

# Insurance Condition and Valuation Report

## Amy-Dee - XU897Q



<b>Client Name</b>	David Anthony
<b>MSA Client Reference</b>	Amy-Dee - XU897Q MSA/REC/24/07
<b>Survey Scope</b>	Condition and valuation inspection for insurance purposes
<b>Survey Location</b>	Cairns, Queensland
<b>Date of Survey</b>	18 <sup>th</sup> January 2024
<b>Prepared by AMSA Accredited Marine Surveyor</b>	Kieran Torti Surveyor ID: 4402-0228 6 Ph: 0458 369 128 E: kieran@maritimesurveyaustralia.com.au

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## Owner Details

Owner Name	David Anthony
Owner Phone Number	0416 226 146
Owner Email	da@zestdca.com.au
Owner Address	1 Lawler Park Easement, Southport, QLD 4215
Insurance Policy Number	N/A

## Vessel Information

Vessel Name	Amy Dee
Unique Identifier	XU897Q
Builder	46 Cresta - Millkraft -Brisbane
Length	14.02m
Beam	4.57m
Draft	1.21m
Displacement	22.5t
Speed	22 knots
Year Constructed	1984
Construction Material	FRP
Main Engines (Make, Model, kW, RPM, Hours)	2 x MAN 800Hp V8 3500 hours - Port 3544 hours - Stbd
Berths	4
Vessel Type	Power monohull

## Vessel Condition Summary

### Vessel Position for Survey

In water only.

### Purpose of Survey

The purpose of a Marine Survey is to provide the client information with which to make an “educated” evaluation about the condition of the vessel. The survey inspection is to gather facts to provide a professional opinion of the vessel's structure, systems, cosmetics, levels of compliance with currently applicable mandatory standards, and common practices, to the extent possible within limitations of visual and physical accessibility using non-invasive / non-destructive means.

### Limitations of the Survey

To the extent possible within limitations of visual and physical accessibility using non-invasive / non-destructive means. Electronic and electrical equipment, wiring, connections, and systems' installations will be externally inspected and/or tested by attempting to power up and observe apparent function.

### Overall Condition Summary

Given the age and vessel type, the overall condition is deemed satisfactory. The survey was conducted in Cairns, QLD, on a 1984 flybridge cruiser primarily used for recreational purposes, notably sport fishing.

While no valid certificates were issued during the survey, there is acknowledgment of a past issuance of a QLD certificate of survey. The vessel, constructed of fiberglass, exhibited satisfactory conditions in the hull, superstructure, and decks. Minor defects were noted, but regular maintenance can address these issues effectively.

Specifically, maintenance is needed for the flush deck hatches on the fore and aft deck, port hole windows in the forward cabin (port side), and the main salon door. The hatches displayed crazing or required sealing arrangement maintenance, compromising the vessel's watertight integrity.

Certain safety equipment was either expired or due for servicing. The machinery, however, was generally in good condition, operational, and well-maintained. An inspection is required for the fixed fire-fighting system, and a certificate needs issuance to verify its safety. The Extra Low Voltage bilge pumping system was operational during testing, but the main powered bilge and fire main pump were not present during the inspection.

All navigation and communication systems were thoroughly tested, verified as operational, and deemed well-equipped for this vessel type.

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### Recommendations

The vessel necessitates a series of inspections, maintenance tasks, and certification processes to ensure operational safety. The key areas requiring attention include:

1. Electrical Safety Inspection:

Conduct a comprehensive electrical safety inspection, including a 5-yearly examination of Residual Current Devices (RCD) and insulation.

2. Bilge and Fire System Maintenance:

Install either a manual or powered emergency pump to service the vessel's bilge and fire system

3. Hatches, Doors, and Windows Maintenance:

Perform maintenance on all hatches, doors, and windows to preserve weathertight integrity.

4. Safety and First Aid Equipment Update:

Ensure the safety and first aid equipment is up-to-date by implementing necessary updates and servicing.

5. Fire System Service and Certification:

Service the fire system thoroughly and obtain a safety certificate to confirm its compliance and effectiveness. Replace or service portable fire extinguishers.

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## Keys to Responses

**Excellent** = The condition is as good as new with maintenance being well planned and executed. The likelihood of failure causing risk to operations, people and or environment is improbable.

**Good** = The condition is good although the item is not as new with there being signs of degradation. Maintenance carried out is above the minimum requirements and the likelihood of causing risk to operations, people and or environment is remote.

**Satisfactory** = The condition is sufficient for operation but not more than that, maintenance is not conducted fully and there is significant room for improvement. The likelihood of causing risk to operations, people and or environment is probable.

**Poor = Poor** = The condition is substandard with maintenance either completely or largely neglected. The likelihood of causing risk to operations, people and or environment is deemed to be frequent

**Further Assessment Required** = The item needs further assessment to verify compliance with the relevant standard.

**N/A** = Examination of this item is not required or was not carried out.

## Disclaimer

This condition survey report ("Report") is a true and accurate representation of the observations made by the attending surveyor(s) during the survey ("the Survey") of the vessel.

The Report reflects the condition of the vessel at the time of the Survey.

The Survey undertaken by the attending surveyor(s) was visual and unless otherwise detailed within this Report, no destructive or non-destructive testing was performed to the vessel or its equipment.

During the Survey, no panels or linings were removed.

Any areas where the vessel structure is covered, unexposed or inaccessible in any way was not inspected or considered as part of this Report and the condition of these areas could not be verified.

The Survey is limited to areas above the waterline and no sea trials were conducted, unless otherwise clearly stated within the Report.

This Report and Maritime Survey Australia ("MSA") do not provide any warranties as to the ongoing condition and performance of the vessel, its machinery and/or equipment.

The Survey and Report have been completed in accordance with MSA's Terms and Conditions as published on MSA's Website.

MSA proceeds to undertake this Survey on the clear understanding that the client has had the opportunity to review the MSA Terms and Conditions, and that the client accepts that those Terms and Conditions apply to the survey and to this report.

Our terms and conditions can be viewed at <https://maritimesurveyaustralia.com.au/terms/>

DNV certifies MSA's quality management system is to the standards set out in ISO 9001:2015. This certification by DNV does not extend to audit or certification of this Report.

Has the MSA risk register been reviewed prior to this survey?  
(MSA 9.7 - MSA - RGTR - 005)

Yes

Have any site specific risks been identified prior to this survey that are not covered in MSA's risk register?

No

# Inspection Results

Documentation - Certificate of Survey and Certificate of Operation

N/A

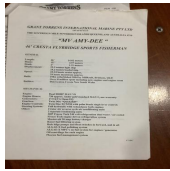


Photo 2

## Hull Structure External Wet Area

Satisfactory

The condition of the whole was determined to be in satisfactory condition, slight scuff marks, and minor gelcoat deficiencies were identified.

Overall, there were no major deficiencies identified at the time of the survey.



Photo 3

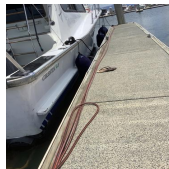


Photo 4



Photo 5



Photo 6



Photo 7



Photo 8

## Hull Topsides, Internal and Accommodation

Good

The superstructure was inspected and found to be in satisfactory condition.

Some areas on the port and starboard side below the windows was found to have UV damage and minor wear on the gelcoat.

The fly bridge superstructure was found to be in good condition. The Interface between the flybridge and main deck was satisfactory, some minor signs of UV damage.

The foredeck and side decks have recently been re-coated. System applied, unknown.

The accommodation areas were found to be clean and tidy with no signs of excessive wear or damage.

The main salon seats look to have been recently recovered and the carpet was in good condition.

The galley was in satisfactory condition, signs of wear and aging to be expected for a vessel of this era. The timber deck was worn and requires maintenance, this mostly for aesthetics and longevity, no safety risks were identified.

All appliances and equipment were operational and in good condition.

The cabins were inspected and found to be in good condition. No major defects were found.

The bathroom/WC's in both cabins were found to be clean and tidy. All equipment was operational at the time of the inspection.

The teak deck on the aft deck is showing signs of aging, no major defects were identified.



Photo 9



Photo 10

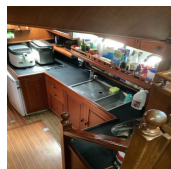


Photo 11



Photo 12

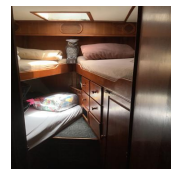


Photo 13

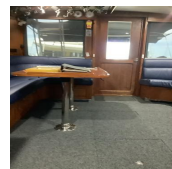


Photo 14



Photo 15



Photo 16

## Watertight Integrity

Poor

Flush deck hatches fitted to the deck above the galley, main and guest cabin were heavily crazed and required replacement. It is recommended that covers are placed over the hatches before the vessel is operated outside of sheltered waters.

The seal for the main salon door is damaged, this should be repaired

The seal on the steering flat flush deck hatch is not sufficient, one side is missing. Requires repair.  
Rain water leaking through the hatch  
Seals on all flush deck hatches should be repaired.



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22

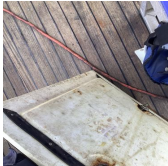


Photo 23



Photo 24

## Fire Safety

Poor

Fm200 fire suppression system fitted to the machinery space, no evidence of the last inspection. Evidence to be supplied that an authorised agent has inspected the system.

Fire hydrant for fire system. No certificate was onboard at the time of the inspection.  
3 x 4.5kg dry powder fire extinguishers fitted. Both extinguishers are due for an inspection.  
Portable fire extinguishers shall be inspected every 6 months.



Photo 25

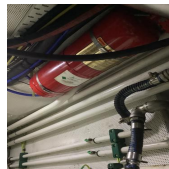


Photo 26



Photo 27

## Machinery

Good

The vessel is fitted with following machinery:

- 2 x V8 800Hp MAN engines - servicing up to date and fitted to the vessel in 2014.
- Gearboxes were Twin Disc EXC250 - Replaced in 2014
- Shaft seals- Tide seals
- Oman generator and Kubota auxiliary engine
- Algae x fuel conditioning system, all fuel lines and hoses were in satisfactory condition
- Watermaker (RO plant unknown manufacturer, was not tested at the time of the survey)
- Hot and FW system
- Hydraulic steering system; the grub screw on the tiller arm is corroded and requires replacement.

No major defects were found with the machinery on board the vessel.



Photo 28



Photo 29

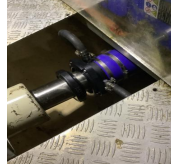


Photo 30



Photo 31

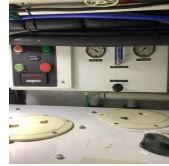


Photo 32



Photo 33



Photo 34

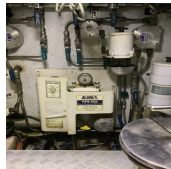


Photo 35



Photo 36



Photo 37



Photo 38

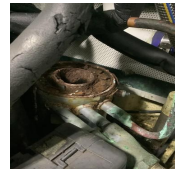


Photo 39



Photo 40



Photo 41

## Bilge System

Satisfactory

ELV bilge pumps are fitted throughout the vessel.

- 2 x engine room
- 1 x steering compartment
- 1 x galley
- 1 x fwd accommodation bilge

Bilge pumps and alarms were tested in the engine room.  
All bilge pumps were tested and verified operational.

The bilge manifold situated on the stbd aft deck, the manifold was operational and labelled correctly.  
Tested valve operation.  
Did not test the system as there was no bilge pump onboard at the time of the inspection, it's currently being serviced.

Steering flat bilge had approximately 30ltrs, this was pumped out at the time of the inspection.



Photo 42



**Electrical**

Poor

Service and start Batteries were located on the aft bulkhead, no defects were identified. No evidence on board that the vessel has been inspected by a licensed electrician. Recommend the electrical system is inspected by an unrestricted licensed electrician, RCDs should be tested and the vessel issued with a certificate of electrical safety. Insulation testing of all AC motors and generator windings shall be inspected once every 5 years.

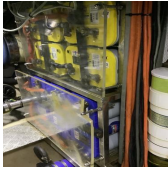


Photo 43



Photo 44

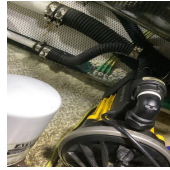


Photo 45

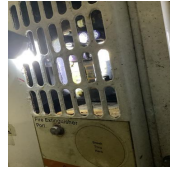


Photo 46

**Stability**

Unknown

It is believed that the vessel was assessed as a commercial vessel in QLD, as part of the survey the vessel should have been issued with a stability booklet. This was not available at the time of the initial survey.

**Stability Booklet**

Existing Vessel without stability booklet

Existing vessel operated prior to 1st July 2013 - "The vessel does not have a stability booklet onboard as it was previously legally authorized to operate without a stability booklet. It is recommended however that the vessel has a stability booklet onboard for the Master and Crew to understand the loading limitations of the vessel". If the vessel has been modified or equipment added to the vessel the transitional requirements apply and a stability booklet may be required

**Safety Equipment**

Poor

The vessel is fitted with flares, sheets, 3 x first aid kits, 3 x EPIRBs - MoB beacon, grab bag and fitted in the main salon.

No life jackets were onboard at the time of the inspection. 10-person coastal life raft requires servicing.



Photo 47

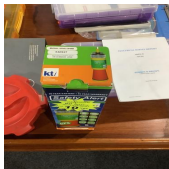


Photo 48



Photo 49

**Communications Equipment**

Good

Carried out radio test on VHF, quality of call 5/5. Satellite phone fitted to the vessel. Horn fitted to the vessel.

**Navigation Equipment**

Good

130mm compass fitted,  
3 x 16" Simrad multifunction display units.  
Sounder  
GPS  
AIS  
ECS - Navionics - sea maps  
Radar x band

Simrad auto pilot/ tracking system.

Navigation lights -operational at the time of the inspection.



Photo 50

## Anchoring Equipment

Good

100m x 13mm short link stud less chain. In good condition.  
25kg plough anchor.



Photo 51

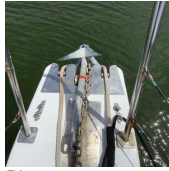


Photo 52



Photo 53



Photo 54

## Operational Specific Equipment

Good

Vessel fitted with fwd sonar.  
Outriggers.

Davit and a tender - 4 m aluminium punt with 25hp mercury outboard.



Photo 55

# Appendix



Photo 1

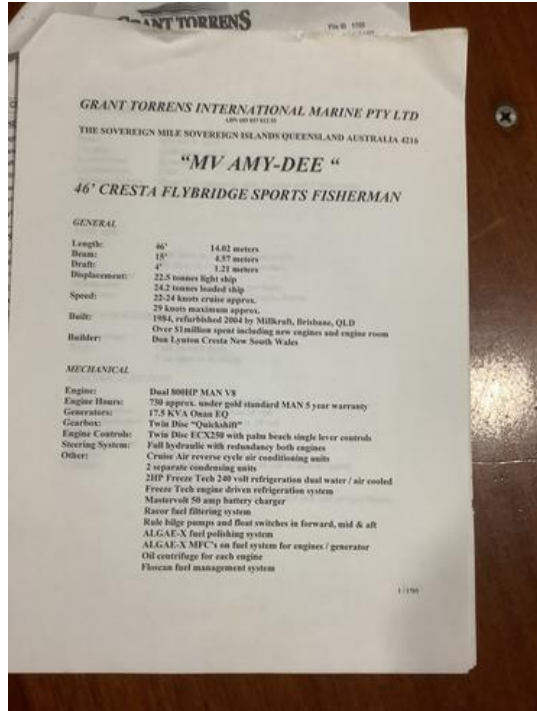


Photo 2



Photo 3

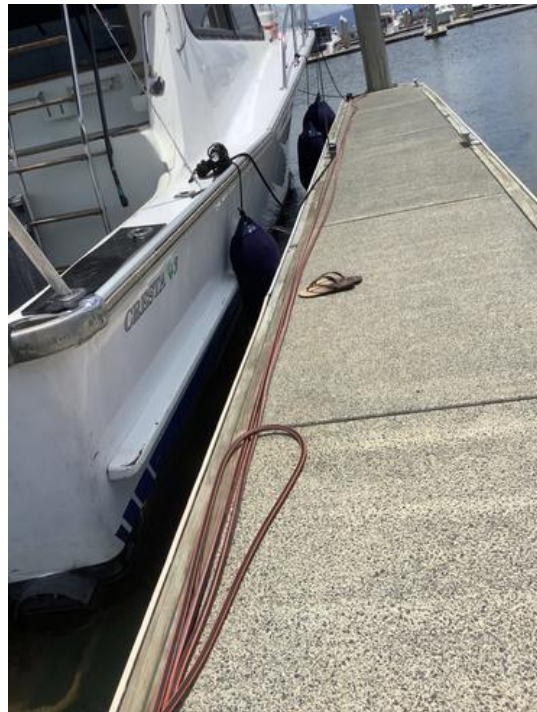


Photo 4



Photo 5



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Photo 11



Photo 12



Photo 13



Photo 14



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Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24





Photo 25



Photo 26



Photo 27



Photo 28



Photo 29



Photo 30



Photo 31



Photo 32



Photo 33



Photo 34



Photo 35



Photo 36

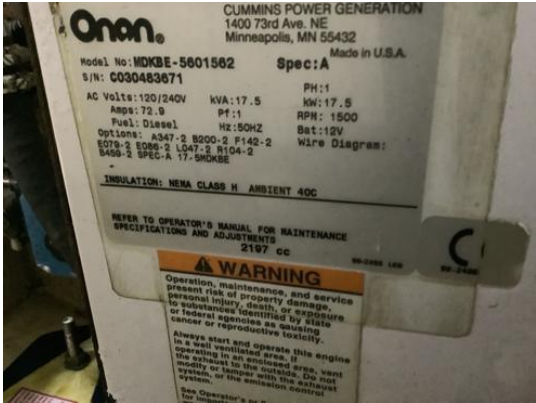


Photo 37



Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43



Photo 44



Photo 45



Photo 46



Photo 47



Photo 48



Photo 49



Photo 50



Photo 51

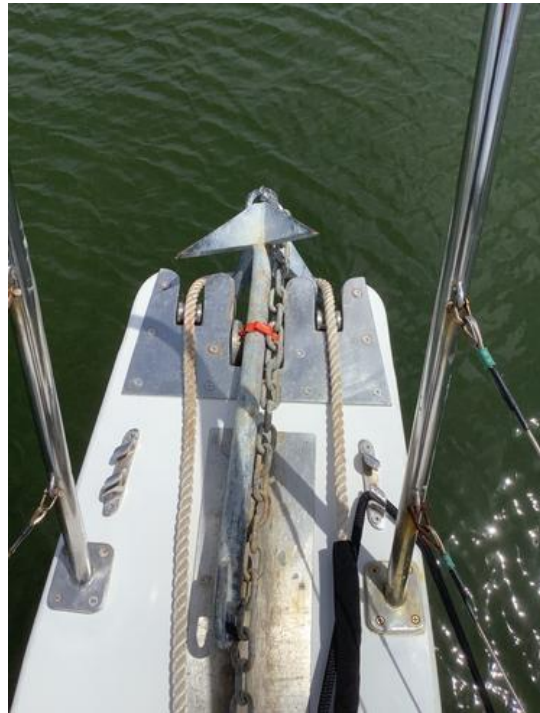


Photo 52



Photo 53



Photo 54



Photo 55