

Vessel Detail

92' Custom Motor Yacht "MV James Kelly II"

Vessel Type: 92' Motor Yacht

Vessel's Name: James Kelly II

Unique Vessel Identifier (UVI): To be applied for.

Registration Authority: AMSA/DCV/NSCV Formerly 1B – Intended upon completion 2B for 14 including 12 passengers.

AMSA Official No. 850809

Displacement: 49 T (NET) 121 T (Gross)

Length: 28.08 M (Measured)

Beam / Breadth: 6.49 M (Measured) **Depth:** 1.97 M (Measured)

Draft: 1.56 M

Designer: Original – Phil Curran Design, East Fremantle, WA

Modifications – Stewart Marine Design, Cairns, QLD

Builder's Name: SBS Engineering, WA with modifications by Norship Marine Cairns, QLD.

Year Constructed: Original – 1983, Refit project – 2014 – 2020 (current status - incomplete)

Last Survey: 26 October 2016 – Purpose: Insurance.

Conducted by Queensland Ship Surveyor Pty Ltd whilst afloat at BSE Shipway Cairns, QLD.

1. Vessel Construction:

Type/Style: All welded marine grade aluminium hull and superstructure

Hull Material: Aluminium

Hull Configuration: Mono hull, hard chine with 4x watertight bulkheads.

Decks: 2x Welded aluminium with access aft to main stateroom lower.

2. Machinery:

Main Engines: 2x Detroit 12V92TA – V12 Turbo-aftercooled marine diesels each rated at 875 BHP (652.75kW)

Location: Port and Starboard

Serial Numbers: Port – 12VF1354 Starboard – 12VF1355

Engine Hours: Unknown

Gear Boxes: 2x Niigata Model No. MGB-80 with 2.52:1 reduction ratio

Serial Numbers: Port – 8000155 Starboard – 8000154

Auxiliary Machinery:

1 Perkins 403 Industrial diesel driving 40kVA 3 phase alternator

2 Kubota V2203 Industrial diesel driving 14.5kVA 3 phase alternator

Location: Aft to port and starboard main engine room.

Serial Numbers: 1 – U889174W 2 – 7DE0117

Hours: Unknown

Refrigeration: Not installed – 8x Cruise-Air compressor and fan units only for zoned air-conditioning, comprising; 8x Cruise-Air, Model: EQ16 (16,000 BTU) hermetic compressors with water cooled condensers.

Hydraulic Systems: Southcott Hydraulics and Control Systems, electro/hydraulic 3 phase, 3kW, Type: 100L482

Serial Number: B3415

Shafts: 2x stainless steel approx. 88.9mm diameter (Ø)

Advised stainless steel (Aquamet 17 equivalent)

Ultimate Tensile Strength (UTS) 931 Mpa (135,000 Psi)

Propellers: 2x blade, bronze alloy

Size: 37.5 inch Ø x 43 inch pitch angle

Inbound Propeller Shaft Seals: 2x Deepsea / PSS – Tidemarine

Serial Numbers: Port – 202324 Starboard – 216497

Bow Thrusters: AMI Marine, approx. 300mm, hydraulic driven

Sewage Treatment: Holding tank, electric pumps

Exhaust System: Wet, trunked via side of hull

Instruments/Alarms: Installed in engine room and wheelhouse including fire & bilge.

Bilge Alarms: Installed in wheelhouse with float switches

3. Electronic & Navigational Equipment:

Chart Plotter / Multi Combo Unit:

2x Simrad NSO Evo2 19" touchscreen monitors with Simrad OP40 controllers and Navionics Platinum+ XL3 electronic charts.

GPS: Simrad, GS25 GPS antenna (NMEA 2000 data to relevant instruments)

RADAR: Simrad Model: TX10S-1-10KW X-Band RADAR with 6' open array scanner, processor, and display via Simrad 19" touchscreen monitor at the helm.

Sounder: Simrad, BSM-1 Broadband Sounder Module with DST800 transducer and display via Simrad 19" touchscreen monitor at the helm.

Autopilot: Simrad AP70 Pack – comprising; AP70 Controller, AC70 AP Computer, RF300 Simrad Rudder Feedback Unit (without heading sensor), and Simrad DC42N AP Rate Compass NMEA2000 Heading Sensor.

Compass: Simrad, Model: HS70 GPS Compass (Non-IMO)

AIS: Simrad, Model: NAIS-400 System, Class-B AIS

EMS: "Murphy" instrument panels at each main engine. 4x Deep Sea Electronics control panels for generators.

Phone System: Panasonic KX-NS700 Smart Hybrid PBX System with Panasonic KX-NT560X-B IP Phones

4. Radios & Communications:

VHF: Simrad, Model: HS90 with RS90 control unit

Handhelds: Simrad, HS90 wired handheld VHF

MF/HF/SSB: Radio not installed, antenna, speaker and Icom, AT-141 Automatic Antenna Tuner are installed.

Satellite: DVB TV antenna

Tank Monitoring: ITIM Systems for – Fresh, Grey and Black water and forward, centre and aft fuel tanks (panels in wheelhouse)

Other Installed Equipment: SimNet AT-10HD Adaptor – SimNet heading to NMEA-0183 converter.

Gofree Wifi 1 wireless module

Simrad wind sensor

2x Simrad IS40 colour instrument displays

NetComm wireless unit

Swann CCTV cameras system

Simrad NEP-2 Network Extension Port

Omron Sysmac CP1H Analog I/O and 2x 32ET1 Extension Consoles

5. Electrical Installations: 12/24 V DC, 240/415V AC, and Shore power connector, new electrical switch panels.

Alternators: 2x 24 V DC off main / auxiliary engines.

1) 40 KVA Generator

Make/Model: Magma-Plus, Model: 284 CSL1542 415 V DC (3 Phase)

Serial No: 72198-1211

Located in Main Engine Room

2) 14.5 KVA Generator

Make/Model: Seawasp 415 V DC (3 Phase)

Serial No: Unknown

Located in Main Engine Room

Batteries:

Starting:

Main Engines - 2x Banks of 2x 12 v DC Cells

Auxiliary Engines - 2x Banks of 1x 12 v DC Cell

24V House - 1x Bank of 12x 2 v DC Cells for solar system (12 GNB A600 Solar A602/1960C cells)

Emergency Radio: Not sighted

Other Equipment:

Battery Chargers: Yes Automatic: Yes

Victron Energy Multi-Plus & Blue Smart 24V/8A

Projecta Workshop 1200 6/12/24V - 12A

Projecta 6200MA 12V

Inverters / Converters / Solar: - 12x 2 V DC cells, solar panels, Victron energy inverter / converters, solar controller and monitoring systems.

6. Pump Arrangements:

All electric pump arrangements via manifolds including bilge, fire, general service, fuel transfer, fresh water, raw water, condensers, deck wash and macerators.

Bilge: 415V 3 Phase. ITIM Systems WS1-V4 Auto/Man Bilge Pump/Alarm controllers

Fire: 415V 3 Phase

Portable / Emergency: Not sighted

7. Tanks:

Fuel – (Advised - not confirmed)

Total capacity 8000 Litres in 5 tanks.

2x 990 Litre – Located: P&S lower stateroom deck

1x 2500 Litre – Located Aft

2x 2880 Litre – Located Forward

Fresh Water:

Total capacity unknown – new poly tank and pumps.

Sullage:

Total capacity unknown – new poly tank and pumps.

Watermaker / Desalinator:

Dolphin – Seabird Compact with 4x membranes and filter systems

Hydraulic:

Total capacity unknown

8. Steering Gear: Single, station with helm wheel control, hydraulic power assisted, single hydraulic ram with cross bar to 2x tiller heads.

Emergency steering: Not sighted

9. Accommodation: Fully air-conditioned with ensuite bathrooms, (all unfinished)

5 Cabins including lower aft owners' stateroom. 3x Guest cabins on main level. 1x Skippers aft in wheelhouse.

Note: Large quantity of cherry veneer cabinetry in cabins and accommodation spaces all unfinished.

Edson 100 Litre stainless steel, Model: BCH0H electric hot water system.

Wheelhouse (unfinished):

Raised, centre console with electronic navigational and communications instruments and devices. Access to skippers' accommodation.

Saloons: Upper and lower (both unfinished):

Upper with aluminium hard cover over (semi wet).

Lower (internal) aft of galley / bar with stair access to port aft to lower stateroom.

Engine room access to port forward and access to central passageway.

Galley:

Unfinished – Cabinets installed, no bench tops, provision for extractor fan, dishwasher, stove/oven, refrigeration, etc.

Owner intended to have a small laundry forward to starboard or galley – Refer concept drawings.

Decks:

External coatings intact (floors), railing (some stainless) and incomplete.

Sundeck and seating forward.

Day head / shower aft with access to swim platform (unfinished).

10. Mooring Equipment / Ground Tackle:

Est 120kg Plough, anchor with 16mm short link chain and other mooring lines and fenders.

Reef Pick: No

Windlass: Single gypsy & capstan.

11. Fire Fighting Equipment:

No engine room smothering systems.

ITIM Systems fire monitoring systems.

Smoke detectors and alarms to machinery spaces.

Fire Pump: Operated by 3 phase electric pumps.

Fire Monitoring: 2x ITIM Systems FA-4, 4 Zone systems.

12. Tender Vessels:

1x approx. 4m fibreglass dinghy (no motor)

13. Safety Equipment:

EPIRB: Not installed

Life Rafts: Not installed

Life Rings/Buoys: Not installed

Life Jackets (PFDs): Limited number of Offshore Adult type aboard.

Pyrotechnics:

Code Flags: No

Day Shapes: No

V-Sheet: No

First Aid Equipment: No

AED – Automatic External Defibrillator: No

Oxygen System: No

14. Deck Machinery:

Deck Crane: 2010 Maxilift, Model: 23.0.E, Serial Number: 17269,

Maximum Lifting Capacity: 3960lbs (1800kg @ 1.26m) or 500kg @ 4.2m

Fitted with wire rope winch – Max SWL: 500kg

Remote hydraulic control console

Crane located starboard aft upper deck



CONDITION REPORT 92' CUSTOM MOTOR YACHT

92' Custom Motor Yacht "MV James Kelly II".

The vessel is currently stored on the hardstand at Rosshaven Marine, Townsville at the extremity of the marina in a hazardous environment, surrounded by old marine parts, pallets and other assorted items.

Gray's condition review follows.

VESSEL	IDENTIFICATION	ENGINES
92' Custom Motor Yacht	AMSA ON: 850809	Dual 875HP Detroit Diesel Engines #Port 12VF1354, #Starboard 12VF1355



1. External areas of the hull, shafts, propellers and other underwater gear.
The vessel has been on the hard stand for quite some time and the anti-fouling no longer appears effective. Before the vessel were to be launched a further anti-fouling paint application would be necessary along with Prop Speed on all the running gear and new sacrificial anodes fitted.



2. On board, there is a swim platform with s/steel rails, an upside down dinghy and Carly float and stairs to port and starboard. In some areas, there are signs where water had laid there for some time. There is a lockable storage locker to port.



3. The aft cockpit is unity and the area set aside for the aft toilet and shower is incomplete and used as a storage area. There are no linings in the ceiling, however work has been done to prepare for them. There are CCTV camera's installed throughout.



4. Up the steps to the upper deck, we note there no ceiling linings yet and a number of terminated wires appearing untidy, however we suggest they are there ready for lights to be fitted. Aft there is a hydraulic knuckle-boom crane and control console. Forward the bow area houses the anchor, winch and chain locker.



5. Entering the saloon, it appears this is a storage area, and is difficult to see what was going to be installed in this area to complete the fit out. The incomplete area forward on the starboard side has been set aside for the galley however only some benches have been installed and no appliances fitted to date. To Stb. there are a number of cherry wood panels and white cupboard doors on the floor.



6. Moving from the saloon up the stairs to the flybridge we note the new Simrad navigation screens and equipment have been installed however there is no hood lining fitted, all the lower cupboards have no doors and require work to complete a working helm area. Two quality fold out doors are fitted to port and starboard. Glazing is all new and to a high standard. Aft of the helm on the starboard side appears to be a crews quarters area, but is currently being used as a storage area. The section housing the ITIM gauges for the bilge pumps and alarms, fire alarm, fresh, grey and black water tanks, fuel gauges forward and aft, switches for fuel transfer pumps and freshwater pumps are all installed and appear connected, however difficult to tell if all complete and operational. Other electrical panels have also been installed, however again difficult to know if complete and fully operational.







7. Down from the saloon to the bow area through the incomplete passageway we find on the port side an incomplete double cabin with ensuite and the same on the starboard side of the vessel. In the bow we come to the incomplete VIP double cabin with ensuite. There is a large quantity of cabinetry and laminated components, however we are unable to determine if there is a full finished complement for all cabins. We note, many of the bathrooms have uninstalled cabinets, hardware and toilets. Not knowing exactly what the owner had in mind, it is difficult to understand what the actual layout of the accommodation areas will be as the only plans sighted were concept sketches with various options.







8. The aft stairs from the saloon lead down to the master cabin including an ensuite with bath and shower area plus a separate toilet that are all still to be completed. Again, it is difficult to understand what the actual layout of the accommodation area will be as the only plans sighted where concept sketches with various options. In this same area there is also the new Victron Energy Charger and Victron Energy Blue Solar Charge Controller with 12 x 2VDC Solar batteries, wiring, switches and steering gear. Charge controller indicated 24VDC. A large amount of money has been spent on the electrical installation however it is unknown if all of this is finished.

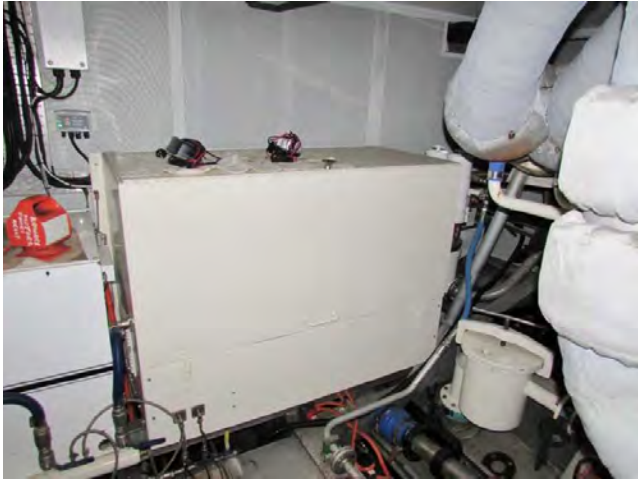




9. The engine room access, which is to port mid ship forward of the saloon, we find dual 875HP Detroit 12V92 TA shaft drive diesels with engine numbers of port 12VF1354 and starboard of 12VF1355. Coupled to Niigata MGN 80 gear boxes with a ratio of 2.52:1 along with new Tidemaster PSS shaft seals. All these appear in reasonable condition. However, we do note evidence of some coolant leaks requiring attention. We believe the engines are the originals fitted. We do have photographic evidence they have been removed and at least partially stripped down and had some rebuild work before they went back into the vessel. The actual hours run on the engines are unknown. The engine room also houses the older 40KVA Perkins generator and the newer 14.5KVA Seawasp generator and again hours are unknown on these generators. The main engines and auxiliary engines exhaust systems were well lagged. The electronic control systems mechanism, fuel filters and further electrical panels are fitted and look in good condition with many new components.











10. Forward of the saloon and past the set aside galley area on the starboard side is an access hatch which enters a large area that looks as if it will be for storage. Fresh and grey water tanks and associated pumps are also housed here and all appear to be relatively new.





Summary

Other items such as the air conditioning handlers and some associated wiring and ducting has been fitted, however it is unknown as to what other work is required to have this fully operational.

The bow thruster has been fitted as are the controls at the helm, we can only assume this is fully operational.

Other pumps, tanks, wiring and equipment have been fitted but it is evident from the photos and comments above there is plenty of work to be completed before the vessel can be considered finished and ready to be launched in her new configuration.

Viewing Days: For your convenience, we have set aside two days prior to sale closure, they are;

- Tuesday June 20th and 27th strictly from 9:30am to 4:30pm (Note: Please sign in at the chandlery store counter)

We look forward and welcome any inquiry you may have.

Contact:

Bernie Semini
Project Manager / Senior Valuer
Mob: 0418 692 172
eMail: bernie.semini@grays.com.au