory

Obsolete holes from missing or removed/never present dials.



Photo 67



Photo 68

Engine Electrical Harness

Inspected

Fair

Loose earth cable at engine panel, some terminations not professionally attended to.



Photo 69



Photo 70

Engine Battery Cables and Terminals

Inspected

Tested

Satisfactory

Satisfactory, no excessive corrosion or grime noted. A brief clean would be beneficial though. See pictures in section 4 'Electrical and Systems.'



Photo 71

Engine Oil Visual Inspection

Inspected

Fair

A little dark, as is normal on used diesel engine oil but no obvious signs of emulsification or debris. Last oil and filter change unknown.



Photo 72

Trim Tabs / Planing / Stabiliser Systems

Not Applicable

Engine Cooling System / Tell Tails

Not Applicable

Unable to be tested due to power tripping.

Engine Bay Ventilation (Inboards)

Inspected

Fair

A little cramped. Engine bay panels loose in places, with ineffective retaining tabs.



Photo 73

Air Filters and Flame Arresters (Inboards)

Inspected

Satisfactory

No excessive rust or leaks detected.

Gearcase Condition

Inspected

Fair

Bilge water up to gearbox/shaft coupling. Recommend clean bilge for service and inspection.



Photo 74

Gear Oil

Not Applicable

Very cramped gear box, unable to extract oil to inspect, plus the rear of gear box and stern tube were partially submerged in bilge water and emulsified oil.

Gearbox Operation

Not Applicable

Trim and Tilt Operation and Indication

Not Applicable

Steering Type

Hydraulic

Wheel steering with stainless steel cables.



Photo 75



Photo 76

Steering and Rudder System

Inspected

Tested

Satisfactory

Stainless steel chain link and cables, all in satisfactory condition with smooth operation.



Photo 77



Photo 78

Starting Mechanism

Inspected	Tested	Poor
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Electric key ignition. Power tripped when attempting to start engine.



Photo 79

Charging / Alternator

Inspected	Satisfactory
-----------	--------------

Visual inspection only.



Photo 80

Propeller

Not Applicable

Propeller Shaft

Inspected	Fair	Satisfactory
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No pitting or galvanic corrosion sighted but emulsified oil and grime had built up across the shaft and coupling (PSS) components.



Photo 81

Engine Mounts

Inspected	Tested	Fair
		Poor

Excessive corrosion sighted but percussion testing showed the mounts to be reasonably solid.



Photo 82

Engine External Anodes

Not Applicable

Not able to be sighted. Limited access.

Leaks and Salt Residue

Inspected

Poor

Minor corrosion and oily leaks noted.



Photo 83



Photo 84



Photo 85



Photo 86

Engine Images/Evidence

[VID_20260622_134523532.mp4](#)

ELECTRICAL AND SYSTEMS

2 flagged

Battery List and Capacities

2 x 12v lead acid 105 Ah.



Photo 87



Photo 88

Batteries Tested

Yes

Both dead, no voltage.

Batteries Adequately Secured

Yes

Secure in GRP boxes, with screw-down lids.

Battery Charging / Solar systems / Shore Power / Generators

Inspected

Powered Up

Tested

Satisfactory

Attempts were made to charge batteries utilising shore power and onboard battery charger but this was unsuccessful as the charger was faulty. A second battery charger was bought by the vendor which allowed the testing of lights and navigation equipment, but not engine. 12v USB sockets tested operable.

Battery Isolaters and Breakers

Inspected

Tested

Satisfactory

2 battery changover dials, tested. One isolator was found during survey in the 'Both' position with a VHF switch remaining on. This could account for the dead batteries.



Photo 89

Boat System Instruments (Compass, other tanks and detectors)

Inspected

Powered Up

Tested

Satisfactory

Plastimo Olympic 135 fixed helm compass with sun cover, additional Ritchie saloon nav station compass.

Dials comprised: revs; pressure; salt & fresh water tank gauge; volts; water temp; atmospheric pressure; temp delta thermal switch and an obsolete pressure gauge in cockpit (rusted out and old). Atmospheric pressure corresponded to daily weather report of 1038 millibars.



Photo 90



Photo 91

Navigation Lights

Inspected	Powered Up	Tested
		Satisfactory

Electrical Wiring Looms and Distribution

Inspected	Fair	Poor
		Powered Up

Visual inspection generally satisfactory but some wires were loose or obsolete. Recommend independent professional marine electrician inspect and service. Engine wiring was wet.

Bilge Pumps and Float Switches

Inspected	Tested	Satisfactory
		Poor

3 manual pumps tested only, electric pump not operational on the switch. 1 manual bilge pump was positioned on starboard bulkhead outside engine bay. Operation of this caused water (exact source unknown) to spray across engine and bay through several leaking pipe fittings. Recommendation is to have an engineer give a thorough inspection and service of entire engine and bilge equipment.

Navigational Equipment

Inspected	Powered Up	Tested
		Satisfactory

Comprised the following, tested operational:
 Raymarine ST60+ Close Hauled wind, ST60+ Wind and ST60+ Tridata.
 GME AIS Class B transceiver.
 Codan marine transceiver.
 Raymarine autohelm.
 Raymarine E85001 Seattle (NMEA) interface.
 Raymarine A57D chart plotter/ fish finder.
 Heel meter in cockpit.

Masthead wind indicator and paddle wheel tested operational.

Additional Comfort Items Present

Refrigeration



Stainless steel fridge, operable.

Cabin and Deck Lighting



All tested operable.



Photo 92

Entertainment Systems



Toilets, Holding Tanks and Macerator Pumps



Jabsco manual sea toilet flushing- not operational. Toilet seat has come away from fittings.

Air Conditioning Systems



Fresh Water Systems Tanks and Pumps



Water tanks positioned port and starboard in saloon, under bunks. Portside filler cap seized, starboard unscrewed by hand but retaining chain broken away.

Salt Water Washdown Pumps and Hoses



Salt Water Bait Tank Systems



Galley Items



Gas oven/hob (not tested due to absence of gas compliance certificate), hand pumped water tap (operational) with basin, crockery and cups etc.



Photo 93

Electrical System Images/Evidence



Photo 94



Photo 95



Photo 96



Photo 97

SAFETY EQUIPMENT

2 flagged

Life Jackets

Inspected

Satisfactory

Foam buoyancy type, with whistles. AS 4758 (6 of). One AS 1512 type which needs to be removed.

Additional safety equipment: life lines; light beacon; 2 x horse shoe lifebuoys; 2 fire blankets; fenders and warps; guard wires (slightly kinked); medical kit; life raft (out of service);

Anchor / Chain / Rope

Inspected

Satisfactory

Poor

Galvanised Danforth satisfactory, rope warp satisfactory, galvanised chain heavily corroded and in fair to poor condition.



Photo 98



Photo 99



Photo 100

Electric Winch

Not Applicable

Flares

Inspected

Poor

20 assorted flares, all out-of-date.

VHF Radio

Inspected

Satisfactory

Tested

Raymarine fixed DSC VHF and Raymarine Ray101E handheld. Handheld was battery operated. Both powered up and tested.

V Sheet and Signalling Device

Not Present

Fire Extinguishers

Inspected

Fair

Satisfactory

Visual inspection fair on 2, new condition on 1 but no service tags stamped in-date. Comprised 3 x 1 kg dry powder ABE on brackets.

EPIRB

Inspected	Satisfactory	No Service Dates
-----------	--------------	------------------

EPIRB sighted out-of-date on saloon bracket.

Horn

Inspected	Tested	Satisfactory
-----------	--------	--------------

Signalling horn.

Spotlight or Torch

Inspected	Tested	Satisfactory
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2 x halogen AA battery powered torches.

Electric Bilge Pumps Present (See Electrical Section)



Unsighted, possibly under bilge water in engine bay. Switch present but not operational.

CONCLUSION, COMMENTS AND RECOMMENDATIONS

Surveyors Comments

A solid build with attractive wooden joinery throughout, this vessel was built strong and with long distance racing/cruising in mind. She would benefit from some cosmetic hull topsides work and a good interior tidy but presents as a good potential investment for a traditional yachting enthusiast that loves an adventure, something the previous owners have a lot of experience of in this classic Peterson 41. She was extensively equipped for blue water sailing but needs an electrical, gas and mechanical service/inspection before regaining her former glory on the ocean. The sail compliment is very extensive, with a rig that showed no obvious structural flaws.



Photo 101

Seaworthy Inspections Recommendations

Prior to sailing, the following points should be attended to:

- Full engine service by marine engineer, including pumping out bilge water and cleaning engine bay, plus scrubbing of engine mounts to fully inspect them and advise on renewing. Ensure bilge pump at starboard side of engine bay has proper connections and no more leaks.

- Have an approved marine electrician inspect and tidy all wiring, terminating connections appropriately. Batteries should be charged and load tested. Replacement may be needed due to running completely flat, and their age is unknown. Test all electrical systems, lights and navigation once power has been obtained.

- Have a gas fitter issue a new compliance certificate, if not done so already.

- Purchase a new in-date inshore flare pack. Safely dispose of out-of-date flares by taking them to designated Marine Safety SA police stations, maritime authority collection points, or authorised safety retailers.

- Dispose of old AS 1512 life jacket at local sailing club or maritime authority.

- Renew EPIRB registration.

- Apply registration decal to portside bow.

- Replace anchor chain.

-Small obsolete holes across deck and hull fittings need to be filled appropriately to arrest moisture ingress and protect structural integrity.

-Minor split in timber housing at mast foot can be injection epoxy filled.

-Slight gap in GRP by throttle should be filled appropriately.

-Tidy bow repair to a professional standard.

Further advisories and recommendations:

-Keel bolts should be pulled and inspected periodically by qualified personnel.

-Seacocks should be periodically inspected and serviced.

Documentation and Service History

None sighted but the previous owners, according to current vendor, were servicing the engine themselves.



Ensure all servicing is up-to-date.

Photo 102

-Have a marine surveyor check moisture readings at chainplates periodically, to ensure the levels do not creep higher.