

## Power Boat SURVEY REPORT for “SHIRAZ”

The following Survey Report is given without prejudice for and on behalf of Mr. Adrian Coorie of 56 Gundaroo St, Villawood, NSW 2163 at his request on 8/12/2016 at Lawrie’s Boat Services facility on the hardstand there, Kawana, Queensland.

**Name** : SHIRAZ  
**Type** : Mariner Flybridge Cruiser  
**Builder** : Mariner boats  
**Launched** : 1984  
**LOA** : 31’ (9.45m)  
**Beam** : 11’ (3.35m)  
**Draft** : 3’ (0.9m)  
**Registration No** : PG1964N



**Construction - Hull:** Moderate draft Sharpie, Moulded FRP with Glass over timber frames.

**Deck and Cabin:** Molded FRP with hard foam core sandwich.

**Interior:** Fully moulded internal hull modules combined with veneered plywood and timber structures and some plywood panels.

**Extent of Survey:** The vessel arrived on Transport Truck and was set up on hard stand for the purpose of surveying all areas possible below the waterline. A full assessment of the hull and interior structures was conducted on the hard stand there at Lawrie’s. All internal areas were assessed to the extent that is possible without the removal of permanent interior hull linings, furniture and fixtures etc. Under floor areas were assessed to the extent that removable floorboards made this possible. The propulsion system was inspected visually as the vessel was out of the water.

### General Overall Condition:

The vessel is in a reasonably good state of maintenance. Minor defects were observed with the woodwork and paneling. Hull and deck were sound. No osmosis was evident under the hull. **Original insulation/ soundproofing material** that was glued to the underside of the engine bay and cockpit area decks has totally deteriorated and falling off into the bilges causing considerable filth throughout.

Any problems found will be “**NOTED**” on an individual basis throughout the following detailed report.

**LEGEND: E/C= Excellent Condition; G/C= Good Condition; F/C= Fair Condition; P/C= Poor Condition**

**FUN= Functioning (it works as it should); N/F= Not Functioning ( it doesn’t work);**

**Sighted Y/N= Able to be accessed for visual inspection, Yes or No;**

**Tested Y/N= Observed as present: Yes or No, but unable to be checked for reason stated.**

## Power Boat SURVEY REPORT for “SHIRAZ”

Section:	Unit	Condition	Sighted Y- N	Tested Y - N	COMMENT
<b>General Condition Throughout:</b>	Woodwork. Panels and Lining	G/C		<i>NOTE1</i>	The vessel presents as one that has not been maintained well internally. There are signs of water damage. Some delamination of veneered-plywood panels was observed. Exposed hull sides are covered in an off-white Poly thick-pile carpet. This has dark staining from water/moisture damage and is quite discoloured in places.
	D/Head	VG/C			Deck is a composite structure with both outer and inner mouldings. Internal moulding has a textured finish and is well preserved.
<b>Anchor</b>	Location/Access	G/C			Forward of crash bulkhead; access is via deck hatch beside windlass.
<b>Locker</b>	Ground Tackle	G/C			CQR pattern anchor set through bowsprit roller; 3/8” short link galvanized chain.
<b>FrdCabin</b>	Bunk	VG/C			Fully moulded FRP unit glassed to hull with hatch access to storage under bed.
<b>V-Berth/</b>	Bunk Cushions	G/C			Fabric over upholstery foam.
<b>Dbl Bunk</b>	Under Bunks	G/C		<i>NOTE2</i>	Generally flowcoat finish is fine but the flowcoat on the base plywood is cracking.
	Floor	G/C			FRP; as part of internal mould structure.
	Bilge Area	G/C			Access via 150mm inspection port; area is sound; finish is clear polyester.
	Exposed Hull	G/C			At hull sides under bunk: sound with flowcoat finish.
	Skylight	G/C			Construction is 12mm polycarbonate panel resting on moulded deck coamings. Seals OK.
<b>Head</b>	Location				Separate compartment Stbd side aft in Frd cabin.
<b>Stbd Side</b>	Toilet	F/C		<i>NOTE3</i>	Bowl is badly stained as though left unflushed. Unit is by TMC, 12v electric + macerator.
	Vanity	G/C			Part of the internal FRP moulding in this compartment.
	Shower	G/C			H/ held shower head on hose that retracts into vanity top. Catchment is by way of sullage trap under galley floor and has automatic discharge overboard.
	Plumbing	G/C			Domestic style faucets. Hoses and hose clamps are fine.
	Valves	None		<i>NOTE4</i>	Discharge from sump has no valves on skinfittings therefore no safety from back-flooding in emergency.
	Holding Tank		N		Holding tank for sewage was not sighted.

New – VG/C – G/C – F/C – P/C – Fun – N/F

## Power Boat SURVEY REPORT for “SHIRAZ”

Section:	Unit	Condition	Sighted Y- N	Not Tested	
<b>Main</b>	Dinette/port side	G/C			6 person seating, 1 frd and 1 aft with 4 at side.
<b>Saloon:</b>	Seat Cushions	G/C			Fabric over upholstery foam.
<b>Bridgedeck</b>	Table	VG/C			Laminate on marine plywood. Table drops down to form a ¾ berth.
	Frd Windows	G/C			Laminated/ toughened glass. 3 main panels set into Alloy frames.
	Wipers	G/C		N	12v electric windscreen wipers are fitted only to port and stbd windows.
	Qtr. Windows	G/C			On each side are fixed, and made of toughened glass.
	Side windows	G/C			2-part, 1 sliding and 1 fixed in toughened glass. Anodized aluminium frames are OK. There are 2 sets per side.
	Settee/ Bunk	G/C			Stbd side; seat section extends to make a wider sleeping berth.
	Exposed Hull				Only under floor in engine bay: flow coat finish.
<b>Galley:</b>	Location				Port side of Main saloon, 2 steps down from bridge deck level
<b>Port Side</b>	Woodwork	VG/C			Teak veneered panels, cupboard doors and drawers in teak timber, varnished finish.
	Panels/Tops	VG/C			Some panels are part of internal FRP moulding; bench tops are laminate on plywood.
	Stove	G/C			Roden 2-burner unit with grill and oven
	Microwave	E/C			240v Ac unit by NEC.
	LPGas	Yes		<b>NOTE5</b>	Cert.No: the only Installation Certification found was the original Stamped alloy plate from New South Wales Work Cover Authority No: 241954 dated 2/21996.
	Sink	G/C			Rectangular bowl S/S unit with side drain board. Set into galley bench top.
	F/W Pump	G/C			By Sureflow; 12v on-demand pressurized system with Accumulator tank.
	Hot/W.System	E/C			By Dux, model Forte for galley and shower. 240v unit can also be heated by engine coolant heat exchange.
	Plumbing	G/C			Hoses and hose clamps as sighted are fine.
	Fridge/Freezer	G/C			Engel 12v Bar fridge located under helm seat.
	Cabinets/drawers	VG/C			All fronts are in teak veneer or timber.
	Lockers	G/C			2 lockers are located under the galley floor, access via hinges floor hatches.
	Locker Hatch	G/C			Under midship locker, a hatch provides access to bilge and Grey water sump pump.
	Valves	No			See <b>NOTE4</b> above.

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## Power Boat SURVEY REPORT for “SHIRAZ”

Section:	Unit	Condition	Sighted Y - N	Tested Y - N	COMMENT
<b>Navigation/ Steering</b>	Location				Positioned forward on the Stbd of the bridge deck. The vessel also has a flybridge conning station with duplicate controls.
<b>Station:</b>	Console	VG/C			Dual sets of engine monitoring gauges, steering compass, Single lever Morse engine controls, and switch panel.
	Chart Table	G/C			Dinette table doubles as a chart table.
	27Mhz Radio	G/C		Y-Fun	Unit is a Uniden model Sea Dolphin MC 2700.
	VHF Rad.	G/C	Y	N	Unit is a Uniden Auto Seaphone; located on the flybridge with own battery power supply.
	GPS/Plotter	G/C	Y x 2	N	1. Fishfinder/ GPS/Chart plotter model HDS5. 2. Navman Tracker 5500 with C-Map.
	Echo Sounder	G/C	Y	N	Hummingbird model Wide 128.
	Switch Board	G/C	Y	N	Located on the dash board, unit has separately lit switches and fuses.
	EngCntrlPanel	G/C	Y	N	Dual panels for twin engine installation. Standard gauge sets.
	Log	G/C	Y	N	Transmitter paddle under vessel is free. Vessel is out of water – no test.
	Wind-S&D	N/A			
	Anchor Light	Detached	Y	<b>NOTE6</b>	Anchor light has been detached for transport by truck.
	Nav Lights	G/C	Y	Y	Port light and stern light function, stbd light does not.
	Trim Tabs	G/C	Y	N	Trim Tabs dismantled for re-antifouling
<b>Batteries</b>	House/ Start	G/C			3 x near new 12v Century N70ZM units, 100 Ah, CCA730. 1 x 12v older unit linked with 4 power switches providing House power, port and stbd Start and Emergency power.
	Radio	VG/C			Near new car battery located in a flybridge seat locker provides power to VHF there.
<b>Power</b>	12V	G/C			12v batteries as above.
	240V	G/C			12v dc to 240v Ac provided by an inverter: 12-240 Invert-a-Power, Silver Series.
	Shore Power	G/C		N	
	Solar	No			
	Charging	G/C			Engine alternators; Shore power to Christec CPS300, 12v – 25Amp charge controller.

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<b>Lazarette/</b>	Location				Steering system in lazarette is located under cockpit floor. Access via flush cockpit hatch.
<b>Cockpit</b>	Steering	G/C			Dual tiller bars linked by S/S cross bar and driven by a Morse Cable system.
	Emergency		N		
	Rudder Stock Glands	G/C			Rudder stock glands are packing gland type. Leak testing not possible till vessel is launched.
	Exposed Hull	F/C		<b>NOTE7</b>	Flowcoat finish; observed as sound. There is considerable evidence here of the problem mentioned in ‘General Overall Condition’ at start of Report. The problem of the broken-down insulation that was originally glued under various deck areas of cockpit and Saloon floor has come away as crumbly pieces and clogged bilges. Mixing with water and oil in the bilge has made for a terrible mess and a long clean up job!
	Stowage	N/A			Not available for stowage here.
<b>Engine Bay</b>	Engines- type				Twin Mercruiser 260 V-8 petrol engines with shaft drive to propellers.
	Engine Hours				Port engine: 970 hrs.; Stbd engine: 933 hrs.; as showing on gauges.
	Plumbing	G/C			Hoses, hose clips are fine, no leaks were obvious, but some oily water shows in bilge.
	Connections	F/C		<b>NOTE8</b>	Connections for hard and soft lines were checked; not able to trace source of discharge of oil as engines have not been run while transport took place.
	Exhausts	P/C		<b>NOTE9</b>	Exhausts are a wet system. Discharge to transom is via water-lock muffler boxes. Hoses from muffler to transom are old soft wall rubber hoses, 100mm in diameter. They have collapsed.
	Muffler Boxes	G/C			Galvanized steel custom fabricated, set behind the engines under the cockpit floor.
	Couplings	G/C			Face to face flange type at shaft /gearbox interchange.
	EngineMounts	P/C		<b>NOTE10</b>	The mounts do not present well. Strongly suggest engineer assessment.
	Stern Glands	G/C			Packing gland type. Leak testing not possible till vessel is launched.
	Bilge Area	F/C		<b>NOTE11</b>	Same problem here as in <b>NOTE7</b> .
	Bilge Pump/s	F/C		N	25mm x 12v electric pump with auto float switch. Pump looks clogged with bilge mess.
	Fuel Tank/s	G/C			2 x S/S tanks under cockpit floor, capacity 400lt each. One on each side of the vessel.
	Fr/WaterTank	G/C			1 x S/S 300lt located under Saloon floor, right forward.

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<b>HULL</b>	O/A Condition	VG/C			Overall condition of hull below waterline is very good. Area was Percussion tested.
<b>U/Water</b>	Prop/s	New			New propellers were fitted during this haulout.
	SkegBracket/s	G/C			Cast bronze well attached to the hull.
	Anodes	New			New Shaft, Transom, Trintab anodes were also fitted.
	Bearing/s	VG/C			Minimal wear noted in skeg bearings.
	Rudder/s	VG/C			Cast bronze, spade pattern units showed no damage.
	R-Stock Bearing	VG/C			Minimal wear noted in these bearings.
	Inlets/Discharges	G/C			Percussion testing around skin fittings showed no delamination.
	Transducers	G/C			No hull penetrations; units set up to fire through the hull.
	Log Sender	G/C			Paddle was checked and is free spinning.
	Earth Plate	G/C			Transom anode is earth-coupled.
	Keel	G/C			No damage noted during Percussion Testing.
	Trintabs	G/C		N	Visual inspection was fine. Not tested as units were dismantled for maintenance.
	OSMOSIS?	None			Not observed during Percussion Test.
<b>Topsides:</b>	Gelcoat	G/C		<b>NOTE12</b>	Port side transport damage was repaired during Survey period.
<b>Transom:</b>	Duckboard	F/C		<b>NOTE13</b>	The duck board flange has some damage due to reversing into things, cracking the flange.
<b>Deck:</b>	Surface	G/C		<b>NOTE14</b>	No soft spots or delamination found. Many Gelcoat Star-cracks were observed.
<b>Hardware-</b>	Windlass	G/C			Vertical shaft type, brand unknown. Has warping head and chain gypsy.
<b>Deck</b>	Bow roller	VG/C			Roller is set into bowsprit platform. Anchor head hangs below platform.
	Bow Rails	G/C			S/S tube type; stanchions mounted into bronze bases, solidly bolted to toe rails of deck.
	Hatch	G/C			Construction is 12mm polycarbonate panel resting on moulded deck coamings. Seals OK.
	Cleats	VG/C			Small S/S bollards and cleats all solidly mounted round perimeter of deck.
<b>Flybridge</b>	Steering Con.	G/C			FRP moulded as part of Flybridge structure. Life jackets stowed in seat locker, aft.
	Seats	G/C			Part of above structure; 1 seat on each side, one aft. Helm seat at centre is on Alloy standard.
	Steering wheel	VG/C			Circular S/S Tube type
	Engine control	G/C			Dual single-lever Morse units.
	Compass	None			
	Radio	G/C			Uniden VHF Unit. It is not mounted but resting in port side seat locker.

New – VG/C – G/C – F/C – P/C – Fun – N/F

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<b>Dinghy</b>	Type				None sighted.
<b>Sullage</b>	Grey Water	G/C			Grey water collected into Sump and discharged overboard.
	Sewage	F/C			Discharged overboard from toilet macerator pump.
	Plumbing	G/C			Sanitary hoses and hose clamps are fine.
	Holding Tank		N	<i>NOTE15</i>	No tank sighted. Owner notified of Queensland Transport regulations concerning holding and discharge of sewage in Queensland waters.
<b>Cockpit</b>	Deck	G/C			Sound; no soft spots or delamination noted.
	Cockpit Lockers	G/C			2 lockers noted at fwd end, outboard. Port side is LPGas bottle locker; Stbd - mooring lines.
	Cockpit Canopy		N		Removed for transport.
	Cockpit Ladder	G/C			S/S frame with timber treads, on port side leading to Flybridge.
	Hatch	G/C			FRP unit is flush fitting to floor; flange drain takes rain water overboard.
<b>Safety</b>	L Jackets	G/C	6		2 x PFD1's, d.o.m.: 08/2003. 2 x Taft PFD1's- 2003. 2 x MayWest type, no d.o.m.
<b>Equipment</b>	L Buoys		N		
	Red Flares	New	Y		2 x hand held units: Expiry date Nov 2019.
	O-Smoke	New	Y		2 x hand held units: Expiry date Nov 2019.
	V-Sheet	VG/C	Y		Stowed in Flybridge aft seat locker.
	Signal Mirror	G/C	Y		As above.
	F Aid Kit		N		
	Fire Extinguishers	G/C	Y		Main Saloon: 1 x 3.5Kg CO2 gas unit plumbed into engine bay below. 2 x 1.1kg Dry Powder units located one near galley, one aft in main saloon.
	Fire Blanket	G/C			Wall mounted near galley.
	EPIRB	New	Y		Safety Alert 406MHz unit with GPS. Battery expiry: Nov 2026. AMSA Rego not activated.

**New – VG/C – G/C – F/C – P/C – Fun – N/F**

# Power Boat SURVEY REPORT for “SHIRAZ”

## CONCLUSIONS:

I have made the foregoing survey without unduly interfering with the vessel's structure or internal fittings and permanent linings. I consider that “SHIRAZ” is of sound structure. I observe that the vessel's maintenance has been somewhat neglected, especially with regard to the crumbling sound proofing. I would point out that there could be hidden defects it was not possible for me to find given that some areas of the vessel are hidden behind fixed paneling or lining.

During this Survey Inspection a number of Defects were noted as follows:

- 1. Lining:** The carpet used is a thick pile polyester style in a cream colour. This has water stains and age discolouration. Smell is not good.
- 2. Base panels under V-Berth:** The original flowcoat painted directly onto these base panels has age cracks. This will allow moisture to penetrate eventually causing the plywood to gather wet rot.
- 3. Toilet:** The toilet bowl is badly stained as though left un-flushed for a long period.
- 4. Shower sump and pump:** The discharge skin fittings from this unit are plastic and old. There are no shut-off valves on the inside of the hull. This is not good practice should there be an emergency if a plastic skin fitting breaks off. All through hull fittings should be either bronze or stainless steel.
- 5. LPGas Certification and installation:** the only reference to certification is a metal plate dated 2/2/1996 from Work Cover Authority, New South Wales. I believe this will not satisfy the current Queensland Regulations without Qualified Certification.
- 6. Anchor Light:** This light fitting used for when the vessel is anchored at night, has been removed because of possible height restrictions during transport. This needs to be refitted and made to work correctly to comply with Queensland Transport Marine Regulations.
- 7. Glue-on Insulation:** This very old product has deteriorated to the point where the foam simply falls away from the underside of saloon floor and cockpit, or just crumbles in hand. It has caused a problem in that it is/ has fallen into the various compartments from engine bay to transom and mixed with oil and sea water to make a nasty “soup” that will clog up pumps and limber holes. This needs to be cleaned thoroughly.
- 8. Oily Water in Bilge in Engine Bay:** Since the engines have not been run for a period it is difficult to trace the source of the bilge oil. Suggest monitoring of engines when vessel is returned to the water.
- 9. Exhaust Hoses:** The hoses delivering exhaust out to the transom should be wire reinforced rubber hose.
- 10. Engine Mountings:** On observation these mountings do not seem to have the usual moulded dampening rubber infused into the mounts. I would strongly suggest an engineer assessment be made to check their viability.
- 11. Insulation:** Same situation as in NOTE7.
- 12. Hull Side Damage:** Damage was 14 gouges into the gelcoat ranging from 6mm to 40mm in a line front to back about midway from waterline to gunnel. These gouges have been repaired and refinished in gelcoat and detailed. It seems to be new and may have happened during transport.
- 13. Duckboard:** the vertical flange of the duckboard edge has some large cracks in it. I suspect the cause to be reversing into marina berths! This is not a structural issue. It should be repaired at a future haulout for cosmetic reasons and to prevent deterioration.
- 14. Star Cracks in Gelcoat:** As with many older boats star cracking occurs in stress points where angles of adjoining panels coincide and gelcoat may have been applied a little too thickly from original build. The vessel is 32 years old and gelcoat hardens over decades making it prone cracking. Not a structural issue.
- 15. Holding Tank:** No tank sighted. Owner has been informed of current regulations.



## Power Boat SURVEY REPORT for “SHIRAZ”

I do consider that the problems encountered during this survey can be easily remedied during forward maintenance and would not hinder the immediate use of the vessel for recreational purposes providing safety equipment is as required under Queensland Transport Marine Regulations.  
This survey has been completed as thoroughly as possible in Good Faith and without Prejudice.

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