

## Marine Survey Houseboat-Cruiser

SURVEY NO:	12/217	DATE:	27/12/2017
VESSEL TYPE:	Houseboat/cruiser	BOAT NAME:	“SHAMROCK “
REG LETTERS:	GR 61S	TEL:	
OWNER/BUYER:		FAX: EMAIL:	
INSTRUCTIONS: Barrage rd Goolwa , Survey vessel on behalf of owner, condition report & valuation prior to sale.			
DATE & PLACE OF SURVEY: Marina Berth , Goolwa foreshore, Barrage Rd. 23/24 December 2017			
The vessel was not inspected out of the water.			

### PARTICULARS

Length O.A.:	21 metres approx..	Breadth:	6 metres approx..	
Draft:	600 mil approx.,	G.R.T.:	38 tonnes est.	
Hull Material:	Steel plate 5mm,	Class:	Cruiser. riverboat	
Hull Design:	K Crowhurst	Official No:	Autsa. 022807EM5	
Year Built:	1989/Major rebuild refit 2008/2014	Engine Type:	Ford Lees 180 H.P 2x150H.P outboard	
Built By:	K Crowhurst Berri S.A.	Port of Registry:	Goolwa	
LICENCES ISSUED	Issuing Authority:	No:	Expiry Date:	Limits:
TO VESSEL:	State S.A	GR 61S	current	Local waters
BRIEF DESCRIPTION: Bridge Deck Cruiser, aluminium framed windows doors, side access doors to helm.				
Large steel river boat cruiser , extensive inventory and systems . Interior layout featuring central and aft lounges, forward large double cabin, two large aft cabins , extensive galley. fully airconditioned , quality interior fittings and accessories, Aft deck , with full engine room underneath , easy access to all systems thru out , Bridge with full instruments and controls . Designed with 3 levels, high bulwarks, stern access . Dual propulsion systems including diesel/outboards for easy maneuvering, bow thruster.				

### CONSTRUCTION

Hull:	Steel plate 5 mil ,on frames 75 mil x 6 mil , flat bar longitudinal 50m x 6 mil , various sized transverse , angle iron , gussets supports. all in very good condition.
Keel:	Varies in depth 50 to 100 mil, boxed section,
Bulkheads:	Four major watertight and structural bulkheads, numerous intermediate. Total 9 .
Deck, Cabin top & S D Cockpit:	Steel plate on frames, steel cabin beams , self draining, polyurethane / epoxy coatings , non slip
Rudder:	Leg drive , hydraulic control .
Steering:	Dual station , main engine diesel to leg drive, Independent hydraulic steering from the bridge deck for the twin outboard engines.
Chain plates:	Nil
<b>ACCOMODATION</b>	
8/10 berth in 3 cabins plus lounge and temporary areas estimated up to 14 people.	
The Main Saloon:	Central location thru side doors from the port and starboard decks. galley fully equipped on the starboard side, forward lower helm, Table chairs. Steps down to double, steps aft to lounge.
The Galley:	Fully equipped on the starboard side , gas cooker, double sink , pressure water,Samsung fridge, microwave.
Chart Table & Navigation Area:	Main lounge helm . Bridge deck.



Quarter Berths:	Numerous, aft cabin and space available for temporary berths as well .		
Aft Cabin:	Access from central lounge, down steps to two aft cabins , 1 double , 1 family 3 berth. A laundry with washing machine, dryer . cupboards, storage is also located here.		
The Forecastle:	Master main double , walk around double berth, on suite . Wardrobes,storage .		
Toilet/Shower/Washbasin:	Two main bathrooms fully equipped, bath, shower , separate toilet aft . Holding tanks with water treatment facilities.		
Wardrobes:	Hanging space is available in cabins .		
Ceiling Lining:	Timber lined cedar ceiling in the main lounge, ply panels lined thru out all areas .		
Floor Coverings:	Carpet , timber , vinyl .		
Mattresses/Cushions:	On all bunks and berths.		
<b>ELECTRICALS</b>	Extensive systems 12/240 volt, plus solar, generator, inverter.		
12 Volt:	Installations to industry standards	240 Volt:	shore power, generator, inverter .
Cabin Lights:	numerous thru out vessel	Power Points:	numerous

## NAVIGATION LIGHTS

P & S:	Stand.	Set in Pulpit:		Spreader Lights:	Installed
White Stern Light:	Installed	Set in Pushpit:		Mast Head Light:	Standard
Tri Light:		Spot Light:	Installed	Chart Table Light:	Installed

## INSTRUMENTATION

Compass:	Installed	UHF RADIO:	
Depth Sounder:	Garmin	VHF Radio:	GME GX 600
Speedo/Sum log:	Installed	27 Meg:	
Wind Instruments:		Radio Cassette: CD stereo	Installed
Radio Direction Finder:		Radar:	JRC1000 MK 2
Compass(Hand bearing)		Auto Helm:	Nil
Yacht Clock:	Installed	Barometer:	Installed
EPIRB:		Sat Navigation:	
GPS:	Garmin 750 S	Tv units installed in berths	Lounge
Instruments etc are safeguarded by switches/fuses & isolating switch:	Main panel and accessories .		
Engine control panel consists of:	Full instrumentation for both the inboard diesel and outboards.		
<b>Engine is:</b> main	Ford Lees	Cylinders:	6 cyl. turbo      Petrol/Diesel:      180hp. outboards 150hp
Controls are dual/single lever:	Twin v6 Mercury 2 stroke outboard engines, tilt trim mounted at the stern . power steering.		
<b>EXHAUST SYSTEM</b> Water/Air cooled exhaust gases:			
Fitted with	inline	Water trap	Discharging:      at the transom
Propeller is a	Three	Bladed	Size:      15x12      Dia. Shaft:      Marine leg
<b>Stern Drive: Sea Tiger</b>	Marine leg from the Ford Lees diesel main engine propulsion. Twin outboard auxillary 150 H.P.		
Fuel Lines Are:	Copper / flexible      : Full standing head room in the engine compartment plus work area.		
Batteries:	5 Batteries	Battery Charger:	Solar panel , electric monitor charger, generator
Bilge Pump: three units	Nil	Hand Operated:	Three      Electric:      with float switches
Ventilation:	Windows ,doors, vents. Air conditioned vessel thru out .		
Winches:	Muir Thor anchor winch		
Anchor:	Admiralty type , Danforth. Adequate ground tackle to suit this vessel		
<b>SAFETY GEAR</b>	Suitable for local waters.		
Approved Life Jackets:	Various types		
Life Rings:	Two	Dan buoy:	
Strobe Lights:		Boathook:	Installed
Handrails:	All around vessel	Whistle:	

Unit 2 Captain Sturt Marina, Liverpool Road, Goolwa, SA., 5214 ❖ PO Box 880, Goolwa, SA, 5214

Mobile : 0469 830 589 ❖ nlouboat@hotmail.com



Challenger Yachts

Fog Horn:	Installed	Flares:	
Life Raft:		Fire Extinguishers:	Three large capacity
<b>ANCHORS ARE:</b>	Two , Admiralty type , Danforth.		
<b>ANCHOR WELL:</b>	On the foredeck		
<b>Pulpit/Pushpit &amp; Staunchions are:</b>	Steel bulwarks and raised side decks all around vessel . Stainless rail and panel sections amidships.		
<b>Gas Supply:</b>	Twin gas bottles	<b>Gas Detector:</b>	Installed
Fresh Water Storage:	Steel installed in vessel, 3 x 200 litres = 600 litres HOLDING TANK 5000 litre		
Fuel Storage:	Steel installed in vessel , 1200 litres & 80 litres		
<b>DEFECTS:</b>			
No defects were sighted during the inspections however not all systems were fully checked . General maintenance of steel work and touch up paint required to some of the external surfaces. Some refurbishing required to the interior.			
<b>SUMMING UP:</b>			
An outstanding vessel that has every facility for permanent liveaboard or extended cruising . No defects were found and the vessel passed survey . The estimated cost of the major refit completed in 2014 would be in excess of 200k . The vessel has been constructed to a very high standard and has been well maintained and serviced by the owners. Not all items and accessories have been listed in this survey , see additional list attached.			
<b>As inspected I would value the boat at :</b>	\$375,000.00	Inclusive of all equipment , fixtures , fittings.	
Made up as follows:			
A) Hull, deck accommodation, ground tackle etc			
B) Mast, Booms & Rigging			
C) Engine & Ancillary Equipment			
D) Sails			
E) Instruments			
F) Miscellaneous – , motor, generator,systems			

#### GENERAL COMMENTS:

A large mono hull cruiser that has been extensively renovated over the years and has done very little cruising and only been used as a permanent liveaboard waterfront apartment . All systems as inspected with all equipment and accesories was found to be in very good condition well maintained , the vessel is also equipped with extensive electrical and plumbing systems and complies with all relevant marine construction standards . The overall condition of the vessel is very good and is fully operational in terms of all systems and machinery . Compliant for current EPA requirements for river vessels .

Yours faithfully

#### NICK LOUIS

Boat Builder & Marine Surveyor

Australian Institute of Marine Surveyors no 374

BIA registered , Marine surveyors asia. No 104

#### SURVEY CONDITIONS

Although every effort is made to carry out a fully professional inspection and survey, it is not always possible to sight and inspect every item or defect every fault or potential fault, therefore, although all care is taken at the survey and in the preparation of this report, no liability can be accepted for any omission or error or for any decision taken as a result of this report.



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