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**Client Details:**

**Name:** Canberra Ocean Racing Club  
**Address:** P.O.Box 646, Woden ACT 2606  
**Phone:** **Mobile :** 0417 495268 Steven Ring  
**Email:** canberraoceanracingclub@gmail.com

**Surveyor Details:**

**Surveyor:** Peter Pope MNI **Water Trial:** No  
**Inspection** **Vessel Valuation,** visual and non invasive report  
**Date:** 2 November 2023 **Reference Number:** 21123

**“Namadgi III” 2017 Bavaria Cruiser 46 sloop**





**Client inspection Details:**

At the request of Mr Steven Ring for on behalf of Canberra Ocean Racing Club, P.O.Box 646, Woden ACT 2606, we carried out a walk through survey for **Valuation**, visual and non-invasive report without favour or prejudice to any party based on the condition as observed at the inspection.

**Namadgi III** was inspected with a walk through, afloat at The Boatworks Marina Qld.

The vessel is a fibreglass production built 2017 Bavaria cruiser 46 sloop powered by a single shaft driven Volvo Penta D2-75F, 4-cylinder diesel motor rated @ 75 Hp.

The vessel is a four-cabin version with three head /showers, full galley, saloon / dinning and large twin steering cockpit. The vessel is fitted with adequate electronic, Side Power Bowthruster and is fitted with extras such as Open Ocean water maker and presents visually in satisfactory condition for her age.

<b>Date of Inspection</b>	2 November 2023
<b>Inspection Weather details</b>	: Sunny and clear
<b>Vessel Name</b>	: <b>Namadgi III</b>
<b>Inspected At</b>	: Inspected with a walk through, afloat at The Boatworks Marina Qld.
<b>Type</b>	: Bavaria Cruiser 46 sloop
<b>Builder</b>	: Bavaria Yachts Germany
<b>Designer</b>	: J & J Design
<b>Year</b>	: 2017
<b>Reg#</b>	: AJG844N <b>Australian Registration: ON862507</b>
<b>HIN #</b>	: DEBAVL46N1B717
<b>Length</b>	: 10.85 m ( 35' 6")
<b>Beam</b>	: 3.71 m
<b>Draft</b>	: 1.18 m
<b>Hull</b>	: Moulded and hand laid infused GRP hull and topsides
<b>Cabin &amp; Deck</b>	: Moulded and hand laid infused GRP over marine ply sandwich deck
<b>Hull Colour</b>	: White gelcoat topsides with a white gelcoat cabin and white gelcoat deck.
<b>Configuratio</b>	: Round bilge, fin bulb keel, aft cockpit displacement fractional rigged displacement sailing sloop

**Valuation:**

**The vessel is valued at approximately \$ 515,000.00**

This valuation has been formulated in accordance with current market value for this type of craft, consideration given to its design, size, condition and equipment and in consultation with two principal brokers.

As discussed with 2 brokers this type of vessel would be around the above valuation.

Maritime Solutions value vessels for the Queensland Government State Trustees, Customs import valuations and other financial institutions plus property settlements for well known legal firms

For upgrading from this vessel a Bavaria 46, Beneteau 46 or Jeanneau 46 would be an alternative, however, all these would be base price and not as equipped as the current vessel.

Vessel should be fitted with the prescribed safety equipment as described in the Maritime Safety Queensland, Guide to Recreational boating and fishing in Queensland handbook

All recommendations should be addressed promptly at the first convenience to maintain the vessel's value and utility. The vessel was assessed for suitability for the client's intended use and with guidance from Queensland recreational craft safety regulation including Australian and international best practice standards for recreational small craft.

This report is provided in accordance with a client service agreement for insurance use only. The service agreement contains the full terms, conditions and limitations of this survey and excludes all other third party use of or reliance upon this survey report.

Regulations and Standards referred in the compilation of this report include: Australian Standards 1799, Queensland Marine Safety Act 1994-95, International Collision Regulations, ABYC.

All information sourced from broker's specification sheet.

Machinery inspection is a superficial external inspection, ancillary equipment, engine compartment and installations. It is not a mechanical condition report, please consult a specialist if a mechanical analysis is required.

Be advised that wood deterioration and hull blistering are often more extensive than a limited non destructive inspection indicates. When wood decay or hull blistering is identified in a report the client is advised to seek independent technical advice which may involve destructive analysis, and obtain repair estimates prior to purchasing the vessel. Under no circumstances will the surveyor be held liable if the above advice is not followed.

Random percussion testing was conducted to assist with determining the extent of moisture beneath surfaces

A moisture meter was utilized to assist with determining the extent of moisture beneath surfaces on decks only

Any defects covered by paint which are not visible are excluded from this report.

No guarantee that the vessel is free of defects as the inspection does not include penetration, cutting or interfering with any surface.

In the case of woodrot no guarantee can be made if at a later date an invasive repair is undertaken.

A chemical analysis of any polymers to determine its composition or integrity is not included in this inspection.

In the case of polymers, the absence of blistering beneath surfaces does not indicate that osmosis is not present and cannot be determined by this non-intrusive survey report.

Inaccessible areas not included in this inspection.

We have not inspected woodwork, metalwork or other parts of the vessel which were encapsulated, covered, unexposed or inaccessible for whatever reason nor or in spaces not presented clearly visible, for example behind ceiling or linings, beneath fixed cabin soles or floors etc. Unless these were accessible through normally portable or readily accessible locker lids, hatch covers, traps or similar access points and therefore this report does not provide an opinion on the condition of such parts. No dismantling of the structure other than the removal of such normally portable or readily accessible hatches was undertaken. Spaces where access was clearly restricted are noted within the report. This report should not be taken, therefore, to preclude completely the existence of defects, isolated damage or deterioration concealed by such ceilings, linings, cabin soles or floors, paint, fillers, lack of access or by any other means. No parts of the vessel were dismantled and no bolts or other fittings removed for survey.

In the event of a dispute arising out of or relating to the inspection and its subsequent report the parties agree that the Courts of Queensland have exclusive jurisdiction and the law of Queensland shall apply to all such disputes

All photographs enclosed

**The intended users of this report and appraisal are the client and those lenders and underwriters who may finance or insure this vessel for this client only**

**This report is non transferable to any other person or entity, other parties are specifically excluded as third party users of this report.**

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**The report is confidential for the above client, no responsibility is accepted or undertaken in respect thereof.**

This report is only valid when signed with the agreement between Lakatoi Pty Ltd and the above client.

Yours Sincerely

Peter Pope MNI.



**Registered Marine Surveyor P284**

Principal Marine Surveyor

for and on behalf of Lakatoi Pty Ltd

trading as Maritime Solutions Most Things Nautical

Member:

**The Nautical Institute**

**International Institute of Marine Surveying MIIMS**

**Australasian Institute of Marine Surveyors AIMS**

