



Pre-Purchase Condition Survey

Wednesday 7 September 2016

White Cap 40 hull #06
NSW Registration: [REDACTED]
HIN: AU-WCBW1206 A808



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This is to certify on the instruction of the prospective purchaser [redacted] the undersigned marine surveyor carried out a pre-purchase condition survey to the White Cap 40 hull #06 [redacted] at Ephraim Island and Runaway Bay Marinas QLD 4216 on Wednesday 7th September 2016.



Michael R. Elton Shipwright Marine Surveyor SBA007/92

1. Conditions & Scope

Weather, clear 23°C

Static in-water survey alongside marina berth

Machinery and systems were identified, tested and trialled

Independent mechanics, CPU analysis and inspection

Out of water survey in travel lift slings at Runaway Bay marina

NDT; visual, sounding, moisture, battery load, AC polarity testing

Scope

A pre-purchase condition survey report is intended to provide a prospective purchaser with sufficient information on the condition, safety and operation of a vessel, it's machinery, systems and equipment

Limitations of Access

1. Core material to the deck, wheelhouse, flybridge and hardtop	no issue suspected
2. Hull and deck to the accommodation in way of vinyl and carpet linings	no issue suspected
3. Hull in way of the moulded ensuite and below the sole and to the stbd cabin	no issue suspected
4. Underside of the deck moulding in way of carpet and vinyl deckhead linings	no issue suspected
5. Hull to the integral fibreglass diesel and water tanks and their internal condition	no issue suspected

A, B, Classification

Survey findings

Recommended

- | | |
|---|--|
| A Critical safety issue with the risk of structural failure, flooding, instability, fire, explosion, electrocution, pollution, injury or loss of life. For priority repair before further navigation | |
| B Significant issue that may affect or compromise safe operation and navigation.
Repair within () months and in any event prior to open-waters navigation | |
| C Minor, cosmetic, service, maintenance, advisory and potential high-cost issues.
Recommended within service, maintenance and refit schedules | |

Glossary

LOA Length Overall, **Lh** Length of hull, **LWL** Load Waterline Length, **HIN** Hull Identification Number
FRP Fibreglass Reinforced Plastic, **Stbd** Starboard, **SS** Stainless Steel, **DOM** Date of Manufacture
NDT Non-Destructive Testing, **WOT** Wide Open Throttle, **PSS** Propeller Shaft Seal, **RCD** Residual Current Device
HWS Hot Water Service, **LPG** Liquefied Petroleum Gas. **CPU** Computer Processor unit, **LCD** Liquefied Crystal Display, **AIS** Automatic Identification System, **EPIRB** Emergency Position Indication Radio Beacon
MMSI Maritime Mobile Service Identity
RMS Roads & Maritime Services, **MSQ** Maritime Safety QLD, **AMSA** Australian Maritime Safety Authority.
AS 3000 & 3004.1:2014 240VAC, **AS5601** LPG, **AS4758** Lifejackets, **AS1799**

Items in italics sourced from the White Cap Marine design specification and the sale listing were not verified at this survey, including the *dimensions, dry weight, tank capacities, laminate and core schedules*. Section 14 for the Limitations of Liability further references the scope of this report.

2. Vessel Particulars

Name:		Lh:	12.18m (hull length)
Design:	White Cap 40, hull #06	LOA:	13.25m (including bow platform)
Builder:	White Cap Marine, S. Australia in 2008	Beam:	4.4m
NSW Reg:		Draft:	1.1m
HIN:	AU-WCBW1206A808	Dry Weight:	11,200 kg (13,200kg loaded)
Engines:	Caterpillar C9 ACERT 423 kW / 2,500	Serial Nos:	Port X9X00849, Stbd X9X00855



CAT		CATERPILLAR INC. MARINE ENGINE EMISSION CONTROL INFORMATION				2007	X9X00849
ENGINE FAMILY	7CPXM08.8HR2	ENGINE MODEL	C9	DISP/CYL	1.47 L	MIN. USEFUL LIFE	10 YRS OR 1,000 HRS
MAX ADV. POWER kW (HP)	423 (567)	MAX. RATED SPEED (RPM)	2500	MAX. LOW IDLE SPEED (RPM)	700	MAX. INITIAL TIMING DEG. BTDC	ELECTRONIC
THIS C9 ENGINE CONFORMS TO 2007 U.S. EPA REGULATIONS FOR CATEGORY 1 RECREATIONAL COMPRESSION-IGNITION MARINE ENGINE.				VALVE LASH INT. (mm) EXH. (mm)		0.38 0.64	
THIS C9 ENGINE IS CERTIFIED FOR USE IN PROPULSION WITH FIXED PITCH PROPELLER APPLICATIONS TO TIER 2 STANDARD OF 5.0 g/kW-hr CO, 7.2 g/kW-hr NOx+HC, AND 0.20 g/kW-hr PM.				THIS ENGINE IS CERTIFIED FOR OPERATION ONLY WITH DISTILLATE DIESEL FUEL. MODIFYING THIS ENGINE TO OPERATE ON RESIDUAL FUEL MAY BE A VIOLATION OF FEDERAL LAW SUBJECT TO CIVIL PENALTIES.			

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3. Construction & General Arrangement

Single chine production fibreglass game fishing vessel, solid laminate hull, composite decks and flybridge
 Watertight bulkheads separate the machinery and engine rooms from the lazarette and the accommodation.
 Chain locker accessed from the deck; sealed collision compartment forward
 Composite fibreglass full-length stringers and integral fibreglass diesel, freshwater and holding tanks

Laminate Schedule

Advised to us by White Cap Marine in June 2007 for hull #5

Below waterline:

Gelcoat, 600gsm CSM, 750gsm triaxial, 600gsm CSM, 750gsm triaxial, 600gsm CSM in vinyl ester resin
 Additional 750gsm and 600gsm laminate in way of the keel in vinyl ester resin

Topsides:

Gelcoat, CSM tie layer, 600gsm double bias, 600gsm, 750gsm triaxial, 600gsm CSM in vinyl ester resin
 Laminate and core schedule to the deck, cockpit, flybridge and internal structure is unknown

General Arrangement

Forecabin with island berth, ensuite to port, starboard cabin with double berth, stairs up to the saloon
 Galley to port and starboard, aft U-shape seating to port with table and settee to starboard
 Aft cockpit with access to the engine compartment, lazarette, saloon and flybridge
 Flybridge, helm station to starboard, enclosed by fibreglass hardtop and clears