



INSURANCE SURVEY **REPORT**



SPACESAILER YACHT **“SHIRALEE”**

LOA: 6.75m

BEAM: 2.2

DRAFT: 1.3

13/9/2019

REQUESTED BY: MR. JESSE SCHLICHTHAERLE
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VESSEL: "SHIRALEE"
TYPE: CRUISING/RACING YACHT
L.O.A: 7.25m 23' 10"
L.O.D: 6.75m 22' 2"
BEAM: 2.2m 7' 4"
DRAFT: 1.30m 4' 4"
DISP:
BUILT BY: SWARBRICK YACHTS
DESIGN: SWARBRICK YACHTS
CONST: GRP
POWER: 1 x 5.0 hp MARINER OUTBOARD
REG: AD778
BUILDER CODE:
BOAT CODE: AU-TWA013951AA4
YEAR:
DATE: 13/9/2019

On the 13th day of September 2019, I was commissioned to carry out an insurance inspection on the above vessel, by the owner Mr. Schlichthaerle. This inspection was carried out at the 'Royal Freshwater Bay Yacht Club' between the hours of 08:00am and 10:30pm. The vessel was slipped for underwater inspection. The skin fittings were not drawn for visual inspection. The mast and rudder were not unshipped to be inspected.

The weather conditions at the time of the survey were fine with a temperature of 16°C The humidity was low.

During the course of the survey the settee hatches and other portable pieces were removed to allow visual inspection of the underlying structural members.

It was not possible however, to access the following areas;

1. The hull skin under the structural web liner.
2. There is no access under some areas of the fit-out.

TABLE OF CONTENTS

PHOTO IDENTIFICATION	4
NAME IDENTIFICATION	4
REGISTRATION NUMBER	4
REGISTRATION STICKER.....	4
HIN NUMBER PLATE ON TRANSOM	4
SAIL NUMBER AND YACHT CLUB	4
OWNERS RST	4
GENERAL DESCRIPTION	5
DEFECTS	5
EXTERNAL HULL UNDERWATER	5
UNDERWATER ENGINEERING.....	5
TOPSIDES.....	6
DECK	6
SUPERSTRUCTURE & COCKPIT	6
INTERNAL STRUCTURAL HULL MEMBERS AND GENERAL FIT OUT.....	7
Scantlings:.....	7
Gas Installation:	7
PLUMBING & ELECTRICAL.....	8
CHAINPLATES	8
SPARS, RIGGING & SAILS	9
Equipment:	9
Sails:	9
MECHANICAL.....	10
PERFORMANCE: NOT TESTED.	10
GROUND TACKLE & SAFETY EQUIPMENT	10
Safety Gear:	10
Dinghy: N/A	10
Equipment not onboard at the time of the survey: N/A	10
SUMMARY.	11
DISCLAIMER:	11
PHOTOS.....	12
PORT SIDE.....	12
KEEL TO HULL INTERSECTION	12
TRANSOM.....	12
KEEL BOLTS.....	12
BASE OF MAST.....	12
ENGINE.....	12
12-VOLT PANEL	13
BATTERY STORAGE	13
GROUND TACKLE	13
VHF RADIO.....	13
WATER IN FORWARD LOCKER.....	13
BILGE PUMP	13

PHOTO IDENTIFICATION**NAME IDENTIFICATION****HIN NUMBER PLATE ON TRANSOM****REGISTRATION NUMBER****SAIL NUMBER AND YACHT CLUB****REGISTRATION STICKER****OWNERS RST**

GENERAL DESCRIPTION

‘Shiralee’ is a fiberglass cruiser/racing yacht commonly known as a Spacesailer 22. The hull and deck have been constructed in a female mould of GRP and finished with a gelcoat external layer. The hull and deck have been bonded together on a flange on the outer deck line. The structural web is constructed of a moulded foam grid glassed into the hull skin. The bulkheads are constructed of plywood and are bonded in where they connect the hull structure. This vessel is powered with 1x 5hp ‘Mariner’ long shaft outboard. A single spreader masthead sloop rig with inline caps is fitted.

DEFECTS

Defects have been classified under the following headings:

- (1) Type A – Major structural or other defects requiring immediate attention.
Type B – Minor “ “ “ “ **not** “ “ “ “
Type C – Cosmetic defects.
- (2) Recommended modifications

During the course of the survey, the following (1) defects were found and (2) repairs or modifications recommended: -

	Type	(1) Found	(2) Recommended
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EXTERNAL HULL UNDERWATER

1	B	There are many very small osmosis blisters on the hull skin.	Monitor. No attention necessary at this stage.
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- The hull was inspected for osmosis blistering and active blisters were sighted.
- The anti-fouling surface is reasonably smooth with minimal flaking. The anti-fouling had just been re-coated at the time of the survey.
- The keel has a GRP skin with internal ballast material and has been bolted onto the hull skin. It has a general dimension of 950mm x 800mm. This keel appears to be in good condition.
- The keel to hull intersection appears to be in good condition.
- There is 1 x bronze skin fitting installed through the hull skin on the starboard side of the hull. This fitting is securely installed into the hull skin and is in reasonable condition.

Note: Generally, the underwater surface was in good condition free from major structural defects.

UNDERWATER ENGINEERING

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- The rudder blade is constructed of a fibreglass skin in 2 halves that are bonded together. 350mm x 1000mm. This is secured on 2 x 5mm stainless-steel gudgeons bolted to the transom. The pintles are also 5mm stainless-steel in good condition and both securely bolted. Blade area .350m². There is considerable movement between the gudgeons and pintles.

Note: I found the underwater engineering of this vessel to be in reasonable condition.

TOPSIDES

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- The topsides surface is constructed of GRP with a gelcoat external finish. This is faded but in fair condition for its age.
- A 130mm blue stripe is painted on the hull skin under the gunwale.
- There are 3 x plastic skin fittings installed in the transom skin. Plastic skin fittings should be regularly inspected as they are easily degraded by UV exposure.
- The vessels name 'Shiralee' is fitted midships on both sides of the topsides.
- 2 x 38mm drains are fitted in the transom to drain the cockpit deck.
- A stern light is fitted to the transom on the port side. Tested and working.
- A radio aerial base is installed on the port side of the transom.
- A stainless-steel frame outboard bracket is fitted on the starboard side of the transom. It is secured by 4 x 9mm stainless-steel bolts. Secure and in good condition.

Note: Generally, the topsides are in reasonable condition. Some gelcoat stress cracks, chips and scars and previous repairs were sighted.

DECK

2	B	The forward anchor locker hinge is loose.	Re-secure.
3	B	The deck hatch has loose hinges.	Re-secure.
4	B	The starboard aft deck cleat is loose.	Re-secure.

- An 50mm x 35mm plastic extrusion rubbing strake is secured around the outer edge of the vessels deck. This has chrome bronze corner caps to secure it. Secure and in good condition.
- The deck is constructed of gelcoat finished GRP. There is indication that the deck construction is quite light. Some gelcoat stress cracks and flexibility were detected. The gelcoat is quite worn.
- The non-skid finish is moulded into the deck surface. This is in good condition.
- A GRP hatch is fitted on the foredeck to access the anchor locker below. This is secured on 2 x chrome bronze hinges.
- A second GRP hatch is fitted on the foredeck aft of the anchor locker hatch to give access to cabin below. This is secured on 2 x stainless-steel hinges.
- 3 x mooring cleats are fitted to the deck: 1 plastic cleat forward and 2 plastic cleats aft.
- There is no anchor roller fitting.
- 2 x small cast alloy fairlead are fitted to the forward deck. Secure.
- 1 x 25mm stainless-steel bow rail and 2 x stern rails are fitted. Secure.

Note: From what can be visually inspected the deck is in good condition other than noted.

SUPERSTRUCTURE & COCKPIT

5	B	The sliding companionway hatch track on the starboard side is loose.	Re-secure.
6	B	2 of the wash board retainers are not fitted.	Re-fit.

- The superstructure and cabin top are constructed of gelcoat finished GRP. The gelcoat surface is faded and has some chips and scars but generally is in good condition.
- The non-skid surface on the superstructure deck is moulded into the GRP layer.
- 6mm clear acrylic window panels are fitted in either side of the superstructure trunking. They are secured with 3/16" stainless-steel round head metal threads and urethane sealant.
- The washboard is constructed of a 9mm plywood panel which drops down into timber retaining tracks on either side of the companionway. A GRP sliding hatch is fitted above and retracts forward of the companionway on alloy tracks. Adequate stainless-steel locking mechanisms are fitted to the washboard and hatch.

- A GRP 'pop-top' cabin hatch is constructed into the saloon roof. Secure.
- Teak timber hand rails are fitted on either side of the superstructure roof. Secure.
- The cockpit surfaces, combings and deck are GRP and are in reasonable condition. Seats are moulded into both port and starboard sides with non-skid finish included.
- The aft cockpit seat has GRP hinging hatches that are secured on stainless-steel hinges and a chrome bronze lever catch. A GRP water track gutter seals these hatches. This gives access to the fuel tank storage below.
- 2 x 38mm cockpit drains are installed in the aft end of the cockpit sole.
- The cockpit deck is lightly constructed but in good condition.

Note: The superstructure and cockpit have some minor scars but are generally in good condition.

INTERNAL STRUCTURAL HULL MEMBERS AND GENERAL FIT OUT

7	B	There is a significant amount of water being held in the forward locker under the 'V' berth.	Remove.
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Scantlings:

Bulkheads:	16mm veneer plywood bonded to the web structure and hull skin.
Strong-back web:	GRP moulded foam core grid bonded to the hull skin.
Hull skin:	GRP and gelcoat external and internal finish.
Deck and superstructure:	GRP with gelcoat external and internal finish. Cored in places.
Hull to deck int:	Glassed.
Fit-out:	9mm veneer plywood panels. Varnished.
Sole:	Veneer plywood panels with fixed carpet.
Compression post:	50mm alloy tube. Secure.
Keel Bolts:	No access.

- The bilge areas where visible are clean and dry.
- The structural web appears to be well connected to the hull skin where visible access is available. There is no access to some areas to assess this connection.
- The vessels fit out is constructed using plywood cabinet carcasses and timber locker doors.
- The soft linings are 'Fronrunner' fabric.
- The soft furnishings are fabric covered foam and are in reasonable condition.

Gas Installation:

Notice of compliance:	NONE FITTED
Gas fitter:	
Reg' number:	
Date:	
Bottle date:	

- No fixed stove is fitted in the galley.

Note: Due to linings some of the structural members could not be inspected. The structural intersections that could be seen were intact free from delamination and cracking at connections.

PLUMBING & ELECTRICAL

8	B	The port side navigation light is not working.	Repair prior to using the vessel after sundown.
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- The skin fitting on the plumbing system below the water line is constructed of bronze. Some surface corrosion was sighted.
 - The ball valves are constructed of plastic.
 - The hose tails are plastic.
 - The hose clamps are stainless-steel.
 - The hoses are predominantly clear plastic or NTP hose.
 - 1 x 'Johnson' 12-1015-01 submersible bilge pump is fitted in the aft bilge. This has a 'Rule-a-matic' float switch fitted for activation. Tested and working.
 - No fresh water tank is fitted.
 - A manual pump is fitted to the galley cabinet next to the GRP sink.
 - 1 x battery supplies the 12-volt power. It is situated under the aft end of the port settee berth.
 1. 'Full river' HC14A 200CCA 20RC 14ah.
 - The battery is fitted in a foam box and secured with a webbing strap.
 - The cables to the batteries and connections are in good condition.
 - 1 x Toggle isolator switch is fitted on the port side of the saloon to isolate the battery.
 - A 3-switch 12-volt circuit board with fuses controls the operation of the different 12-volt fittings.
 - No 240-volt shore power system is fitted.
 - Lighting: 2 x internal lights are fitted in the accommodation space. Tested and working.
 - The general wiring appears to be in good condition.
- The following electrical fittings are installed.
1. 1 x 'GME GX600A' VHF radio. Tested and working.
 2. Port, starboard & aft lights. Tested and working.

CHAINPLATES

- The chain plates are 7mm stainless-steel saddles that are bolted through the deck and bolt onto stainless-steel plates. These plates are bolted to the internal structure for the cap stays and the lowers. The fore stay chain plate is 6mm stainless-steel fabricated 'T' bar plate bolted through the deck. The back-stay bridle is bolted to the deck with 7mm stainless-steel saddles. The chain plates appear to be in good condition and well secured.

SPARS, RIGGING & SAILS

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- This vessel is fitted with a single spreader masthead rig with inline caps and lowers.
- The mast is extruded painted aluminium section. The mast measures 130mm x 85mm.
- The boom is a painted aluminium section 80mm x 60mm

Standing rigging:

Forestay: 4 mm 1 x 19 with No: 7 roll swaged rigging screw.
 Caps: 4 mm 1 x 19 with No: 7 roll swaged rigging screws.
 Lowers: 4 mm 1 x 19 with No: 7 roll swaged rigging screws.
 Backstay: 4 mm 1 x 19 single back stay with 8mm braid bridle with 6:1 'Harken' blocks and 6mm braided line.

- The rigging screws are 8mm chrome bronze enclosed type on the caps and lowers and 6mm on the fore stay. Age unknown.
- The standing rigging stays and rigging screws appear to be in reasonable condition. No up-mast inspection was carried out.
- All standing rigging and lifelines including backstay tackle were replaced in Feb 2016 by Rigging Solutions and the rigging was also upgraded in March 2017 by Lucmo Pty Ltd. (Invoices sighted).
- The spreaders are alloy in stainless-steel stirrups which are pop-riveted to the mast.
- The hounds are stainless-steel tangs bolted to the mast.

Equipment:

The following equipment was sighted.

- 5 x 'Ronstan' sheave blocks are secured to the tabernacle.
- 'Ronstan' stainless deck tracks with 'Ronstan' cars fitted on each side. 2 per side.
- A 'Ronstan' alloy mainsheet traveller with 'Ronstan' car on 2:1 controller with 5mm braided lines.
- Main sheet 4:1 'Ronstan' blocks with 8mm braided line.
- Boom vang 3:1 'Ronstan' blocks with 6mm braided line.
- A stainless-steel gooseneck is pop-riveted to the mast and boom.
- The main sail is slab reefed. No foresail furler is fitted.
- Jammers: 6 x mini singles on the superstructure deck.
- Deck organisers: 2 x double and 2 x single on cabin deck.
- Mast is deck stepped on a fabricated alloy hinging tabernacle. Secure.
- Halyards: 6-8mm braid in fair condition.
- 1 x 50mm anodised alloy spinnaker pole with 'Ronstan' alloy beaks.
- Back stay tension: 'Ronstan 4:1 with 6mm braid.
- 2 x 'Barient' 10 winches on cockpit combing (Primary). Working.
- 2 x 'Barient' 8 winches on cockpit combing. Working.
- 2 x 'Barient' 8 winches on cabin deck. Working.
- 1 x 'Anderson' 18 self-tailing winch on mast. Working.

Sails:

1 x Main. Mylar. On boom.
 1 x No 1 headsail. Mylar.
 1 x No 1.5 headsail. Mylar.
 1 x No 2 headsail. Mylar.
 1 x No 3 headsail. Mylar.
 1 x Spinnaker.

MECHANICAL

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- The engine is a 'Mariner' 5hp long shaft outboard.
MODEL: ME5NL
SERIAL: TA43187
YEAR: 2012
- The engine is mounted on a stainless-steel hinging bracket on the starboard side of the transom. Secure.
- No fuel tank was sighted.
- This vessel is tiller steered. The tiller is 48mm teak timber in reasonable condition. A 6mm stainless-steel hinging cap fitting secures the tiller to the rudder. A tiller extension is fitted.

PERFORMANCE: Not tested.

GROUND TACKLE & SAFETY EQUIPMENT

9	B	The anchor chain is quite corroded.	Replace.
10	B	The flares are out of date.	Replace.

Safety Gear:

The following safety gear was found onboard the vessel at the time of the inspection.

- 1 x Galvanised 'Danforth' pattern anchor. Adequate size for vessel.
- 3m x 8mm long link gal chain. Not measured.
- 12mm 3 Ply silver rope warp was sighted. Not measured. App: 20m
- 1 x Stainless-steel 25mm bow rail.
- 2 x Stainless-steel 25mm stern rail.
- 2 x Adult inflatable life jackets and 4 x adult PFD1 life jackets were sighted.
- 1 x 1.0kg Dry chemical fire extinguisher. Fitted.
- EPIRB UIN: MOD: SN: Not sighted.
- 1 x 4 flare pack out of date. 2017
- 1 x Flare container.
- 1 x Bailer
- 2 x Fenders
- Extra berthing lines.
- 1 x Boat hook.
- 1 x Magnetic Compass. Hazy lens.
- 1 x First aid kit.
- 2 x Alloy paddles.

Note: All the safety gear needs to be re evaluated to bring it up to sea going category specifications.

Dinghy: N/A

Equipment not onboard at the time of the survey: N/A

SUMMARY.

After a thorough inspection of this vessel I found it to be in generally good condition. The structural connections that are visible are intact. The equipment and systems aboard this vessel are in good condition other than noted. There is limited access to inspect some areas of this vessel. There is some wear evident which is consistent with the age of the vessel.

Generally, this vessel is in good condition and if proper care and maintenance is carried out it should continue to give good service.

DISCLAIMER:

Although I believe the contents of this report to be accurate and all care has been taken to conduct a thorough survey **in all accessible areas**, I cannot guarantee this and therefore the information herein is supplied without responsibility or obligation and no liability is assumed for any error or omission or for any loss or other consequence which may arise from any person relying on anything in this report.

- This report has been prepared for the private and confidential use of our client and should not be reproduced in whole or part or relied upon by any other party for any use without the express written authority of Mr Ian Weaver.
- Inventory was not taken nor was a full assessment made of all safety equipment on board.
- We have not inspected woodwork or other parts of the structure, which are covered, unexposed or inaccessible and we are therefore unable to report that any such part of the structure is free from defect.
- This report is only valid at the stated time of inspection.
- I would recommend that a qualified mechanic carry out compression and possibly oil analysis tests.

This report is not a seaworthiness certificate.

This survey was conducted by,



Mr. Ian Weaver,
Qualified Shipwright No:208907 W.A.
Qualified Marine Surveyor No 1693509. NSW
Member Shipwright & Boatbuilder's Association NSW No: 156/2716/96
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PHOTOS



PORT SIDE



KEEL BOLTS



KEEL TO HULL INTERSECTION



BASE OF MAST



TRANSOM



ENGINE



12-VOLT PANEL



VHF RADIO



BATTERY STORAGE



WATER IN FORWARD LOCKER



GROUND TACKLE



BILGE PUMP