



PRE-PURCHASE SURVEY FOR

19/10/2022

DREW SAYER
FORE AND AFT SURVEYORS
PH: 0419 042 558 ABN 95806 164059
WWW.FOREANDAFTSURVEYORS.COM
GLENWOOD QUEENSLAND 4570

Member of the International Institute of
Marine Surveyors



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VESSEL: Foxy Lady **DESIGN:** Mariner 31 **REGISTRATION:** DL103Q

CLIENT: PH: **EMAIL:**



LOA: 9.45 meters **BEAM:** 3.5 meters **DRAFT:** 0.8 meter **BUILT:** 1984

CONSTRUCTION: Fiberglass hull and cabin **ENGINE TYPE:** Twin Mercruiser inboards

CONFIGURATION

9.45-meter fly bridge cruiser, from cockpit step into the cabin with dinette to port and settee/helm station to starboard. Then step down into the galley on the port side, toilet opposite and double bed in bow.

EXTERNAL

The vessel was inspected out of the water for pre-purchase purposes at Tin Can Bay Slipway on the 17th of October 2022. The day was fine and presented no challenges while surveying.

The hull is constructed of fiberglass and is in average condition for a 38-year-old vessel. The topsides could do with a polish and below the waterline there is a large build up of old antifoul paint. There is some chipped gelcoat on the duckboard edge and there are two spotlights with rusty brackets bolted to the transom. There was going to be new Micron Extra antifoul paint and PropSpeed applied while Foxy Lady is on the slip. A random percussion test found no soft spots or signs of osmosis on the day off the survey.

There is a decent size aluminium belting along the deck hull join.

There is a fiberglass duckboard with stainless steel brackets that is well secured to the transom.

There is a three-step stainless steel boarding ladder well mounted in the middle of the duckboard.

There are two three-blade bronze propellers mounted on 1 ¼ inch stainless-steel shafts. The cutlass bearings felt firm when I rotated the shafts by hand.



There are two free standing rudders. Both rudder bearings felt firm when I moved the rudders by hand.

DECK/CABIN

The fiberglass deck is in average condition for a 13-year-old vessel. A random percussion test found no soft spots on the day of the survey. The paint on the cockpit floor is due to be painted again.



The cabin windows are safety glass in aluminium frames and look in good condition. The exterior window shades are due to be replaced.

The gas locker is on the port side of the cockpit and drains overboard.

There are four appropriate size metal bollards and two aluminium cleats for mooring Foxy Lady.

The anchoring arrangements appear to be appropriate for the size of the vessel, with a 35lb Manson CQR anchor with a large amount of 8mm short link chain. There is an electric anchor winch to handle this equipment.

The wrap around stainless steel bow rail is well secured to the deck.

There is a tired looking Perspex hatch on the bow deck.

There is a black canvas Bimini with a stainless-steel frame that covers the whole cockpit. There are black canvas curtains that enclose the whole cockpit. The solar panel is mounted on top of the Bimini.

The cockpit empties through three good size drains in the floor.

FLY BRIDGE

The fly bridge is accessed via a stainless ladder with timber treads on the port side of the cockpit. There are two helm seats and a bench seat in front of the helm station.



There is a black canvas Bimini with clears and stainless-steel uprights that covers the whole fly bridge area.

The twin lever engine controls and instruments are all within easy reach of the two helm seats.

The clears could do with a clean.

INTERIOR

The interior is finished in white gelcoat, varnish trim and panels and blue upholstery. The interior is in average condition for a 38-year-old vessel.



The photos starting from the left-hand side and going clockwise are dinette, galley, toilet/shower, compartment and bow berth.

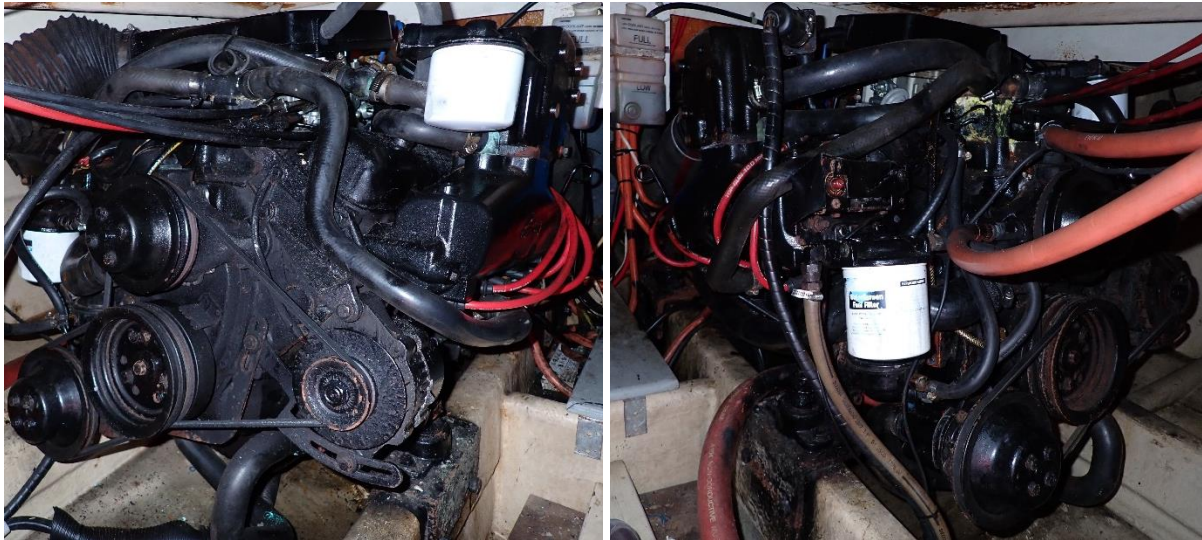
The twin lever engine controls and instruments are all within easy reach of the wheel.

The fiberglass tabbing and bulkheads all looked as good as the day Foxy Lady was launched.

Foxy Lady is fitted with an Engel Bar fridge, Horizon two burner gas stove with oven, microwave, Rheem hot water system and TMC electric toilet.

TANKAGE AND MACHINERY

The engine inspection was a visual one, so I am unable to comment on the condition of the internal parts or the correct operation of the engines. There are two 220hp V8 Mercruiser 5. OL petrol engines mounted under the cabin sole. There are approximately 1484 hours on the port engine and 1492 hours on the starboard engine. There is a grease seal fitted on each shaft. The engines have just had a full service.



The hydraulic steering is in good condition and the rams is easily accessed through the aft deck hatch.

There are two 440-litre stainless steel petrol tanks.

There is a 180-litre stainless steel water tank.

There is a large plastic holding tank with new macerator.

The seacocks all open and close easily.



ELECTRICAL

The 12-volt electrical installations are all fitted with fuses which appear to be functioning correctly.

There are four AC Delco batteries and one Exide battery in the bilge.

There is a Lowrance HDS7 plotter, Navman Fish 4500 fish finder, Lowrance HDS5 plotter, GME VHF, GME 27 meg, solar panel and regulator.



SAFETY EQUIPMENT

There is a Rule 1500gph bilge pump with float switch and Johnson 1500gph bilge pump with float switch.

There are two gas detectors, seven old life jackets, flares (expire 5/23), V-sheet etc.

RECOMMENDATIONS

1. Replace exterior window shades.

GENERAL COMMENTS

Foxy Lady would be considered well-constructed and structurally sound and seaworthy for coastal cruising. Providing she is appropriately crewed and operated in a safe manner with due regard for good seamanship.

DISCLAIMER

This report was formulated from information collated from the present owner, and a visible inspection of the vessel's accessible areas only. We have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible and we are therefore unable to report that such part of the structure is free from defect. The survey reflects the equipment and information available on the day of the survey (17/10/2022). This is not a certificate that the vessel is safe.

In good faith

Drew Sayer



www.foreandaftsurveyors.com

ABOUT FORE AND AFT SURVEYORS



Drew Sayer is a member of the International Institute of Marine Surveyors. He has been surveying and repairing boats for 28 years in Canada, Fiji New Zealand, and Australia. Drew frequently travels Australia wide surveying boats. He is based in Gympie, Queensland.



This is a 10-meter Volkscruiser that Drew designed, built and sails in his spare time.

