



SLIPSTREAM
MARINE
BOAT SURVEYING

ABN 90090840412

MOTOR BOAT PRE PURCHASE

CLIENT'S NAME:	
DATE OF INSPECTION:	16 July 2024
SITE:	Kirribilli and Noakes Boatyard, NSW
VESSEL DESIGN:	1989 Ranger 47 - 1E 20 PAX - 2 Crew. Expires 14/09/2028
REGO NO:	AMSA UVI: 422962 & 18246 (Displayed)
HIN:	Not required for commercial vessels
GENERAL DESCRIPTION:	Flybridge Cruiser
CONSTRUCTION:	Composite GRP with Timber Fitout



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HULL

TOPSIDES:	Structurally sound with general wear and tear
BOOT STRIPE AND GUNNEL BAND:	Acceptable with general wear and tear
BOTTOMS:	Structurally sound with general wear and tear
ANTIFOULING:	Worn to primer in areas
OSMOSIS:	Blisters present and as expected, no concerns to structure
HULL AND DECK JOIN:	Structurally sound and secured
KEEL AND FIXINGS:	No damage noted
RUBBING STRIP:	Secured with general wear and tear
BULKHEADS AND BONDINGS:	Further investigations needed for engine room aft bulkhead crack at starboard bearer Timber decay at port lower saloon & hull intersestion
PORTS AND WINDOWS:	Various leaks noted
BOARDING OR SWIM PLATFORM	Existing damage present and fasteners missing from support to board
ENGINE BEDS	Structurally sound with general wear and tear
STRINGERS	Structurally sound with general wear and tear
NON DESTRUCTIVE TESTING	Hammer tested and sound
CHINES	Acceptable with general wear and tear
BOARDING PLATFORM SUPPORT	Secured to hull, fastenings missing at boarding platform
TRANSOM	Structurally sound with general wear and tear
STEM	Structurally sound with general wear and tear



SEACOCKS AND THROUGH HULL FITTINGS:

TOILET INTAKE FWD:	Secured and operational, corrosion noted and recommended for replacement at next out of water period
TOILET OUTLET FWD:	Deck connection only
THROUGH HULL TRANSDUCERS:	Secured and operational
ANCHOR LOCKER DRAIN:	Self draining and clear
ENGINE INTAKE:	Secured and operational
GENERATOR INTAKE	Secured and operational
GENERATOR EXHAUST	Secured and operational



CATHODIC PROTECTION

HULL ANODES:	Active
SHAFT ANODES:	Active
EARTH OR BONDING STRAP:	Various connections down
BOWTHRUSTER ANODES:	Active



OTHER:	Anode wear acceleration noted, reinstate bonding system and retest
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DECK AND TOP MOLDINGS

CABIN SIDES:	Structurally sound with general wear and tear Areas around windows damp with internal linings with timber decay
CABIN TOP:	Structurally sound with general wear and tear
DECK STRUCTURE:	Structurally sound with general wear and tear Higher levels of moisture noted on foredeck area Note: Aft cockpit has been upgraded
FLYBRIDGE STRUCTURE:	Structurally sound with general wear and tear
BOW RAIL:	Various fasteners require upgrading
BULWARKS:	Freeing poirt areas water damaged and cracked
GRAB RAILS:	Various units to be refastened
HATCHES AND PORTS:	Secured and weathertight
WINDOWS AND SCREENS:	Various leaks noted with internal waterdamage
ANCHOR WINCH MOUNTINGS:	High levels of moisture noted Timber spacer between bowsprit and deck waterlogged and perishing
ANCHOR:	Acceptable with general wear and tear
ANCHOR CHAIN AND WARP:	Acceptable with general wear and tear

BOW FITTINGS AND ROLLERS:	Secured with moisture damage to bow sprit in areas
CLEATS:	Secured and undamaged
COCKPIT SEATING:	Acceptable with general wear and tear
FLYBRIDGE SEATING:	Acceptable with general wear and tear
LOCKERS AND LATCHES:	Acceptable with general wear and tear
COMPANIONWAY DOORS	Secured and weathertight
FLYBRIDGE WINDOWS	Acceptable with general wear and tear



ELECTRICAL SYSTEM: 12V OR 24V

BATTERIES:	Tested operational
DISTRIBUTION PANEL:	Tested operational
SALLOON LIGHTS:	Various units faulty
FWD CABIN LIGHTS:	Various units faulty
AFT CABIN LIGHTS:	Various units faulty



GALLEY LIGHTS:	Various units faulty
HEAD LIGHTS FWD:	Tested operational
HEAD LIGHTS AFT:	Various units faulty
NAV LIGHTS:	Tested operational, stern light should be mounted vertically
ANCHOR LIGHT:	Various units faulty
COCKPIT LIGHTS:	Various units faulty
ENGINE BLOWERS:	Operational, but extremely noisy
STEREO:	Various units faulty
ANCHOR WINDLASS:	Tested operational (foot switches not operational or decommissioned)
DEPTH:	Tested operational
LOG:	Tested operational
VHF RADIO:	Tested operational
TOILET FWD:	Tested operational
TOILET AFT:	Faulty
SHOWER SUMP FWD:	Decommissioned
SHOWER SUMP AFT:	Decommissioned
WATER PRESSURE:	Tested operational
BILGE PUMPS:	Tested operational , no audible alarms
BOWTHRUSTER:	Tested operational
HORN	Tested operational
ENGINE ROOM LIGHTS	Faulty



ELECTRICAL SYSTEM: 240V

POWER POINTS:	Various units faulty or decommissioned
BATTERY CHARGER:	Tested operational
HOT WATER SYSTEM:	Tested operational
LIGHTING:	Various units faulty or decommissioned
FRIDGE:	Domestic type fitted and operational
SHORE POWER LEAD:	Domestic type fitted
MICROWAVE:	Tested operational
TV:	Tested operational
RCD FITTED:	Update to modern standards adviseable
DISTRIBUTION PANEL:	Tested operational



MECHANICAL: PORT ENGINE

MAKE AND MODEL:	Caterpillar 3208 - 375 hp @ 2300 RPM
SERIAL NO:	01Z16573
HRS:	8262 on guages



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MECHANICAL: STB ENGINE

MAKE AND MODEL:	Caterpillar 3208 - 375 hp @ 2300 RPM
SERIAL NO:	01Z16564
HRS:	7182 on guages



MECHANICAL: GENERATOR 1

MAKE AND MODEL:	Onan model unknown
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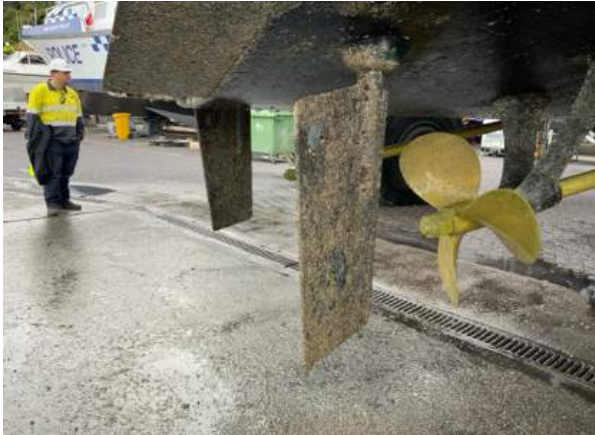
SERIAL NO:	Unknown
HRS:	1967 on guage



OTHER:	Unable to start, requires new fuel transfer pump and re-testing
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STEERING SYSTEM

HYDRAULIC RAM:	Secured and operational
WHEEL:	Secured and operational
RUDDERS:	No damage noted
RUDDER GLANDS:	No leaks noted
EMERGENCY TILLER:	Located in aft cabin
HYDRAULIC LINES	No leaks noted
RUDDER ANGLE INDICATOR	Adjustments required



RUNNING GEAR

PROPELLORS:	No damage noted
PROPELLOR SHAFTS	Shafts have been metal sprayed and cortosdion at gland area leading to wear
STERN GLANDS:	New units with minor leaks beggining due to corrosion on shafts at gland area
SKEG & BEARINGS:	Secured and undamaged
RUDDER BEARINGS:	Starboard side with excessive movement
TRIM TABS:	Secured and undamaged , not operational
BOW THRUSTER PROPELLER:	No damage noted



GAS INSTALLATION

BBQ:	External unit fitted
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PLUMBING AND TANKS

FUEL:	Corrosion noted at wing tanks Aft fuel tank fully corroded and decommissioned
WATER:	No leaks noted
HOLDING:	No leaks noted
HOSES AND CLAMPS	General detail throughout vessel
TOILET FWD:	Tested operational
TOILET AFT:	Decommissioned
TAPS:	Tested operational
GAUGES:	Tested operational
BILGE PUMPS AND SYSTEM	Tested operational, no audible alarms?

FIT OUT AND FURNISHINGS:

SEATING:	Acceptable with general wear and tear
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HEAD LINER:	Acceptable with general wear and tear
HULL LINING:	Acceptable with general wear and tear
DOORS:	Various adjustments required
CATCHES:	Various adjustments required
FLOOR BOARDS:	General wear and tear



COVERS AND CLEARS

COCKPIT:	Skirts: Acceptable with general wear and tear
AWNING:	Acceptable with general wear and tear
BIMINI:	Acceptable with general wear and tear
SCREEN COVERS	Acceptable with general wear and tear
HELM COVERS	Acceptable with general wear and tear
SEAT COVERS	Acceptable with general wear and tear



SEA TRIAL

WEATHER	Overcast
WIND	12 knots SW
TIDE	1.0m and falling
IDLE RPM	Approximately 600 RPM (guages out)
RPM @ WOT	Approximately 2300 RPM (guages out)
MAX TEMPERATURE	Port sender out, staboard 88 degrees and slight climbing
IDLE SPEED	4 knots
MAXIMUM SPEED	15 knots
TRIM	Faulty
VIBRATION	Smooth
STEERAGE	Operational, rudder angle indicator out



FIRE

SUPPRESSION SYSTEM	FM200 Serviced 11/2023
EXTINGUISHERS	Serviced 11/2023
SMOKE DETECTORS	Port ER detector damaged
SERVICE	In date



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OTHER:

Door to manual release should be alarmed



RECOMMENDATIONS

1. Replace forward toilet intake through hull fitting and valve at next out of water period
2. Detail and corrosion guard sea water intake located under galley floor access panel
3. Repair timber decay at starboard hanging locker in forward cabin and plinth
4. Repair latch at forward cabin hanging locker
5. Rectify cabin lighting faults
6. Adjust forward head door
7. Replace exposed light fitting in forward head pelmet
8. Repair timber decay in port bulkhead at lower saloon (forward)
9. Repair timber decay at forward window mullions (ensure windows are weathertight)
10. Rectify galley and lower saloon lighting faults
11. Tighten & reseal various bow rail bases
12. Service or replace fuel balance valve at remote fuel manifold port side saloon
13. Repair timber decay around starboard aft saloon window area (ensure windows are weathertight)
14. Repair timber decay around aft saloon window (ensure windows are weathertight)
15. Replace fuel transfer pump on generator and retest
16. Rectify leak at Hotwater tank in engine room
17. Repair port engine room fire detector fitting
18. Repair port and starboard side exhaust elbows and connection aft ends of ER and reinstate thermal blankets
19. Replace rotten timbers in aft head (related to aft saloon window leaks)
20. Rectify bonding system connections (various system connections broken) and investigate earth leaks (anode wear high)
21. Investigate further - crack at aft engine bulkhead in line with inboard starboard engine bearer
22. Out of water and under water maintenance due
23. Repair areas around freeing ports on hull
24. Replace starboard rudder bearing at next out of water period
25. Detail engine room bilges of oil, fuel and coolant. Detail and corrosion guard fittings
26. Detail aft cabin and steerage bilges and corrosion guard fittings
27. Detail aft section of fuel tanks that are expose and corrosion guard
28. Installation of high level bilge alarms (audible)
29. Replace engine room blower (should have an emergency stop at helm)



29. Repair engine room light faults
30. Secure hand rail at aft companionway door
31. Recommission aft head
32. Refasten stern ladder to boarding platform
33. Provision for shaft upgrades in future due to metal spray corrosion at gland area , this is leading to wear on new seals.
34. Make engine gauges accurate and fully functional
35. Find out from vendor in relation to GPS (assume iPad with Navionics is used)
36. Manual activation access panel for fire needs to be alarmed
37. Recommission shower sumps
38. Rectify trim tab faults
39. Provision to remove and replace aft fuel tanks in the future
40. Rectify deck wash fault
41. Rectify rudder angle indicator fault



REMARKS

The Hull has been built to current professional standards and has been well maintained. The defects aforementioned should be attended to at the soonest opportunity. The above vessel is structurally sound and in my opinion is an insurable item. This report reflects and expresses the opinion of Slipstream Marine Enterprises Pty Ltd. All reasonable attempts to detect any defects present, however, there may exist hidden or latent defects, or those that cannot be discovered without interfering with the vessels structure. This report is given without prejudice and is for the exclusive use of Nigel & Kyle Sclater and no responsibility will be accepted for any other party without the written consent of the undersigned.

G J CLARK

SHIPWRIGHT/BOATBUILDER

AMSA ID: 6383 5378 3

MARINE SURVEYOR

DATE: 16 July 2024



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