



*Inspection and report carried out by Rob Daglish.
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INSURANCE INSPECTION REPORT

CLIENT	[REDACTED]					
EMAIL	[REDACTED]					
VESSEL NAME	"Pianola"					
VESSEL TYPE	Mariner 3400					
REGISTRATION	HY941N					
HIN	AU-WWA064403AZ9 (BADGED) 34001063 (STAMPED)					
LOCATION INSPECTED	Clontarf Marina & d'Albora Marina Mosman.					
DATE OF INSPECTION	8/4/2025					
CONSTRUCTION	GRP					
BUILDER	Mariner Cruisers.					
LAUNCH DATE	1988					
CARRIED OUT	IN WATER	✓		OUT OF WATER	✓	
MEASUREMENTS	LOA	10.26m	BEAM	3.86m	DRAFT	0.72m

SCOPE OF WORK

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessels condition in the opinion of the surveyor at time of inspection.

EXTERNAL STRUCTURE AND FITTINGS.

<i>ITEM</i>	<i>ACCEPT</i>	<i>REJECT</i>	<i>DETAILS</i>
KEEL	✓		The GRP keel is integral to the hull build. No hit or grounding damage discovered. No movement of structure.
SKIN FITTINGS	✓		Metallic skin fittings, bronze strainers fitted over intakes. The fittings hammer test as sound with no pitting or discolouration of alloys.
PROPELLER(S)	✓		4-blade, handed propellers, securely attached with pinned castellated nuts. No hit damage or electrolysis pitting of blades or hubs.
RUDDER(S)	✓		Metallic rudders appear adequate surface area and positioning to the propellers for efficiency.
SHAFT(S)	✓		Stainless steel propeller shafts. No material pitting or hit damage noted where accessible. The propeller shafts are well supported on P brackets and bearings with no movement of P brackets and no excessive wear of bearings.
BELOW W/L.	✓		Hard chined V- hull with planning strakes port and starboard. All areas of the wetted surface area percussive tested as sound with no delamination issues discovered.
TRANSOM	✓		GRP transom integral to the hull build. GRP boarding platform, securely attached and supported on stainless steel stanchions. All areas of the transom hammer test as sound.
TOPSIDES	✓		GRP topsides, fair to the eye. No structural hit damage or delamination discovered. Aluminium beltings securely attached at the hull and deck join.
DECKS	✓		Cored GRP decks. There is hairline cracking of the gelcoat at the base of the stanchions and at the moulded toe rail port and starboard sides amidships, consistent with mechanical loading and impact, not considered structural. All areas of the deck and trunk cabin top are firm underfoot with low moisture readings taken. There are gaps between the mouldings at the join in the bow sprit anchor aperture.
PULPIT & RAILS	✓		25mm stainless steel bow rail, securely attached.

CABIN	✓		<p>GRP bridge structure supported on aluminium window frames and timber mullions.</p> <p>The stainless steel Bimini frame and hand rail bases in the flybridge are securely attached.</p> <p>The PVC clears are in serviceable condition and show good clarity of material.</p> <p>The Bimini canvas skin is in good and serviceable condition.</p> <p>Helm and navigators pedestal seats are securely attached.</p> <p>The internal and external gelcoat surfaces are serviceable.</p> <p>The bridge access ladder is securely attached.</p> <p>The bridge stripes are showing age and present poorly.</p> <p>The cabin is integral to the deck mouldings to window height.</p> <p>The gelcoat is oxidized, requiring polish.</p> <p>The stripes applied, present as aged.</p> <p>No movement of structure.</p>
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INTERNAL HULL STRUCTURE AND FITTINGS.

<i>ITEM</i>	<i>ACCEPT</i>	<i>REJECT</i>	<i>DETAILS</i>
SEA COCKS	✓		<p>¼ turn metallic ball valves at engine intakes and head inlet.</p> <p>The valves are secure and operational.</p> <p>Sink and head wastes are above the waterline.</p>
EXHAUST	✓		<p>Wire reinforced suction hose to polyethylene water lift silencers.</p> <p>Suction hose to exits port and starboard sides.</p> <p>No exhaust gas or water leak discovered.</p>
KEEL BOLTS			N/A.
STEERING	✓		<p>Hydraulic steering.</p> <p>No fluid leaks discovered from lines, fittings or ram seals.</p> <p>Tiller arms are securely attached to the rudder stocks.</p> <p>Drag link bar securely attached to the tiller arms.</p>
ENGINE BEDS	✓		<p>GRP over formers.</p> <p>No movement of structure.</p>
KEEL FLOORS	✓		<p>GRP over formers.</p> <p>Transverse hull stiffening appears sound with no movement of structure.</p>
SHAFT GLAND	✓		<p>Stuffing box style shaft glands, securely clamped to the shaft tubes.</p>

			No excessive water ingress noted.
FUEL TANK	✓		Stainless steel fuel tanks. No leaks or material issues where accessible. The condition of the base of the tanks is not known.
FUEL LINES	✓		Copper tube to fuel rated hoses. No leaks at lines or fittings.
BATTERIES	✓		4x 105 amp-hour 12-v (engine cranking and house batteries). The batteries are a snug fit in the fwd end of the engine space.
BILGE PUMPS	✓		4 x 12- v electric bilge pumps operational from the override switches at the distribution panel.

ENGINE			
MAKE: Yanmar		MODEL: 4 LHA-STP	
ENG NUMBERS: 1325 Port. 1357 Starboard.		PROPOLSION: Shaft drives.	
ITEM	ACCEPT	REJECT	DETAILS
COUPLING	✓		Solid coupled.
MOUNTS	✓		Flexible mounts appear robust and serviceable. All vibration dampeners intact.
FILTERS	✓		Primary and secondary.
GENERAL COND	✓		<p>The engines cold started without hesitation. No excessive exhaust emissions at cold start. No fuel , oil, or water leaks discovered. Good access to the engines for maintenance. Both engines recently replaced with new. 36 & 37 engine hours displayed.</p> <p><i>The above are observations and not to be considered a mechanical survey.</i></p> <p><i>It is strongly advised that a full mechanical inspection is carried out by a qualified marine mechanic.</i></p>

GAS SYSTEM			
ITEM	ACCEPT	REJECT	DETAILS
COMPLIANCE	✓		015431
DATED			Tested 14/4/1988. Suggest re-assessment by qualified gas fitter.
LOCKER	✓		Appears compliant.
DRAIN			Fitted, to be assessed for compliance.
SECURITY	✓		Secure.
PLUMBING			Appears compliant, to be further assessed.

Marine radio & EPIRB required if two nautical miles offshore.

E = enclosed waters.

O = Open waters

SAFETY EQUIPMENT				
ITEM		ACCEPT	REJECT	DETAILS
ANCHOR	E+O		X	Galvanized plough anchor showing excessive rust and considered minimal size for the vessels displacement.
WARP	E+O	✓		8mm short link chain in good and serviceable condition.
WINDLASS		✓		Muir 12- v electric windlass, operational up only via deck switch on the foredeck.
BITTER END	E+O	✓		Secure.
NAV LIGHTS	E+O		X	Port nav light not working. Starboard nav light not there. Anchor light operational, positioning does not comply. Stern light not working.
FLARES	O			None sighted.
EXTINGUISHER	E+O	✓		3x 1kg dry chemical extinguishers showing charge.
BUCKET.		✓		Sighted.
V-SHEET	O	✓		Sighted.
SOUND SIGNAL	E+O	✓		Ships horn, operational.

MAP/CHARTS	O			None.
TORCH	E+O			None sighted.
LIFE JACKETS	E+O	✓		Adequate type 1 PFD 's
COMPASS	O	✓		Magnetic, appears serviceable.
DRINK WATER	O	✓		Adequate.
EPIRB	O			Sighted, out of service date.
MARINE RADIO	O	✓		GME VHF, operational.

All safety equipment carried on board must be:

- In good condition and meet appropriate standards or specifications.
- Maintained or serviced according to manufacturer's specifications.
- Replaced before the expiry date listed by manufacturer (if applicable)
- Stored in an easily accessible location.

It is the responsibility of the operator to ensure all lifesaving equipment is carried and maintained in accordance with the conditions and in the area the vessel is to operate. Refer to rms.nsw.gov.au/maritime or call: 131236.

Conclusion:

Following instruction from [REDACTED] the Mariner 3400 was thoroughly inspected both in and out of the water at Clontarf Marina and d'Albora Marina on the above date.

During the inspection, no issues were discovered that would jeopardise the performance of the vessel.

The following issues have been listed for your consideration.

- Suggest the LPG system is assessed and re-certified by qualified gas fitter.
- All navigation lights to be operational.
- The rusted anchor requires replacing.
- All safety equipment must comply with appropriate standards or specifications.

Disclaimer:

All reasonable endeavours have been made to disclose any faults or defects present or latent throughout the inspection.

It is brought to the attention of the client that hidden or inaccessible parts of the vessel, could not be discovered without interfering with the vessels structure or fittings.

No destructive testing was carried out and no interfering with the vessels structure or fittings occurred, therefore the surveyor will accept no responsibility for such defects.

This survey report covers the condition of the vessel at the time of the survey only.

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Rob Daglish



10/4/2025

Shipwright/Boatbuilder

Accredited Marine Surveyor



