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PRE-PURCHASE INSPECTION:-

DATE:- 28/2/2013

CLIENT:- Mr George Blacklock

CLIENT ADDRESS:- 12 Kristy Crt., Morayfield, Qld., 4506.

E-MAIL:- N/App

CLIENT CONTACT NUMBER:- 0432 271 146

Vessel Description:-

Type:- Roberts Cruising Sloop

Name:- "BRUMBY JACK"

Year of Launching:- Ca. 1992

Registration:- NY240Q, valid up to 2/10/2013. ON855252 (AMSA)

Length (Measured):- 46ft

Beam:- 13ft 2'

Draft:- 6ft

Construction:- Externally Moulded Fibreglass Reinforced Plastic and Plywood.

Engine Type:- 1 x 4Cyl. Diecon Diesel rated @ 70hp, Hours not recorded but new in 2007 as reported.

GENERAL COMMENTS:-

This vessel was inspected at Lawrie's Boat Services (hailed) and at Lawrie's Marina, Kawana (afloat) on the above date, a brief sail and sea trial was also undertaken in Mooloolaba Harbour. "BRUMBY JACK" is a proven Bluewater Cruising vessel equipped for longer ocean passages. Although slightly dated, it is of sound construction and has a quality fit-out of electronics and inventory. You should take your time to investigate each system onboard prior to cruising so you have a competent understanding of each of these and what is required for maintenance, operation and repair when necessary.

Following are some minor recommendations, and on completion of these I believe the vessel will be safe providing it is appropriately manned and operated in a safe and seaworthy manner.

COMMENTS & RECOMMENDATIONS:-

- 1) Confirm the ownership and clear title to the vessel prior to settlement. The broker should be able to provide this.
- 2) Below waterline areas displayed blistering areas and uncoated areas of Fibreglass, this, in my opinion, is a result of fillers being employed for fairing due to the fact this vessel is from a male mould and not as the majority of Fibreglass boats built with a female mould. Therefore the hull requires fairing below waterline and if non epoxy resins are employed for the fairing, the fairing powder absorbs moisture and swells creating the blistering. I believe this is of no structural concern but aesthetically it looks terrible. This could be corrected with a soda or sand blast for below waterline areas and re-faired with an epoxy or vinyl ester resin fairing compound, I suggest this would be around \$6,000- to \$8,000- to have professionally done.

There are two nylon skin fittings employed below waterline (currently sound) but I recommend metal equivalents for better fire and hull integrity. The shaft, propeller, rudder and rudder bearings were found to be firm and in good working order, there is approximately 1.5-2mm slack evident in the shaft bearing (stern bearing) and this will probably be sound for another 12 months, but should be reviewed next haul out and possibly replaced.

- 3) Deck areas were generally firm with one bubble sighted on the portside inboard, between the mast and the stay; this area should be ground back to dry material, reprimed and recoated with a non-skid finish as is already applied. Filling and venting points are in good condition and the anchoring system is sound other than the foot switch that requires repair, the winch can be operated from the cockpit. Be careful of the safety lines around the deck perimeter as these are plastic coated and the condition of the underlying stainless cable cannot be determined, I recommend removal of the plastic sheath. These lines are also lashed off to the pulpit with cord and I would prefer to see a stainless turnbuckle or Stainless "D" shackle. The cockpit drainage is satisfactory with two deck drains integral to the hull, navigation lights (at the top of the mast as a combined lantern) were found to be in working order.

4) The spars and rigging present in good working order with aluminium spars and s/s rigging. There is no visual evidence of failure of the rigging at termination points or at the chainplate connections, rigging was found to be firm whilst underway and the rig was only inspected from a deck level. Prior to an extended blue water passage, I recommend engaging a qualified Yacht Rigger to conduct an inspection aloft on the rig. Sails present in sound condition with an older mainsail and reasonably fresh headsail. Running sheets are slightly weathered but in sound working order.

5) Internal hull areas presented solid construction with no evidence of failure at the slamming areas forward, bulkhead bonding is also solid and secure with a sound hull to deck join where sighted. Bilges were generally dry with the exception of the engine space (to be expected with the stern gland arrangement for the shaft). The chainplates were in good condition and very accessible internally, these will weep over time as they penetrate the deck and it is difficult to seal them 100% due to movement. There are other areas of water ingress from the deck to below including (but not limited to) the solar vent and stainless vent in the water closet, the chocks for the liferaft and several of the staunchion bases, these areas should be resealed to prevent further damage to internal linings, some of the linings in the vessel should be replaced soon. Other than the linings, the fit-out is practical and tidy with quality timberwork and sound upholstery. The refrigeration system was tested and found to be in good working order.

6) There are two fuel tanks (port and stb.) and these appear in good order with quality hoses and fittings employed. You should familiarise yourself with the piping and valving so as to be confident on extended passages. The water tank/s are along the centreline of the ship under the cabin sole and currently there is no water onboard. There is no holding tank for raw sewerage and there is no macerator fitted, as a minimum the vessel should be fitted with a macerating pump and if you intend to operate the vessel in declared sensitive areas you should fit a holding tank.

Seacocks in need of attention include the head inlet (under the v-berth, this requires replacement due to corrosion) and the main engine cooling (this is frozen open and made of plastic), I recommend replacing this cock with a metal equivalent in the engine room for better fire and hull integrity. The hose clamps for the sink overboard in the galley could be replaced and as part of a preventative maintenance program, all through hull penetrations should be checked on a monthly basis including glands, hoses, hose clamps and valves.

7) The vessel employs 12-volt and 240-volt (shore and inverter) power, isolating switches and fuses are employed for circuit protection. Wiring is untidy (to be expected for a cruising yacht) but appears reliable, the switchboard is getting tired and within 5 years, you might consider a re-wiring project throughout. Batteries are well mounted and ventilated and charging is via the engine alternator and 2 x solar panels mounted on the davits. I recommend engaging a Licensed Electrical Contractor to test the shore power circuit and ensure there is a RCD (Safety Switch) fitted and in working order.

8) The Diecon diesel engine presents as new (hours are not recorded) with good condition mounts, hoses, fittings and belts. It displayed limited smoke under load and good water

circulation. The engine instruments were found to be in good working order at the helm and the exhaust system of good integrity with a quality riser system aft of the muffler. Both the electric (12-Volt) and manual bilge pumps were found to be in good working order, please note the manual bilge pump could be cleaned due to mild salt build up around the clamps.

9) Safety appliances require review and as a minimum, I recommend the following:-

- Servicing of the portable fire extinguishers
- Replacement of the Life Jackets with New
- Replacement of at least one lifering with new light also
- Fitting of 2 x Red and 2 x Orange Flares (In currency)
- Transfer of EPIRB details with AMSA (Aust. Maritime Safety Authority)
- I did not see a spare anchor onboard and it is mandatory
- You should fit a First Aid Kit suitable for your intended passage

In addition, the liferaft has not been serviced since 10/4/2000 and I suggest it will be condemned on inspection, but this is for the servicing agent to determine.

You should also adopt an emergency procedures plan to cover Person O/B, Fire, Flooding, Collision, Grounding, Abandon Ship etc., and a watchkeeping procedure for extended passages.

EQUIPMENT AND ACCESSORIES SIGHTED:-

- 1 x Coursemaster 450 Autopilot
- 1 x Garmin GPS Map 550
- 1 x Stowe Navigator 2 Log (Requires checking)
- 1 x Stowe Wind Indicator
- 1 x Eagle GPS/Plotter/Sounder
- 1 x Autohelm Personal Compass
- 1 x Suunto 120mm Liquid Damped Compass
- 1 x Garmin GPS 50 (Condition ?)
- 1 x JRC JMA 2141 Radar
- 1 x GME GX600 VHF Marine Radio
- 1 x Icom IC-M7000 HF Marine Radio
- 2 x 80 Watt Solar Panels
- 1 x Clock and 1 x Barometer
- 1 x 600 Watt Inverter
- 1 x Small TV
- 1 x Samsung VHS Video Player
- 1 x GME GR945 AM/FM/Cassette Unit
- 1 x 315 Aluminium Cherokee Tender
- 1 x Honda 8hp Outboard (Not sighted)
- 1 x RFD 6 Pax. Liferaft (To be Serviced?)

VALUATION:-

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

Hull, Deck and Superstructure:-	\$40,000-
Sails, Spars and Rigging:-	\$25,000-
Machinery and Associated Systems:-	\$10,000-
Equipment and Accessories:-	\$12,000-
TOTAL:-	\$87,000-

Disclaimer:- This report is not a certification that the vessel is safe and has been prepared from the information supplied by the person who commissioned this report or, the present owner and on the basis of the physical information of the vessel's accessible areas inspected only and the equipment thereon on the dates of the inspections and is to be used only for the purpose for which this report was commissioned.

All work performed is subject to the surveyor's standard terms and conditions, a copy of which is available upon request.

In Good Faith without Prejudice



Stephen Earp

Qld. Transport Accredited Marine Surveyor(AMS/99/009)

Marine Surveyors Association Member No. 125



