

Whitsunday Marine Surveys

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Inspection Report and Valuation for “Oberdare”



Survey Date: 20th November, 2011.

Client: Mr. Scott De Vries.
PO Box 31,
Hamilton Island,
Queensland 4803.
0429 723 274
scottdevries@bigpond.com

Vessel Type: Sailing catamaran.

Manufacturer/ Model: Beach Marine/ 31

Build date: 1989.

Name/ Registration: “Oberdare”/ OG109Q.

HIN: AU WWA003051EM6.

LOA/ Beam/ Draft: 9.4m/ 5.4m/ 0.6m.

Keel type: Daggerboards.

Type of survey: Out of water condition report and valuation.

Purpose: Insurance purposes.

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Location: The vessel was inspected by Julian Smallwood on the hardstand at Hamilton Island Marina, Hamilton Island, Queensland on 20th November, 2011 at the request of Mr. Scott De Vries.

Persons present: Julian Smallwood, Scott De Vries.

Please note: This report is issued solely and in confidence to *Mr. Scott De Vries*, and that *Whitsunday Marine Surveys* will under no circumstances be liable to any other person or organisation for any aspect of this report.

HULLS

Construction: Foam core above waterline and solid FRP below.
Hulls joined by 3 structural extruded aluminium beams.
Bow beam and mid beam had A-frame and 1x19 wire bracing in serviceable condition.
Watertight crash bulkheads.

Underwater section: No signs of delamination or osmosis were seen.

Daggerboards: Foam core and FRP in serviceable condition.

Running gear: Transom hung, aluminium case and foam core, kickup rudders.
Rudder cases were protected by new zinc anodes.
Pintles and brackets appeared to be serviceable.
Play was detected in the rudder brackets but was within serviceable limits.
Rudders were linked by aluminium tube tie rod and tillers in serviceable condition.
Hydraulic steering ram on starboard tiller.

Internal structure: Internal bulkheads, were in serviceable condition.
All bulkhead tabbing was well installed and secure.
Daggerboard cases secure, no stress cracking seen.

Topsides: Foam core FRP, newly painted cream colour.
No delamination or surface damage was observed.

Deck/ Coachroof: Deck and coach were sound with a combination of moulded-in non skid and rubber mat in serviceable condition..
S/S pulpits were securely fixed to bows.
Well supported stanchions with double lifelines.

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Trampolines between hulls forward were well supported, lashings serviceable.

An aluminium checkerplate centre walkway was seen forward.

4x opening *Nemo* hatches in coach forward.

Canvas covers to hatches.

Fixed Perspex windows port and starboard were crazed.

Cockpit:

Aft cockpit.

4x drains in floor.

SS stern arch with tackles for tender stowage.

Padded helm seat.

Yamaha engine controls to port of helm.

Nemo hatches ventilated hulls from cockpit.

A blue canvas bimini shaded the cockpit in serviceable condition.

A *Weber* gas barbecue was fitted aft.

ACCOMODATION

No. Berths:

1 x v-berth forward in port hull.

1 x single aft in port hull.

1 x single aft in starboard hull.

1x double in saloon.

Head:

A *Jabsco* manual toilet in forward starboard hull.

Shower and sink in same compartment.

Gas water heater.

Galley:

In port hull.

A 2 burner stove with grill.

A single tub s/s sink with footpump water pressure.

Refrigeration:

A small built in fridge was seen in the aft port hull.

Timber cabin sole in good condition.

MACHINERY

Engine:

A *Yamaha* 9.9 HP 4 stroke outboard with *Powerprop* (2004 reported).

Fitted in pod midships.

Propeller bushing and shaft bearings serviceable.

All hoses and wiring was in good condition and correctly installed.

Fuel:

A polypropylene 25 litre outboard tank.

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Fresh water: 400 litres total in 2 x bladders under port and starboard soles.

Bilge pumps: *OMC* 1250 gph with float switches were seen in each hull.
Both tested ok.
Manual bilge pump in forward starboard hull.

Skin-fittings: All skin-fittings appeared to be correctly installed and serviceable.

Seacocks: Seacocks functioned.

Comment: **All below waterline hose connections should be double clamped and have soft wooden tapered plugs available nearby in case of emergency.**

ELECTRICAL

12 volt DC system.

Batteries: 1x 150 Ah AGM house battery with isolating switch.
1x 90 Ah engine cranking battery.
OMC battery selector switch fitted.

Solar: 3x *Unisolar*, 64 watt panels on stern arch with *Plasmatronics PL20* regulator.

Generator: *Honda*, petrol generator.

Inverters: 1x *S.E.A.*, 150 watt, true sine wave.

Palsonic, 12 volt, combined LCD TV and DVD player.

DC system has an electrical panel with circuits protected by fuses.

MASTS AND RIGGING

Masts: Deck stepped fractional sloop rig with single swept spreaders.
Rotating aluminium extrusion mast and boom.
Standing rigging was 1x19 SS wire.
Chainplates were bolted through topsides and in serviceable condition.
Arco halyard winches were seen at the mast.
The gooseneck was in serviceable condition.
Running rigging was in serviceable condition.
3x self-tailing winches were fitted on the coachroof forward of cockpit.

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Mainsail sheet was a tackle and full width traveller on the aft beam.

Comment: Rig was inspected at deck level only, it is recommended that rigging be inspected periodically by a qualified rigger.

SAILS

Sails: Jib with UV strip on *Reefurl* furler with 75% life.
Mainsail in canvas boombag and lazyjacks with 75% life.

ELECTRONICS/ NAVIGATION EQUIPMENT

Navigation lights: Combined port and starboard lights on forward A-frame.
Sternlight on pushpit.
Masthead anchor light.
Steaming light.

Radios: 1x *GME Electraphone GX548*, VHF.
Aerial on stern arch.

Compass: 1x bulkhead compass at helm.

GPS: *Raymarine RC425* plotter at helm.
2x GPS aerials on stern arch.

Sounder: *Horizon Depth* in cockpit.
Eagle Suprapro ID fishfinder in cockpit.

2x transducers were seen correctly installed.

Log: *Horizon* speed and log.
A barometer and clock were seen.

Autopilot: *Raymarine ST4000+ Wheelplot.*

Charts and publications for intended area of navigation were seen.

SAFETY EQUIPMENT

Fire extinguishers: 2x 2.3 kg dry powder handheld with gauges in green.
1x 1.5 kg dry powder handheld with gauge in green.
1x 0.9 kg dry powder, gauge in green.

Life jackets: 4x *PFD Type 1*.

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Flares: Out of date kit.

Comment: A complete in-date flare kit must be carried aboard the vessel.
V-sheet and First aid kit were seen.

EPIRB: Not seen.

MOB: No lifebuoys seen.

It is the responsibility of the operator of the vessel to ensure that all safety and lifesaving equipment is carried and maintained in accordance with regulations and the area of intended operation.

GROUND TACKLE

Anchors: Main, 44 lb *Bruce* with 40m of 8mm chain mounted on bow roller with bitter end lashed in chain locker.
Spare 40 lb plough type with 20m of chain.
Spare 50lb *Fisherman* anchor.

Windlass: Manual *Phillip Island Engineering* horizontal windlass.

Note: The ground tackle is considered adequate for the vessel in protected waters.

Tender: A 2.9m *Swift* RIB in serviceable condition.
9.8 HP *Tohatsu* 2 stroke outboard, (reported new 2010).

MINOR DEFECTS

**Underwater hoses should be double clamped.
Flares should be carried aboard with current expiry dates.**

GENERAL COMMENTS AND CONDITION

The vessel is considered structurally sound and constructed to a good boatbuilding standard.

Her current owner has maintained her hull and upgraded equipment as required. Quality materials and equipment have been used.

The condition of the vessel is considered "Fair" and consistent with its age and use. The vessel is to be considered "fit for its intended use" of coastal cruising in fair weather.

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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 exist hidden defects that cannot be discovered without interfering with the vessels structure or fittings and I do not therefore, accept any liability in respect of such defects.

VALUATION

After consideration of data applicable to similarly appointed vessels and by my own experience it is my opinion that the "Current Market Value" of the vessel is in the vicinity of; \$150,000 (AUD).

Signed.....

A handwritten signature in blue ink, consisting of several overlapping loops and a long horizontal stroke extending to the right.

22nd November, 2011

Julian Smallwood (Dipl. Small Craft Surveys)

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