

S.W. BOOTH & ASSOCIATES
MARINE CONSULTANTS
SHIPWRIGHT – MARINE SURVEYOR

SURVEY REPORT

CLIENT Mr Jeff Terry, 11 Henrys Rd Forresters Beach NSW 2260.

VESSEL NAME “Aurora”, NSW Maritime Registration No ZM997N.

SURVEY LOCATION Machans Marina, Booker Bay NSW.

DATE OF SURVEY 20/12/10.

SCOPE OF SURVEY Condition, valuation survey on the slip for Insurance purposes as requested by the client.

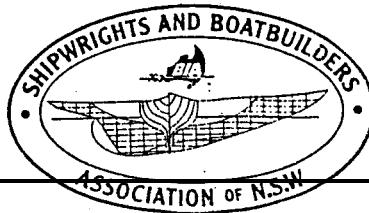
L.O.A. 7.31 Metres.

BEAM. 2.60 Metres.

DRAFT. 1.55 Metres midships.

DETAILS

The “Aurora” is a masthead sloop. The Yachts at Seven Hills (advised). At the time



round bilge GRP Triton 24 yacht was built by Triton NSW and launched in 1972 of survey the yacht was

**27 Pleasant Valley Rd
Ourimbah NSW 2258**

**Fax/Phone 02-43622455
Mobile 0418-622455
swbooth@bigpond.com**

undergoing general maintenance and anti-fouling.

HULL, DECK TO BILGE

- The GRP topsides of the vessel were found in reasonable condition with topsides appearing chalky and with minor scratches in the gelcoat especially around the stem as would be expected with a yacht of this age.
- The small navigation lights were secure in the forward part of the hull with aluminium toe rail secure around the deck extremities with some wear and pitting evident port and starboard sides.
- The small transom ladder was secure in the transom. The entire hull and deck requires a good acid wash and polish to return some sheen to the vessel.

HULL, BILGE TO KEEL

- The blue anti-fouling was intact and well adhered with little build-up of old anti-fouling. There was no visible grounding damage on the forefoot or keel areas with the hull, keel joint intact with filler secure around joint.
- A visual inspection of the underwater hull while still wet, revealed only several small Osmosis blisters on the actual hull, these should be monitored for change in number and size and repaired by professional staff after thorough drying out of hull.
- Overboard discharges portside, cockpit drains and bilge pump outlet in transom all secure.
- The internal well housing the outboard motor on the portside of the cockpit appeared intact with only minor marine growth around the waterline inside the well.

UNDERWATER GEAR

- The vessel is fitted with a 25.4mm diameter rudder stock bonded to a fabricated GRP spade rudder. The rudder appeared in good condition with only slight transverse wear and movement in the rudder stock tube.
- The yacht is only fitted with an outboard motor in a well on the portside, no other stern gear.

DECK, CABIN MOULDING.

- The one piece GRP deck cabin moulding was found in reasonable condition with non skid pattern still intact in most areas and only slight stress crazes around some of the sharp moulding returns in the cockpit area. The forward access hatch and anchor hatch were secure with the pulpit rail and pushpit rails secure as were most of the guardrail stanchions and stanchions fitted with two wires.

DECK, CABIN MOULDING CONT'D

- All standing rigging, mast and boom appeared in reasonable condition from on deck with chain plates secure on deck and well fastened through internal hull framing, but all displayed sikaflex at the deck joint indicating some old leaking. The aluminium mast and boom appeared in average condition with spreaders intact and cabin top mast step secure and all cleats, winches, tracks, mainsheet traveler appearing intact but some fittings worn. The forestay and adjustable backstay were secure and the yacht is fitted with two Lewmar 9 winches and two Barlow 16 sheet winches and several smaller haul up winches on rig. All standing and running rigging appeared in reasonable condition and running rigging replaced as required by Insured.
- The aluminium framed cabin side windows appeared intact with some minor crazing in perspex. Timber grab rails on the cabin top were secure with varnish reasonable. The entire cabin deck moulding also requires acid washing and polishing to return some sheen.

CABIN INTERIOR

- The internal cabin layout consists of galley unit to port with dinette to port, lounge opposite, quarter berth aft starboard side with toilet port forward with large storage/sail bin forward to the stem.
- The GRP deck head liner was found intact as were the GRP internal furniture mouldings around the dinette and galley module. The forward furniture bulkhead and metallic compression post were secure, but all areas in need of a good clean.

HULL, INTERNAL

- The hull deck joint appeared intact where visible and secondary bonding around bulkheads and furniture modules appeared intact. Water stains were evident around the chain plates and navigation light recesses.
- The internal hull of the vessel where accessible was found in reasonable condition with storage bins dry under gear. Most of the internal hull is covered with an inner liner which made access to the actual hull difficult. A small section of the internal hull is visible under the cabin entry steps and at the rear of the starboard quarter berth. The entire internal hull also requires a good clean.

MACHINERY

- 1 x 7 year old 8HP Tohatsu outboard motor, secured in motor well port side cockpit. At the time of survey the outboard was operable and externally appeared in reasonable condition with 3 bladed propeller secure with no blade damage.

TANKS

- 1 x 20 litre portable plastic petrol tank stored in same locker as outboard well, tank appeared in reasonable condition as was fuel hose.
- 1 x 59 litre GRP fresh water tank, filler in portside cockpit storage bin.

BATTERIES

- 1 x 12 volt battery, stored in starboard quarter berth, battery secure at time of survey. Yacht is also fitted with a small solar panel aft cockpit seat.

BILGE PUMPS

- 1 x manual hand bilge pump.

STEERING

- Tiller steering from cockpit, operable.

FIRE APPLIANCES

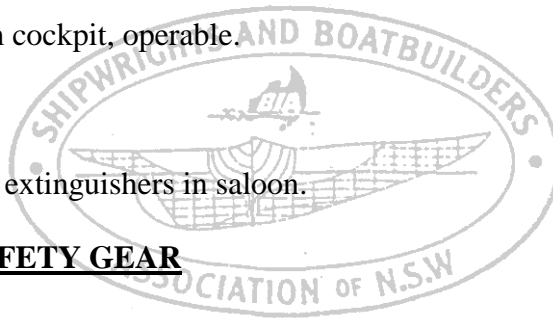
- 2 x 1.0kg DCP fire extinguishers in saloon.

ELECTRONICS, SAFETY GEAR

- 1 x GME GX294 27mhz radio.
- 1 x horseshoe life rings.
- 5 x PFD lifejackets.
- 1 x CQR anchor, chain and rope.
- Navigation lights, port and starboard in hull and also port and starboard on pulpit rails as well as masthead steaming light $\frac{3}{4}$ way up mast and all round white light at masthead and stern light.
- Advised yacht is equipped with category 7 safety gear for twilight racing on Brisbane waters.

INVENTORY

- 1 x marine toilet.
- Spirit stove removed.
- 1 x ice box.
- 1 x CD player.
- 4 x berths.



SAILS

- No 1, 2 & 3 jibs- 3 & 7 years old.
- 1 x mainsail- 7 years old.
- 1 x spinnaker- 7 years old.
- Sails are Eastwind and North.

RECOMMENDATIONS

1. Acid wash and polish hull topsides and deck.
2. Clean entire yacht internally.
3. Monitor Osmosis blisters at future slippings.

NOTES

Survey is valid for day of inspection only 20/12/10.

No sails were surveyed and rig sighted from the deck only.

Valuations are based on current market values, writer's opinion and not replacement values and could vary greatly at point of sale depending on market forces for older yachts.

It is pointed out there can always be hidden defects that cannot be discovered without interfering with the vessel's structure and we do not therefore, accept any liability in respect to such defects.

This survey report remains the property of our client and should not be reproduced by any other party without written authority from S.W.Booth & Associates.

Given this 22nd day of December 2010 at Ourimbah NSW.

SIGNED.....
S.W. BOOTH JP
SHIPWRIGHT
MARINE SURVEYOR