

Yacht SURVEY REPORT “CARPE DIEM.”

The following Survey Report is given without prejudice for and on behalf of Mr. Bill Lindsay at his request on 23/5/2016 at 23 Moolooloa Island, Minyama, and on the hardstand at Lawrie’s Boat Services, Kawana, Queensland.

Name : Carpe Diem
Type : Blue Water 400
Builder : David Bradburn
Designer : Joe Adams
Launched : 1995
LOA : 40’3” (12.27m)
LWL : 35’ (10.67m)
Beam : 13’ (3.94m)
Draft : 6’3” (1.9m)
Displacement : 10920Kg



Construction -Hull : Deep draft Carvel, moulded fibreglass reinforced plastic with plywood bulkheads and glass-over-plywood frames. Vessel is fitted out in Custom built timber and teak veneered plywood and trimmed with teak.

- Deck and Cabin : Moulded FRP with end-grain balsa sandwich. Deckhead and cabin are lined with off-white vinyl in panels trimmed in teak.
- Rig: Masthead sloop, aluminium mast and spars. It has stainless steel standing and running rigging and synthetic rope halyards.

Extent of Survey: A full assessment of the hull, especially below the waterline, was conducted on the hard stand at the Marina. The vessel was then returned to its home berth where all other areas were assessed to the extent that it was 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 the inspection possible. Sails, rigging and deck hardware were inspected while the vessel was moored at the berth. Auxiliary propulsion was inspected visually.

General overall condition:

The vessel is in a very good state of maintenance. I found only a few minor faults with the woodwork, paneling and lining. Rigging and sails were observed to be in good condition and will provide good service on this type of cruising vessel. 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.

Yacht SURVEY REPORT "CARPE DIEM."

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
General	Woodwork	G/C			Teak veneered plywood and teak timber, varnish finish.
Condition	Panels	VG/C			Varnished teak veneered plywood.
Throughout	Linings	VG/C			Narrow teak V-J boards laid against hull side in main saloon; Carpet in cabins.
Vessel	Deck Head	VG/C			Vinyl clad plywood panels with teak strips covering joins.
	Bunks	G/C			Timber framework overlaid in veneered panels with sloid teak timber trims and edging.
	Floors	G/C			12mm marine plywood overlaid in holly and white oak stripes.
Forepeak	Location				Forward of Frd cabin. Large storage space, full headroom, ladder access to deck via deck hatch. Storage of mooring lines and fenders, ropes, spare anchor and winch motor etc.
	Exposed Hull	G/C			Sound; finish is grey flowcoat.
	Deck Wash	G/C			12v Shurflo pressure pump provides sea water to deck and anchor retrieval.
Anchor Lkr	Location				Sealed upper section of forepeak accessed via deck hatches.
	Anchor	G/C			Galvanized 25kg CQR pattern anchor
	Cable	G/C			100 m of 10mm short link galvanized chain.
FrdCabin	Location				Immediately aft of forepeak.
Dbl Bunk	Double Bunk port side:	G/C		NOTE1	The bunk construction is sound but water has caused the teak veneer to lift off the bunk top in 2 places at the hull side.
	Bilge Area	G/C			Sound and dry with a flowcoat finish.
	Exposed Hull	G/C			Under bunk is sound with a flowcoat finish.
	Hanging Lkr	VG/C			Stbd side against hull side. Teak timber and veneered ply, varnished.
	Hatch/Ports	VG/C			Hatches and ports are Moonlight brand by Berendsen Technic. Clears, seals and frames OK.
	Under Floor	G/C			Transducers and senders for echo sounder and speed log.
Head	Toilet	G/C			Jabsco 12v electric with macerating discharge pump.
	Vanity	VG/C			Round S/S basin set into an FRP cabinet.
	Shower	G/C			Whale brand where the vanity tap extends to clip above converting into a shower.
	Exposed Hull	G/C			Sound with a flowcoat finish.
	Plumbing	G/C			Hoses, connections and hose clips are fine.
	Valves	G/C		Y-Fun	Inlet and discharge valves are ball type and are functioning.
	Sullage Tank	?			

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

Yacht SURVEY REPORT "CARPE DIEM."

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
Main Cabn	Access Hatch	G/C			Sliding FRP hatch recedes forward into a dedicated cavity in the deck.
	Under Floors	G/C			Water tanks: 1 x 600lt, 1x1000lt Tanks are integral with hull. Screw down ports give access.
	Bilge Area	G/C			Deep section aft of tanks houses the 12v electric bilge pump with auto float switch.
	Keel Bolts	N/A			Ballast is encapsulated within the keel moulding.
	Exposed Hull	G/C			Clean with a sound flowcoat finish.
	Plumbing	G/C			Hoses, hose clips and hose connections are fine.
	Electrical	G/C			Internal lighting is functioning; wire harnesses are fine, most concealed behind linings.
	Skylights	G/C			4 hatch/skylights by Moonlight are provided for light and ventilation in deck head.
	Port Lights	G/C			6 x poly plastic units, opening type are set into the hull side. Dogs, seals and hinges are fine.
	Storage	VG/C			Cabinets and side shelves in varnished teak finish provide storage in this cabin.
Dinette:	Table	VG/C			Teak veneer over marine plywood and varnished; large diam. S/S tube leg in centre.
	Stowage	G/C			Provided behind seat backrests and under seats.
	Seats	F/C			"U" shaped around the table on the port side. Moulded upholstery shaped to fit is showing signs of ageing. Velour fabric has deteriorated.
	Under Seats	G/C			Storage spaces for all sorts of "stuff".
	Aft seat under	G/C			Location of refrigeration unit for fridge in galley aft of the dinette.
Settee	Location	G/C			Stbd side of main saloon.
Bunk:	Upholstery	F/C			Moulded upholstery shaped to fit is showing signs of ageing. Velour fabric has deteriorated.
	Exposed Hull	G/C			Sound with clean flowcoat finish.
	Stowage	G/C			Accessed behind backrest and via hatches in seat top.
Galley	Stove	VG/C		N	Unit is by Maxi Marine, S/S 2-burner. Unit is also gimballed.
	Fuel	Spirit			Methylated spirit. No Gas certificate required.
	Sink	VG/C			Twin bowl S/S unit with drain board set into galley bench top
	Frsh/W Pump	VG/C			12v Jabsco unit for fresh water plus foot pumps provide salt water to the sink.
	Plumbing	G/C			Hoses, hose clips and hose connections are fine.
	Valves	G/C		Y-Fun	Inlet and discharge valves are ball type.
	Fridge	G/C			Custom built unit located beside sink with lift up lid. Compressor is a sealed unit type.
	Cabinets	VG/C			Above but behind stove; also under bench top. Custom build in Veneer ply and teak timber.
	Microwave	G/C			LG model "Intelowave" 600 watt, 240V.
	Bilge Area	G/C			Location of sullage/holding tank

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

Yacht SURVEY REPORT "CARPE DIEM."

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
Navigation	Location				Dedicated position at Stbd side Aft end of the main saloon.
Station	Chart Table	VG/C			Fabricated in veneered ply and timber with lift up lid for chart storage.
	HF Radio	No			
	VHF Radio	G/C		Fun	
	GPS/Plotter				
	Radar	G/C			Raytheon pathfinder model SL70.
	Echo Sounder	G/C			Raymarine model ST60 +, cockpit display.
	Log / Speed	G/C			Raymarine model ST60+, cockpit display.
	Auto Pilot				
	Winds&D	G/C			Raymarine model ST60+, cockpit display.
	EngCntrlPanel	G/C			Standard Yanmar unit mounted in cockpit; Rev counter, oil pressure, voltage etc.
	SwitchBoard	G/C			Mounted in a panel above chart table. Switches are combined with individual fuzes.
	P&S Lights	G/C		Y-Fun	Mounted on pulpit rail.
	MastH Light	G/C		Y-Fun	
	Stern Light	G/C		Y-Fun	Mounted on the pushpit rail.
¼ Berth					
Port Side	Bunk	G/C			Constructed of veneered ply and timber with lift up hatches. Fabric over foam for mattress.
	Under Bunk	G/C			Storage space aft of battery section.
	Lining	G/C			Carpet is used for the lining of this compartment.
	Deck Head	G/C			Carpet also.
	Battery Bank	G/C			House and start batteries are located under the forward section of this bunk.
	Exposed Hull	G/C			Sound with clean flowcoat finish.
	Hanging space	G/C			Area has headroom and a locker providing hanging space for clothing.
¼ Berth	Bunk	G/C			Constructed of veneered ply and timber with lift up hatches. Fabric over foam for mattress.
Stbd Side	Under Bunk	G/C			A diesel fuel tank occupies most of the available space here.
	Lining	G/C			Carpet is used for the lining of this compartment.
	Deck Head	G/C			Likewise carpet is used here.
	Tankage	G/C			A 270lt S/S fuel tank is secured under the bunk here.
	Exposed Hull	G/C			Sound with clean flowcoat finish.

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

Yacht SURVEY REPORT “CARPE DIEM.”

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
Lazarette	Steering	G/C			By way of a quadrant, cable and chain up to the large S/S wheel mounter on a binnacle.
	Auto Pilot	G/C		N	
	Emergency Steering	G/C			Fabricated in S/S tubing to fit onto the squared top of the rudder stock. Stored in Forepeak
	Rudderstock Gland	G/C			Standard packing gland type; no evidence of leaking.
	Exposed Hull	G/C			Sound with clean flowcoat finish.
Engine	Engine Hours	Unknown			
Bay:	Engine Type	Yanmar			35hp (25.7Kw) model 3JH2E, 3 cylinder diesel, naturally aspirated.
	Gear Box	Yanmar			Model KM3A, 2.62:1 ratio with mechanical gear change.
	Plumbing	G/C			Hoses and hard lines are fine.
	Connections	G/C			Cooling water, fuel line and air intake hoses are all fine.
	Exhaust	G/C			System is wet; Reinforced rubber exhaust hose exits to hull under transom overhang.
	Muffler Box	G/C			A poly-plastic water lock muffler provides protection from back flooding.
	Bilge Pump/s	G/C		Y-Fun	3 in all. 2 x 12v electric, 1 forward and 1 midship. Manual diaphragm mounted in cockpit.
	Coupling	G/C			Shaft to gearbox is a direct via a Polyflex vibration dampner.
	Stern Gland	G/C			A PSS Dripless Seal provides exclusion of seawater at stern tube.
	Bilge Area	G/C			Reasonably clean. Sound flowcoat finish.
	Fuel Tank	G/C			S/S of 270lt capacity.
Power	240 V	G/C			Shore power via 240v Earth Leakage Breaker Board.
	12 V	G/C			Battery system including 4 x 12v 810 A/H in 2 banks; 1 x 12v start battery.
	Solar	G/C			2 x 80 watt panels are mounted on top of the cockpit bimini frame
	Charging				Engine alternator; Charge controller for solar cells; Battery charger on shore power.

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

Yacht SURVEY REPORT "CARPE DIEM."

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
HULL					
UnderWtr	Gen Condition	G/C			Hull was Percussion Tested over entire bottom area; No Osmosis or delamination found.
	Propellor	G/C			3 blade, fixed bronze unit.
	Skeg	G/C			Soundly attached to hull. S/S shaft passes through a skeg bearing.
	Shaft Bearing	F/C		NOTE2	Cutlass bearing has some wear. Recommend replacement at next haul-out.
	Rudder	G/C			Hinged rudder has a lower gudgeon bearing and hangs behind a fixed skeg.
	Rud/Stock Brng	G/C			Upper through hull is sound, minimal wear observed.
	Gudgeon	G/C			Virtually no wear was detected in this bronze bearing.
	Inlets	G/C			Percussion test round skin fittings revealed no softness or delamination.
	Discharges	G/C			As above.
	Transducers	G/C			Percussion test round fitting revealed no softness or delamination.
	Log Sender	G/C			As above.
	Earth Plate	N/A			
	Keel	G/C			No damage from possible groundings was observed.
	Ballast				Ballast is encapsulated within the FRP Keel structure.
Topsides-					
Condt of:	Paint	P/C		NOTE3	Topside paint work is deteriorated particularly on the port side. Topcoat has rubbed/worn through and into the substrate primers. This is cosmetic and in no way will it affect the water tight integrity of the vessel.
Deck-	False-laid teak	F/C		NOTE4	The condition of the "false-laid" teak decking is suffering from the ravages of time and exposure to tropical conditions. The teak strips are quite weathered on the main deck.
Condt of:					

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

Yacht SURVEY REPORT "CARPE DIEM."

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
Deck					
Hardware	Windlass	G/C			Orca brand 12v electric unit with chain gypsy and warping head.
	Bow Capping	G/C			Fabricated in S/S incorporating the forestay connection and anchor roller.
	Hatches	G/C			Berendsen Technic brand, model is 'Moonlight'. 5 units in all. Parts of hatches are fine.
	Rig Age	G/C			Approximately 8 years since refurbished.
	Forestay	G/C			1 x 19 S/S wire with terminal ends. Headsail furler by Profurl.
	Mast	G/C			Alloy extrusion, tapered at upper section. 2 sets of spreaders.
	Boom	G/C			Alloy extrusion.
	Shrouds	G/C			Caps, upper and lower stays are of 1 x 19 S/S wire, 12mm diam.
	Turn Buckles	G/C			S/S single action with yoke and pin ends to chainplates
	Chain Plates	VG/C			8mm S/S flat bar bolted to heavy 50mm web frames from deck to bilge, glassed in place.
	Pulpit	G/C			S/S tube frame solidly grounded to deck and carrying P and S lights.
	Pushpit	G/C			S/S tube structure incorporating seats, bimini frame for bimini cover and Solar Panels
	Handrails	G/C			1 x 19 S/S wire. Top and centre rails tensioned by turn buckles.
	Stanchions	G/C			S/S tube type solidly mounted to deck.
Dinghy	Type	Inflatable			By Achilles; not presently stored on board.
	Motor	G/C			5hp 2-stroke Mercury outboard
	Davits	G/C			Stern mounted and constructed of S/S tubing.
Cockpit:	Winches	VG/C			Andersen Scandinavia; 2 x 46's, 2 speed; 2 x 28/s; 2 x 12's.
	Steering Wheel	VG/C			Large S/S tube type wheel.
	Binnacle	G/C			Powder coated cast aluminium with compass mount.
	Compass	G/C		NOTE5	By Plastimo, France. Hemi chamber type. Unit has a large bubble in the card chamber.
	Engine Controls	G/C		Y-Fun	Cockpit mounted.
	Auto Steering	G/C			Autohelm 650, optional control:- Fluxgate compass, GPS or Plotter; Tacking facility.
	Cockpit Lockers	No			
	Dodger/canopy	F/C		NOTE6	Dodger canopy is aged. Stitching is deteriorating.

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

Yacht SURVEY REPORT “CARPE DIEM.”

Section	Unit	Condition	Sighted Y/N	Tested Y/N	Comment
Safety	Life Jackets	G/C	Y		4 x Coastal Mk II; all adult.
Equipment	Life Raft/s	N/A			
	Life Buoys	G/C	Y		2 x Life Rings with flashing rescue lights.
	Harnesses	G/C	Y		2 x body harnesses with jack lines.
	Rockets	No			
	Flares	G/C	Y		2 x Red hand held in water proof container. Expiry date: April 2019.
	Orange Smoke	G/C	Y		2 x hand held. Expiry date is also April 2019.
	FireExting'shers	G/C	Y x 2		1kg Dry powder type, both fully charged; one in galley, the other in navigation position.
	V-Sheet	G/C	Y		Located with flares under chart table.
	Signal Mirror	G/C			Located in emergency pack.
	First Aid Kit	VG/C	Y		Dedicated pack located in the locker under the chart table.
Sullage	Grey Water	G/C			Grey water is discharged directly overboard.
	Sewage	G/C			Discharged into holding tank located under galley floor; discharge overboard is done where appropriate or pumped ashore.

CONCLUSIONS:

I have made the foregoing survey without unduly interfering with the vessel's structure or internal fittings and permanent linings. I consider that “CARPE DIEM” is sound and seaworthy. I observe that the vessel has been reasonably well maintained but she is structurally sound. 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.

NOTES for consideration:

NOTE 1: The delamination of the veneer on the bunk top in the frd cabin is due to water ingress, possibly from the port light above. The veneer is still damp. This is purely cosmetic and has no bearing on the structural integrity of the vessel. The cause of the leak needs to be investigated and remedied.

NOTE 2: The cutlass bearing of the propellor shaft through the 'P' bracket is probably close to the maximum wear potential. It is recommended that this bearing be replace at next maintenance haul-out.

NOTE 3: The paint work on the topsides of the vessel (i.e. from the water line to the gunwale) is in poor condition with many patches of the top coat rubbed through to the substrate layers of primer. I note this as a cosmetic issue and state that this condition does not affect the structural integrity of the vessel.

Yacht SURVEY REPORT "CARPE DIEM."

NOTE 4: The 'False Laid' teak decking is suffering from the ravages of time and exposure to tropical conditions. The teak strips are quite weathered on the main deck. Again this is cosmetic and in no way affects the structural integrity of the vessel.

NOTE 5: The compass in the steering binnacle is noted to have a rather large bubble in the hemispherical chamber. This can have an effect on the performance of the compass card in a seaway. Repair by an instrument repairer is recommended.

NOTE 6: The stitching in several seams of the canvass dodger canopy have broken. Repair or replacement is recommended.

I do consider that the defects encountered during this inspection can be easily remedied during forward maintenance and would not hinder the immediate use of the vessel for recreational purposes.

This survey has been completed as thoroughly as possible in Good Faith and without Prejudice.



Norman S Wright
Marine Surveyors Association Inc.
norm@wrightboats.com.au

Accredited Member No 178, Class 1A
Mob.0414745276

