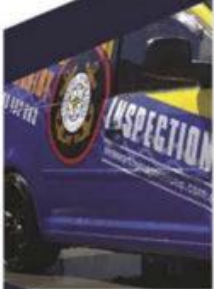




**SEAWORTHY
INSPECTIONS**



Seaworthy Inspection Report



Seaworthiness Inspection Report

3638

Complete

Flagged items	3	Actions	0
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Site conducted	New South Wales (Sydney Area)
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Date of Survey	17.09.2024 13:11 AEST
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Reason For Survey	Pre-Purchase Survey
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Type of Survey			
Out of Water Survey	NO - Sea Trial NOT Conducted	Engine Run During Inspection	
		Engine Compression Tested	

Seaworthy Inspections Reference Number	3638
--	------

Inspector	[REDACTED]
-----------	------------

Prepared For	[REDACTED]
--------------	------------

Inspection Address	Tench Av Boatramp Penrith
--------------------	---------------------------

Vessel Type	Power Vessel
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Vessel Year	2005
-------------	------

Vessel Make and Model	Haines Hunter 580 Breeze
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Photo 1

Vessel Hull Identification Number (HIN)	AU-HHU58923J505
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Photo 2

Vessel Registration Number	IBX828N
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Photo 3

Vessel Length Overall (LOA)	2950mm
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Maximum Load Kgs	540kgs
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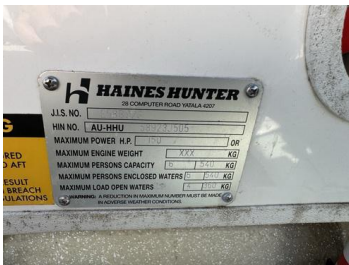


Photo 4

Maximum Persons	6
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Engine Year	2005
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Photo 5

Engine Make and Model	Mercury 135XL SWB
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Port/Main Engine Serial Number	1B159480
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Trailer Make and Model

Broker Marine Products



Photo 6

Trailer Vehicle Identification Number (VIN)

6FGBBTTLRS5027692

Trailer Registration Number

R86743



Photo 7

Photos on Arrival



Photo 8

Terminology

[How to use this report \(1\).pdf](#)

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Disclaimer

SEAWORTHY INSPECTIONS TERMS AND CONDITIONS

DISCLAIMER:

The inspection of any vessel undertaken by SeaWorthy Inspections is VISUAL and non-destructive only and SeaWorthy Inspections will not be responsible for any defects that are latent discovered which were not visually apparent during the inspection. The inspection will cover the vessel's general condition and system functionality. The inspection will specifically not cover the items set out in Annexure 1 Inclusions (See Annex1 of Terms and Conditions in link <https://seaworthyinspections.com.au/terms-and-conditions/>). No removal of parts or components is undertaken during the inspection process. You acknowledge that while SeaWorthy Inspections inspectors use accepted methods for fault detection, these methods will not necessarily identify all faults with a vessel. You should consider the age and condition of the vessel at the time of inspection and any Report should be reviewed in this context.

The information provided by SeaWorthy Inspections to you is only current as at the time it is issued. It is your responsibility (as a buyer) to conduct a visual inspection of the vessel at the point of sale as SeaWorthy Inspections can only advise on the condition of the vessel at the time of inspection.

SeaWorthy Inspections does not check for any manufacturer recall notices and you should check that the vessel is not subject to a recall notice.

You should consider the age and condition of the vessel at the time of inspection and any Report should be reviewed in this context. Subject to all applicable laws, SeaWorthy Inspections does not provide any warranty regarding the nature, reliability, accuracy or completeness of any information contained in the Report or the fitness of the information contained in the Report for any purpose intended.

(a) This Certificate is dependent upon all aspects of the inspection being fully disclosed and visible at the time concerned.

(b) The owner agrees that this Safety check is to be used as a guide only and agrees to rely on its own enquiries and on the skill and competence of the Provider in providing this service. The Owner or Purchaser also acknowledges that the adequacy of the Certificate of Seaworthiness is dependant upon the Provider being given sufficient timing and opportunity to complete all normal testing procedures.

(c) The Owner or Purchaser agrees that the Owner or Purchaser bears all risks of the Vessel and/or Trailer at all times, including the risk of Theft, Loss, Damage in relation to the Vessel and/or trailer:

- being transported to and from the Provider's premises or inspection location.
- at or on the premises of the Provider.
- being slipped, on a slip or being launched from a slip, or during testing.

(d) The owner must release and indemnify the Provider against all claims, actions, liabilities and cost in respect of any loss or damage to any property of the Owner, or injury suffered by the owner, its agent, servant or invitee's, brought against the provider, except insofar as such loss or damage is caused by or contributed to by the Provider'.

(e) Weather clause - Due to OH&S the inspection may be postponed due to weather determined to be unworkable for a sustained period of time, such as heavy rain fall and extreme heat.

(f) Compression testing can only be conducted on engines that have free access to spark plugs where no engine components are required to be removed or special tools are required. individual compressions may not always be carried out. Engines inspected using electronic compression comparative technology provide indicative information for the Owner or Purchaser to choose for their own further investigation and not rely solely on the advice of the provider.

(g) Any liability on the part of the Provider arising from the issue of this Certificate from any cause of action shall not exceed the sum (AUD) \$2,000.00 in respect of any loss or damage whatsoever.

(h) If any defects are identified on the first page of this Certificate, the owner or intending purchaser of the vessel will take it to sea at his/her risk because this Certificate is issued subject to those warnings.

(i) Trailers with a ball weight of more than 320kg cannot be weighed by Seaworthy Inspections.

By engaging Seaworthy Inspections the Owner and/or Purchaser authorises work to be conducted during this inspection including work which may require removal of vessel components and I agree to the Terms and Conditions as mentioned in the Disclaimer above.

Flagged items

3 flagged

ELECTRICAL AND SYSTEMS

Bilge Pumps and Float Switches

Poor

Bilge pump not currently functioning.

SAFETY EQUIPMENT

EPIRB

Not Present

TRAILER

Roller / Bunker

Poor

Centre kill rollers showing signs of significant deterioration replacement recommended.

Other rollers, although showing minor signs of deterioration are in usable condition condition .

HULL AND STRUCTURE

Construction Material

Fibreglass (GRP)

Main Floor/Deck

Fair

No significant cracks or damage were found. Additionally the floor was moisture tested with only low readings found. please note there was minor signs of flexing surrounding the seat bases and the carpet is not in pristine condition.



Photo 9



Photo 10



Photo 11



Photo 12



Photo 13



Photo 14



Photo 15

Side and Bow Decks

Fair

Please note structurally in satisfactory condition with no signs of significant damage found. Cosmetically the gelcoat is heavily oxidised and requires thorough buffing/polishing.



Photo 16



Photo 17



Photo 18



Photo 19



Photo 20



Photo 21



Photo 22



Photo 23



Photo 24

Seating and Trimming

Fair

Satan trimming in undamaged but dirty/stained condition.



Photo 25



Photo 26



Photo 27



Photo 28

Fuel Tanks, Fillers, Filters and Hoses

Satisfactory



Photo 29



Photo 30

Corrosion or Electrolysis

Satisfactory

Windscreen and Wipers

Satisfactory



Photo 31

Bimini and Clears

Satisfactory



Photo 32



Photo 33

Sea Cocks, Skin Fittings and Hull Penetrations

Satisfactory

Please note no sea cock fitted to live well pick up, recommend fitting one for safety purposes.



Photo 34



Photo 35



Photo 36

Doors, Windows, Lockers and Hatches

Satisfactory

Please note loose fasteners for the hatch located centre of the deck.



Photo 37



Photo 38



Photo 39



Photo 40



Photo 41



Photo 42



Photo 43

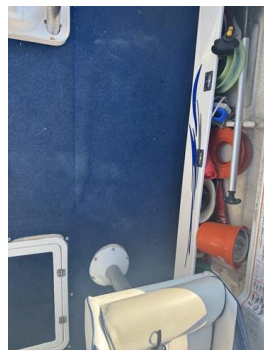


Photo 44



Photo 45

Bow Eye and Mounting Pad

Satisfactory



Photo 46

Rub Strip / Rails

Fair

Significant Rub, marks along the whole gunnel strip and a large gouge found mid ship port side.



Photo 47



Photo 48



Photo 49



Photo 50



Photo 51



Photo 52



Photo 53



Photo 54



Photo 55



Photo 56



Photo 57



Photo 58



Photo 59

Antifoul

Not Applicable

Hull Condition Above Waterline

Fair

Significant rub marks scratches and UV oxidation found on the hull above waterline. No indications of structural damage or heavy impact damage found.



Photo 60



Photo 61



Photo 62



Photo 63



Photo 64



Photo 65



Photo 66



Photo 67



Photo 68



Photo 69



Photo 70



Photo 71



Photo 72



Photo 73



Photo 74



Photo 75

Hull Condition Below Waterline

Fair

Significant gouges chips and scratches below waterline were found primarily towards the bow of the vessel. Although currently not appearing to cause major structural damage immediate repair is recommended as well as repairs to the Trailer rollers that appear to be causing the majority of these issues.



Photo 76



Photo 77



Photo 78



Photo 79



Photo 80

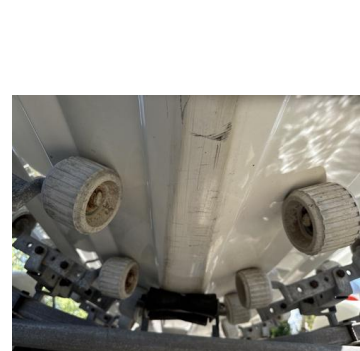


Photo 81



Photo 82



Photo 83



Photo 84

Hull Interior Condition - Frames/Stringers/Bulkheads

Satisfactory

No signs of significant damage found please note access is severely limited on these vessels to visually inspect these areas. Was able to be seen presented no signs of damage or heavy deterioration.



Photo 85



Photo 86



Photo 87



Photo 88



Photo 89

Hull Anodes

Not Applicable

Swim Platform & Ladder

Satisfactory



Photo 90

Transom Condition

Fair

Although no signs of cracking or significant damage was found when undertaking a percussion test there was slight indications of delamination in the transom as well as minimal flex when flex testing the engine.



Photo 91



Photo 92



Photo 93



Photo 94



Photo 95



Photo 96

Transom Moisture Readings

Moderate

Moderate moisture ratings were found throughout the majority of the transom.



Photo 97



Photo 98



Photo 99



Photo 100



Photo 101



Photo 102



Photo 103



Photo 104



Photo 105



Photo 106



Photo 107

Hull Moisture Readings

Low

Primarily low readings were found throughout the rest of the hull, please note access was limited to some internal areas.



Photo 108



Photo 109



Photo 110



Photo 111



Photo 112



Photo 113

Rig (Deck level), Structures and Towers

Not Applicable

ENGINE AND MECHANICALS

Port/Main Engine Hours

275hrs



Photo 114

Compression Testing Conducted

Yes

Manual or Electronic Testing

Manual Compression Test

Cylinder Compressions (In Order)

106, 106, 110, 111, 110, 110,

Please note when removing the spark plug on the bottom cylinder of the port side bank significant resistance was felt when undoing it. When attempting to refit the spark plug a large amount of difficulty was found and upon further inspection. It appears as though at some point throughout the engines lifespan thread has been cross threaded. we were able to clean the threads and reinstall the plug but this is something that will have to be remembered during maintenance as any overtightening on these threads will result in stripping them as the threads are already compromised.



Photo 115



Photo 116



Photo 117



Photo 118



Photo 119



Photo 120

Engine Control Operation

Satisfactory

Engine Control Cables

Satisfactory



Photo 121



Photo 122



Photo 123

Engine Indication Systems

Satisfactory



Photo 124



Photo 125



Photo 126



Photo 127



Photo 128



Photo 129



Photo 130

Engine Electrical Harness

Fair

Loose tape and conduit found on original harness, recommend repairs.



Photo 131



Photo 132



Photo 133

Engine Battery Cables and Terminals

Satisfactory



Photo 134



Photo 135

Engine Oil Visual Inspection

Satisfactory

Two-stroke oil appeared clean.

Trim Tabs / Planing / Stabiliser Systems

Not Applicable

Engine Cooling System / Tell Tails

Satisfactory



Photo 136



Photo 137



Photo 138



Photo 139



Photo 140



Photo 141

Engine Bay Ventilation (Inboards)

Not Applicable

Air Filters and Flame Arresters (Inboards)

Not Applicable

Gearcase Condition

Fair

Signs of heavy impact damage to the Skagg with a chunk of the Skagg now missing.



Photo 142



Photo 143

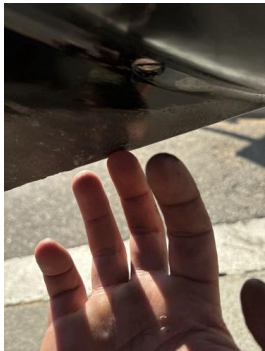


Photo 144

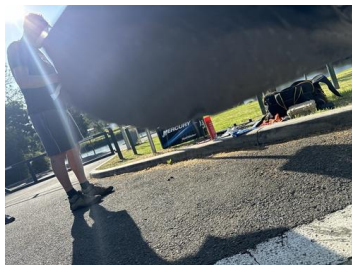


Photo 145

Gear Oil

Satisfactory

Oil was clean with no signs of contaminants and at the correct level.

Gearbox Operation

Satisfactory

Trim and Tilt Operation and Indication

Fair

Minor corrosion found on trim pump.

Trim switch on engine works intermittently.



Photo 146

Steering Type

Mechanical

Cable steering was smooth and well lubricated.



Photo 147

Steering and Rudder System

Satisfactory

Starting Mechanism

Satisfactory

Charging / Alternator

Satisfactory

14.4v On ripple load test.

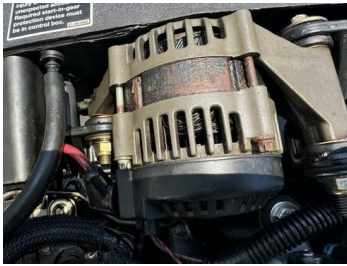


Photo 148

Propeller

Satisfactory



Photo 149



Photo 150



Photo 151

Propeller Shaft

Satisfactory

Engine Mounts

Satisfactory

Engine External Anodes

Satisfactory

Functional Test Observations

Engine was started and run for 25 minutes

Engine starts and runs well please note at idle these engines typically do run rough as they cut fuel to 2 of the injectors at low idle for fuel and emissions savings.

There was no signs of overheating with equal temperatures between each cylinder and the thermostat opening up when required .

Gearbox shifted well please note though it was not underload during testing .

Overall no significance faults found .

Leaks and Salt Residue

Satisfactory

Engine Images/Evidence

Significant rust found on external parts of the engine. Please consult with a mechanic regarding required repairs.



Photo 152



Photo 153



Photo 154



Photo 155



Photo 156



Photo 157



Photo 158



Photo 159



Photo 160



Photo 161



Photo 162



Photo 163



Photo 164

Battery List and Capacities

2 x MS70 Batteries

Batteries Tested

Yes

Port side battery came back as healthy unfortunately the starboard side battery had extremely low voltage and was unable to be tested with the meter.



Photo 165

Batteries Adequately Secured

Yes

Battery Charging / Solar systems / Shore Power / Generators

Not Applicable

Battery Isolaters and Breakers

Satisfactory



Photo 166

Boat System Instruments (Compass, other tanks and detectors)

Satisfactory

Navigation Lights

Satisfactory



Photo 167



Photo 168

Electrical Wiring Looms and Distribution

Satisfactory



Photo 169

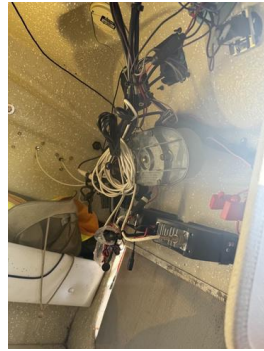


Photo 170

Bilge Pumps and Float Switches

Poor

Bilge pump not currently functioning.

Navigational Equipment

Satisfactory



Photo 171



Photo 172

Additional Comfort Items Present

Refrigeration



Cabin and Deck Lighting



Photo 173



Photo 174

Entertainment Systems



Toilets, Holding Tanks and Macerator Pumps





Photo 175

Air Conditioning Systems



Fresh Water Systems Tanks and Pumps



60 L poly tank with freshwater pump.



Photo 176

Salt Water Washdown Pumps and Hoses



Salt Water Bait Tank Systems



Pump functioned please note sea trial required for full testing



Photo 177




Galley Items



Electrical System Images/Evidence



Photo 178

SAFETY EQUIPMENT		1 flagged
Life Jackets 4 x Adult life jacket type 1 2 x Children type 1		Satisfactory
Anchor / Chain / Rope Both sand anchor and Reef pick supplied with approximately 10 m of galvanised chain and 30 m of rope.		Satisfactory
Electric Winch		Not Applicable
Flares Owner states they will be supplied with the vessel. Please confirm with the owner.		Inspected
VHF Radio 		Satisfactory
V Sheet and Signalling Device 		Satisfactory
Fire Extinguishers 		Satisfactory
EPIRB		Not Present

Oars

Satisfactory



Photo 182

Bailing Bucket

Satisfactory



Photo 183

Horn

Not Applicable

Spotlight or Torch

Satisfactory



Photo 184

Electric Bilge Pumps Present (See Electrical Section)



Present but not functional.

Wheels, Bearings and Rims

Fair

Wheels in satisfactory condition, with an unknown timeframe since Will bearings have been replaced replacement is recommended. Slight and moisture intrusion was found.



Photo 185



Photo 186

Tyres

Satisfactory



Photo 187



Photo 188



Photo 189



Photo 190



Photo 191

Chassis / Guards

Satisfactory

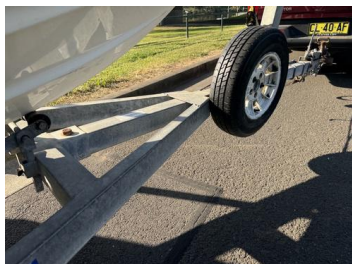


Photo 192



Photo 193



Photo 194



Photo 195



Photo 196



Photo 197



Photo 198



Photo 199



Photo 200



Photo 201



Photo 202

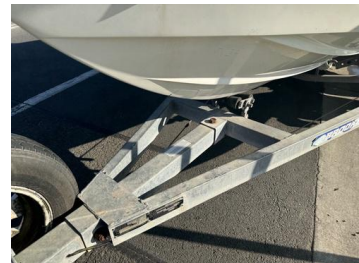


Photo 203



Photo 204

Suspension

Fair

Minor to moderate rust found on suspension components particularly U-bolt and fish plates.



Photo 205



Photo 206

Coupling

Satisfactory



Photo 207

Coupling Ball Down Weight

Satisfactory

Vessel positioning appeared correct on the trailer although unable to be fully tested due to the location of parking being on a slope and the vessel being attached to the owners Car.

Jockey Wheel

Satisfactory

Roller / Bunker

Poor

Centre kill rollers showing signs of significant deterioration replacement recommended.

Other rollers, although showing minor signs of deterioration are in usable condition condition .

Safety Chain and Rated Shackles

Satisfactory

Winch / Strap / Hook

Satisfactory



Photo 208



Photo 209

Braking System

Mechanical

Handbrake Operation

Fair

Adjustment required to brake cable for full function.

Cable Condition

Fair

Moderate rust on brake cable as well as cable clamps.

Trailer Lights

Satisfactory

Trailer Images/Evidence



Photo 210



Photo 211

CONCLUSION, COMMENTS AND RECOMMENDATIONS

Surveyors Comments

The Haines Hunter 580 Breeze, upon inspection, was found to be in structurally sound condition overall, though some areas require attention. The hull remains largely intact, with signs of significant damage to the keel, moisture was detected in the transom. While this does not pose an immediate structural concern, it should be monitored closely and addressed to prevent potential long-term deterioration.

Aesthetically, the vessel shows considerable signs of wear, with numerous rub marks, minor damage, and noticeable UV degradation. These cosmetic issues, while not affecting the performance or safety of the vessel, detract from its overall appearance and may require refinishing to restore its original presentation.

Mechanically, the engine performed reasonably well, with no major deficiencies noted, though it is not in perfect condition. With impact damage to the skeg and wiring requiring tidying up. Routine maintenance and minor repairs may be necessary to optimize its performance. Similarly, the trailer is in good condition, though not without minor issues observed, which could benefit from preventative care to ensure longevity.

In conclusion, the Haines Hunter 580 Breeze presents as a structurally sound vessel with moderate aesthetic and mechanical concerns. While it remains seaworthy and operational, addressing the identified areas—particularly the moisture in the transom and the cosmetic damage—would improve both its performance and appearance. The engine and trailer, though functional, will benefit from routine maintenance to ensure reliability over the long term.
