



firstnational
REAL ESTATE | Collie & Tierney

INFORMATION MEMORANDUM

PADDLEBOATS

Melbourne

Mundoo

Rothbury





Property Address:

Melbourne
Mundoo
Rothbury

PADDLEBOATS

Selling Agency:

First National Real Estate Collie and Tierney
67 Lime Avenue
Mildura VIC 3500
www.ctfnre.com.au

Selling Agents:

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Our Company

Collie & Tierney First National Real Estate is built on a tradition of trust, knowledge and experience, has grown to become one of Australia's leading real estate companies.

The company uses a synergy of the most advanced technology, complimented by a large dynamic, experienced, and diverse team now numbering more than 35. Collie & Tierney is the only local Real Estate Agency that has a dedicated team of Rural and Lifestyle Real Estate Specialists. Consisting of Robert J Stephens and Michael Pullen, both of whom have been involved in the local rural and farming industry and raised on or owning rural properties most of their lives. The directors regard their staff as partners in the business and select their team members as much for their people skills as for their experience in a given field, and their track record.

Today, more than six decades on from the formidable partnership that founded the company in the 1950s, their philosophy has never changed - act with honesty and integrity and always put the interest of their clients first.

Collie & Tierney continues to build on the strong foundation laid by the company's founders, striving each day to take real estate in our region to a new, higher level.





Sunraysia Region

The Sunraysia Region and Mildura Rural City is situated in Victoria’s North West which covers around ten per cent of the states area. Its landscape ranges from precious Mallee vegetation to grain farms, intensive horticulture through irrigation, vibrant towns and the Murray River.

The region is Victoria's most significant producer of wine grapes, table grapes, dried fruit, citrus and almonds. With a population of over 60,000 Mildura is the commercial centre of the region and is the third largest transport distribution centre in Victoria and a major transport hub, linking Melbourne, Sydney and Adelaide.

A very popular tourist destination, boasting delicious local produce, award winning restaurants, wineries, breathtaking natural beauty and a glorious Mediterranean climate.

The city of Mildura has an extensive range of facilities and amenities, including one of Australia’s biggest provincial airports.

Climate & Rainfall

Average annual rainfall is approximately 290mm, but there is considerable variation from one year to the next. Rain occurs mainly during the winter months. Winters are cool with a moderate frost risk, summers are hot with temperatures known to exceed 40°C.

Some useful web links about the region:

Wentworth Shire Council
www.wentworth.nsw.gov.au

Mildura Rural City Council
www.mildura.vic.gov.au

Mildura Development Corporation
www.milduraregion.com.au

Grow Mildura Region
www.growmilduraregion.com.au

Mildura Tourism
www.visitmildura.com.au

Mildura Climate Summary

Data sourced from the Bureau of Meteorology

Statistics	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Annual	Years
Temperature														
Mean maximum temperature (°C)	32.3	31.7	28.3	23.6	19.1	16.0	15.4	17.3	20.5	24.0	27.6	30.2	23.8	69 1946 2015
Mean minimum temperature (°C)	16.7	16.5	13.8	10.1	7.4	5.2	4.3	5.2	7.4	9.8	12.5	14.8	10.3	69 1946 2015
Rainfall														
Mean rainfall (mm)	22.0	22.7	20.3	18.4	25.1	22.4	25.8	25.6	26.7	29.3	25.6	25.6	289.6	69 1946 2015
Decile 5 (median) rainfall (mm)	11.7	10.6	11.4	12.4	17.5	16.1	24.3	20.3	23.6	19.8	18.4	15.0	274.4	68 1946 2015
Mean number of days of rain ≥ 1mm	2.5	2.2	2.5	2.8	4.1	4.6	5.2	5.2	4.4	4.5	3.7	2.8	44.5	68 1946 2015



An Introduction to the fleet



Paddle Steamer 'Melbourne'





Paddle Steamer 'Melbourne'

GENERAL PARTICULARS

Length overall as modified: 29.87 mts

Breadth: 6.30 mts

Breadth over paddle boxes 10.80 mts

Draft: 2.59 mts

Registration: NSW Maritime Cert 15173

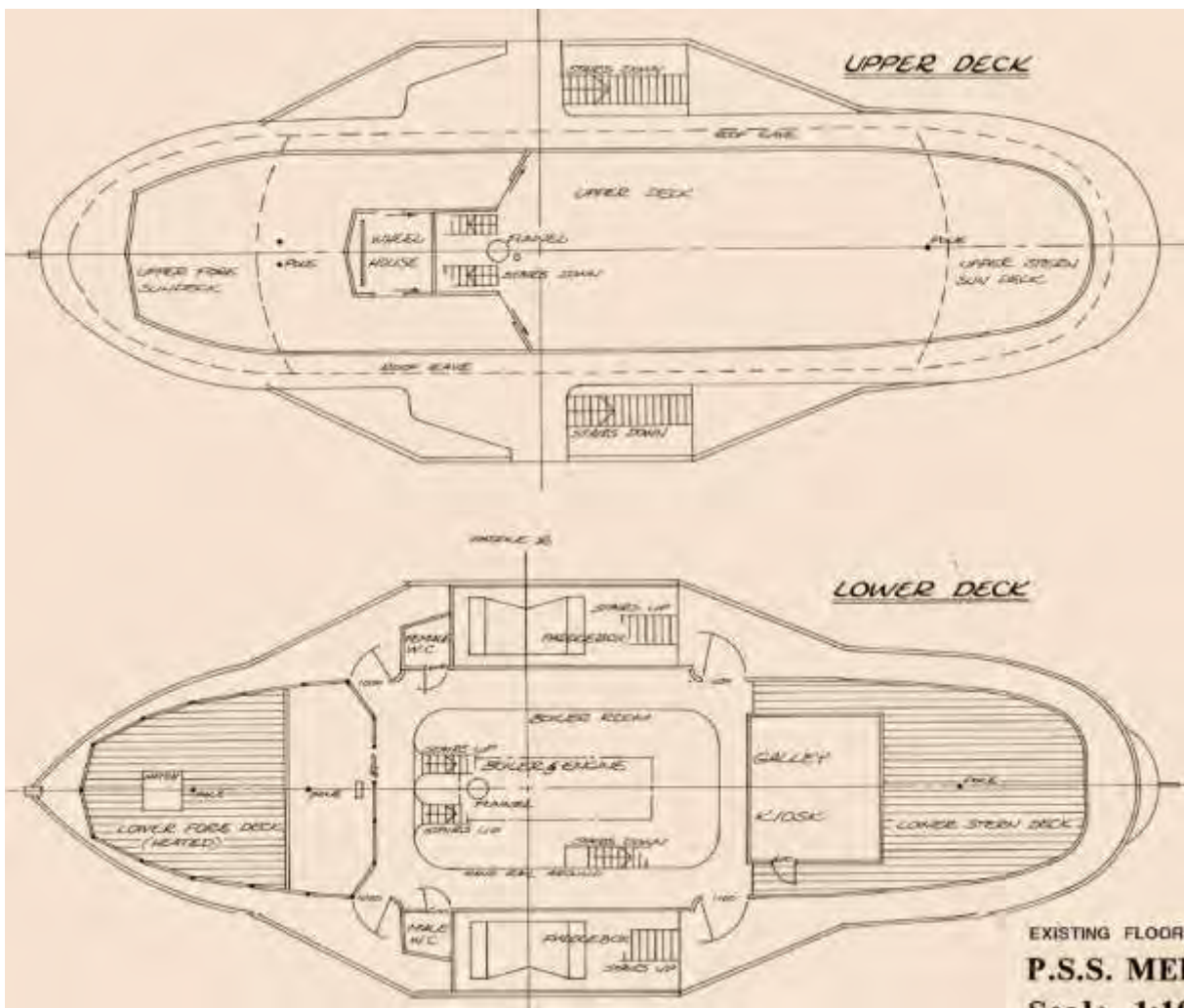
AMSA UVI 431036

AMSA Survey: AMSA NSAMS Level 1 – USL 1E for 297 Pax + 3 Crew

Cert of Operation COO-8186-002 Valid to 13-08-23

Steam Engine: Marshall & Sons 25 NHP compound steam engine

Black Water: 2,500 Litres approx. in 2 fibreglass tanks





Paddle Steamer 'Melbourne'

The Paddle Steamer (PS) Melbourne was launched at Koondrook on the River Murray in 1912. Built for the Victorian Government as a work boat, the Melbourne was fitted with a huge winch which was used for hauling fallen trees and snags from the river keeping the main channel open for navigation for other Paddle Steamers.

The Melbourne was used for any public works along the Murray River, assisting with bridge, weir and lock construction.

Later the PS Melbourne was bought by Evans Brothers Timber Mills at Echuca and was used for logging until road transport became more viable. She was then left permanently moored against the river bank and to the elements, until 1965 when she was purchased by Captain Alby Pointon and his wife Freda.

After extensive boiler and hull repairs, the Melbourne's boiler was again relit for the first time in 23 years, in preparation for her long voyage from Echuca to Mildura. Once at Mildura, Captain Pointon began the arduous task of carefully restoring the key elements of the PS Melbourne while converting the old work boat into a passenger carrying tour boat. The PS Melbourne departed Mildura Wharf on her maiden voyage carrying passengers on the 1st January 1966.

The PS Melbourne is licensed to carry 300 passengers, and is 30 mts long, 6.3 mts wide at the waterline and 12 mts across the top of the paddles. Like all other paddle steamers, she has almost a flat bottom and therefore a very shallow draught. Melbourne could safely float and operate fully laden in approximately 1 metre of water.

The old steam engine was originally built by the Marshall Engineering Company in England.

The boiler is referred to as a Loco type with a maximum steam pressure of 150lbs and is still fired by wood. This in turn drives a twin cylinder compound engine, which at normal cruising speed turns at about 60 turns per minute or 130 rpm at her maximum speed of 11 miles per hour.

Of the 250 paddle steamers built and used on the River Murray, the PS Melbourne is one of the only original paddle steamers left cruising daily on the river for passengers that is still driven by her original steam engine.

As Australia's most famous paddle steamer, the Melbourne has attracted passengers from all over the world.





Paddle Steamer 'Melbourne'

HULL

The hull is of composite construction with iron scantlings and riveted and bolted iron shiplines and riveted steel divisional bulkheads.

The bottom and return of chine are red gum planking. Much of the original iron-steel floors and side ribs are still in very good condition however some of the floors have been replaced with timber over the years. Efforts have been made to minimise the effects of corrosion by applying protective coatings to the iron-steel ribs. The hull is subject to a plank replacement program which is verified by the attending AMSA surveyor during the out of water survey which is carried out every 2 years. Any thin, soft or loose planks and fastenings are replaced with 8" x 3" red gum planks.

It was noted that four new red gum planks had be replaced on the starboard side, from forward of the paddle wheel to the bow, when the vessel was slipped at the at the Pointon Slipway in July 2018 for its AMSA out of water survey.

The hull is inspected for any loose caulking which is replaced with new oakum by a qualified shipwright. All angle iron deck beams carry a combination of Kauri timber planking in the accommodated areas and steel decks around the steam engine which are all in good condition. The underdeck areas sighted by the Undersigned were all found to be clean and dry.

PAINT

External and internal protective coatings are maintained to a high standard with regular touch up work evident. The hull and underwater surfaces were recoated while the vessel was slipped in July 2018.

SPONSON DECKS

The red gum planked sponson decks are fitted port and starboard and fore and aft, either side of the curved timber and galvanised sheet metal clad paddle boxes and provide access to the steamers mooring bollards and fore and aft decks. The sponson decks carry heavy red gum timber sponsons.

The aft sponson decks provide access to the PS 'Melbourne' for passengers using portable gangways fitted with handrails forward of each paddle box port and starboard.

An aluminium boarding gangway is carried on the aft section of the starboard paddle box, outboard of the upper deck external stairway and can be used for passenger transfers when the vessel is away from its home berth.





Paddle Steamer 'Melbourne'

FORWARD SALOON

The forward saloon is set up with bench type upholstered bench seating for approximately 80 passengers. The space is unlined with large toughened glass sliding windows with the deckhead beams and timber deckhead exposed but painted white.

Several steel pillars support the upper deck timber beams. Electric lighting is provided in the forward saloon using a series of old kerosene lanterns fitted with 240-volt globes which have been hung from the deckhead to provide a level of authenticity to the past.

The saloon deck is the original kauri timber planking over the angle iron deck frames. The space can be cooled during hot period by a Breezair evaporative type air conditioner located on the centre line of the upper deck and ducted into the forward saloon. A gas heater is also available for cooler weather.

TOILETS

There is a dedicated toilet for male & female passengers located forward of the paddle boxes on the sponson decks P & S. Each toilet is lined with vanished pine match boards with cork tiles on the deck and has a louvre type window. Each space has a toilet and hand basin fitted with a cold water tap and a soap dispenser.

AFT SALOON

The aft curved saloon is unlined and also enclosed with large sliding glass windows with the deckhead beams and timber deckhead exposed but also painted white in a similar style to the forward saloon including the retro fitted electric kerosene lamp lights. A series of early photos of river boats are displayed above the aft windows.

The aft saloon incorporates a licensed kiosk catering for hot and cold drinks and limited food such as cakes and sandwiches. It also stocks a supply of souvenirs, postcards and other memorabilia which are displayed in the kiosk and on a display table.

The space is set up with the following equipment:

- 4 burner gas top used for boiling kettles
- Stainless steel double bowl sink with hot and cold water and S/S splashback
- 2 x Quirk's two door glass fronted drink refrigerators
- Westinghouse chest freezer for Ice creams etc
- Sandwich making station with cling wrap dispenser
- Eftpos and cash facilities
- Table on the aft deck for memorabilia display



Paddle Steamer 'Melbourne'

A series of fixed upholstered stools are positioned to be used with a fixed bench top set at the windowsill height for passengers to use while eating or having a drink.

The aft saloon is cooled by a Breezair evaporative air conditioner which is located on the aft upper deck and ducted through the deck into the space below.

The deck in this area is sheathed in kauri planking with the exception of the steel plated accesses to the aft machinery space.

UPPER DECK

The upper deck is accessed by two central stairways located on the centreline forward of the engine room on the main deck. Yellow safety non-slip treadplates are fitted to each step.

The forward section of the upper deck is open with the exception of sheet metal and timber painted bulwarks and hand railing.

Similarly, the aft curved section of the aft upper deck is also enclosed the same way. Both sections do not have any cladding on the upper deck roof beams which remain exposed to the elements.

The central section of the upper deck from slightly forward of the wheelhouse to point in line with the main deck aft saloon is enclosed and has sliding glass windows on the P & S sides and either side of the aft section of the wheelhouse. The roof is clad with aluminium rolled roof sheeting which overhangs the passenger enclosure. The upper deck can also be accessed off the aft sponson decks via stairways on the P & S aft paddle boxes. As the sponson decks are not fitted with handrailing access using these stairways would need to be supervised by the crew using dedicated gangways fitted with safety handrailing. Locked timber and glass panel doors are fitted on the upper deck to prevent passengers from access to the sponson decks.

The upper deck has timber floor boards over timber deck beams and is sheathed with 5 ply malthoid, an asphalt impregnated waterproofing membrane, which was laid in 1988 and remains in very good condition. The deck is coated with non-slip water proof deck paint.

The forward open section is set up with double old-style steamer chairs with the enclosed section set up with plastic fixed chairs in rows of four and the aft section with individual plastic chairs.

Some limited fluorescent lighting is available on this deck.





Paddle Steamer 'Melbourne'

WHEELHOUSE

The wheelhouse is located slightly forward of amidships on the upper deck. It is partially enclosed utilising a timber frame and domestic type aluminium framed glass windows.

The space incorporates a typical large diameter spoked steering wheel and its cast iron support frame with a wire rope capstan used to control the rudder. The steering wire ropes pass through a series of pulleys and guides to a large curved steel channel which guides the aft end of the rudder which is attached to the steering cables.

The wheelhouse also has a mechanical control for the steam engine and steam whistle as well as a starting panel for the Onan 16 KVA 240-volt generator and a basic switchboard for the original 32-volt DC electrical system. There is also a small 240-volt distribution panel fitted with various circuit breakers and RCD's.

The wheelhouse also has the following electronic and radio equipment fitted:

- TOA amplifier wire to PA speakers on each deck level
- TOA radio microphone amplifier
- Airphone intercom
- UHF Radio
- Navigation and flood light panels

STEAM ENGINE & PROPULSION EQUIPMENT

The machinery space is located at amidships and is enclosed at the main deck level by pipe and rail sections with sheet metal panels fitted between the upper deck pillars.

Propulsion is provided by a two cylinder, high pressure, double expansion 25 NHP steam engine and boiler manufactured by Marshall & Sons of England in 1910. The engine and boiler are the original equipment fitted into the vessel when built. The boiler was re-tubed in 1964. The boiler was inspected by CMIS on the 4th July 12018 with no issues noted.

The steam engine and boiler are subject to an annual inspection and regularly maintained to operate at 150 PSI. It is noted a new funnel has been fitted.

The drive gears have a reduction of 4:1 which provides power to the paddle wheels which turn at approximately 15 RPM. The paddle wheels are visible behind fixed glass windows to prevent any possible injury to the passengers.

The PS 'Melbourne' is capable of a top speed of 11 knots. When operating its current cruising schedule of 2 x 2hour cruises 5 days a week the steam engine burns about 3 tonne of red gum logs per week. Redgum





Paddle Steamer 'Melbourne'

logs are carried in the stokehold.

The boiler also provides steam for the two 32-volt DC steam turbines as well as a steam operated general service pump which can be used as a fire pump if necessary.

There is a belt driven 12-volt generator which runs off one of the steam engines auxiliary shafts which provides 12-volt power for the PA system and a 12-volt freshwater pressure pump.

The bilges are serviced by a steam venturi system with a backup 50 mm Davey 240-volt self priming pump. The Davey pump which is set up with camlock fittings on the suction side flexible hose allows it to be quickly changed from the river suction sea cock to the bilge manifold.

There is also a smaller 240-volt 38 mm Davey pump set up in the engine room space as a standalone bilge pump for the engine room space as well as a 12-volt automatic pump set up with a float switch connected to the bilge alarm.

AFT MACHINERY SPACE

The aft machinery space contains the following:

- Onan 16 KVA single phase 240-volt generator set which is self-contained in soundshell. The generator is electric start with a dedicated 12-volt DC starting battery. The unit is heat exchanger cooled with a wet exhaust system which discharges on the starboard side. A freestanding 400 litre fuel tank provides diesel fuel for the generator set. The tank is fitted with an emergency fuel cut off system which can be activated from the main deck.
- A Dux electric hot water service which supplies the toilets and the servery.
- A 12-volt DC and 240volt AC pressure pump which provides river water to the hot and cold domestic supply

ELECTRICAL





Paddle Steamer 'Melbourne'

The PS 'Melbourne' has several power source available.

The original supply for the vessel, which is still operational, is a 32-volt DC system which was used for Navigation lights and general passenger lighting. The power was generated by two steam turbines mounted on the aft section of the boiler on the starboard side and controlled through a rudimentary switchboard located at the back of the wheelhouse.

During normal daylight operation the vessel can operate on a basic 12-volt DC system with the only power requirements being the 12-volt public address system and the 12-volt DC pressure pump to service the domestic water supply.

PS 'Melbourne' is also wired for 240-volt operation with power either supplied through the shore power connection or the 16 KVA Onan 240-volt generator set. A dedicated 240-volt switchboard is located on the portside of the main deck behind the machinery space. The 240-volt GPO circuits are protected with RCD's.

The 240-volt AC supply provides power for the kiosk refrigeration, forward and amidships flood lighting and general internal lighting.

The vessel has a combination of 32-volt DC flood lighting and 240-volt AC 1500-watt IQ flood lights fitted at the bow. 240-volt 1500-watt flood lights are fitted on the roof amidships P & S which light the river bank at night while cruising.

FUEL, FRESH WATER & SULLAGE

Approximately 400 litres of diesel fuel is carried on board in a dedicated standalone fuel tank in the aft machinery space for the Onan 16 KVA Generator set.

General service water (non-potable) is pumped directly from the river for use with the toilets and other services. Potable water for the Kiosk is supplied in loose containers as needed from the shore freshwater supply.

Two x 2,500 litre fibreglass sullage tanks are provided to collect black water from the toilets, which is pumped to a shore facility as required.

SAFETY & SURVEY





Paddle Steamer 'Melbourne'

The vessel was slipped in July 2018 at Pointon's Slipway has also completed its out of water survey to the satisfaction of the AMSA Authority Surveyor. The attending Surveyor completed the hull survey after a number of hull planks had been replaced as part of the plank replacement program.

The vessel maintains a Class 1E status which allows a total of 297 passengers and a minimum of three crew (Master, Engineer & GP) but a total of no more than 300 persons.

It is a requirement of the survey authority that an approved number of life jackets (25% of the vessel's passengers on-board at any time) are available on board. Life jackets are stowed in between the deckhead beams on a shelf in the forward and aft saloon on main deck.

Carley floats for 100% of the vessel's compliment are located port and starboard on the sponson cabin roof and upper deck overhang. The starboard side carries 10 x 16-person Carley floats and the portside 8 x 16 person and 2 x 18-person floats on the upper deck roof.

Life rings are also available on both decks P & S and are mounted on dedicated mounting brackets.

Fire extinguishers are located on each deck level, the engine room and the kiosk, and marked on the fire plan displayed.

The vessel is fitted with a fire main that supports approved fire reels fitted on the portside on each deck level. The fire main is charged with either the engine room electrically driven selfpriming pump, or the petrol driven 9 HP Honda 3" emergency pump which is mounted on a wheelbarrow frame and is located on the portside forward sponson deck. This pump is regularly tested and can also be connected to the bilge manifold in an emergency.

An anchor with chain and rope is located on the foredeck for emergency use only.

A gas vapour detection system is fitted in the kiosk and the bilge with audible alarms fitted. 2 x 45 kg LPG gas bottles are stowed on the portside sponson deck aft of the male toilet in the open.

SURVEYORS ADDITIONAL COMMENTS



Paddle Steamer 'Melbourne'

The paddle steamer 'Melbourne' is considered to be in very good condition for its age. The hull is obviously being well maintained on a continual basis with fastenings, scantlings and planks being replaced as needed.

The engine room was found to be clean and tidy with the steam boiler and double compound engine presented and maintained in good working order. The bilges were relatively dry and not oily.

Until recently, the vessel has been conducting two x 2-hour cruises 5 days per week with the exception of Christmas day.

The PS Melbourne has been operating continuously since taking on-board its first paying passengers on the January 1966 which represents some 50+ years of service.

It is noted that the Pointon Family business owns and operates the Pointon Slipway which provides a facility for the ongoing maintenance of the paddle vessels as well as a facility for any emergency docking.





CERTIFICATE OF SURVEY

Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Schedule 1
Marine Order 503 (Certificates of survey – national law) 2018

Name of vessel PS MELBOURNE	Type of vessel Power Monohull	Unique vessel identifier 431036	Certificate number COS-81213-003
Measured length (m) 29.87	Measured breadth (m) 6.30	Measured depth (m) 1.45	Gross tonnage (if applicable)
Engine make/type	Engine power (kW) 13	Hull material Wood	Survey frequency HIGH

Class(es) and number of persons this vessel is certified to carry

Note: the total number of passengers permitted on board is the sum of the unberthed and berthed values shown below

Class	Crew	Unberthed passengers	Berthed passengers	Special personnel
1E	3	297	0	0

Conditions

- NOTE: THIS VESSEL IS SUBJECT TO AN EXEMPTION THAT EXEMPTS THE VESSEL FROM THE DAMAGE STABILITY REQUIREMENTS OF THE USL CODE SECTION 5.C.11.1(A) TO (D) AND APPENDIX 2 OF SUB-SECTION 5C. THE EXEMPTION HAS BEEN BASED ON THE HISTORIC NATURE OF THE VESSEL AND AS ANY ATTEMPT TO MEET THESE REQUIREMENTS WILL COMPROMISE THE AUTHENTICITY OF THE VESSEL. THE EXEMPTION WAS FIRST GRANTED PRIOR TO THE INTRODUCTION OF NATIONAL LAW.
- NOTE: THIS VESSEL IS SUBJECT TO AN EXEMPTION THAT EXEMPTS THE VESSEL FROM THE SHIP'S BELL REQUIREMENT, NAVIGATION LIGHT POSITIONING AND NUC LIGHTS AND SHAPES REQUIREMENT AS SET OUT IN SECTION 16, ANCHOR AND CABLE SIZE AS SET OUT IN SECTION 13 AND COMPASS REQUIREMENT AS SET OUT IN SECTION 13 OF THE USL CODE. THE EXEMPTION HAS BEEN BASED ON THE VESSEL BEING OPERATED WITHIN RESTRICTED INLAND RIVERS. THE EXEMPTION WAS FIRST GRANTED PRIOR TO THE INTRODUCTION OF NATIONAL LAW.
- THE VESSEL IS RESTRICTED TO OPERATION IN NSW WATERS ONLY
- NOTE: VESSEL IS AN EXISTING VESSEL AS DEFINED IN MARINE ORDER 503

This certificate is in force until 09 July 2023, unless suspended or revoked.

DELEGATE OF THE NATIONAL REGULATOR

PO Box 2181, Canberra ACT 2601

p 1800 627 484

w www.amsa.gov.au

Issued: 13 November 2019



For information

A certificate of survey is subject to the statutory conditions imposed under *Marine Order 503 (Certificates of survey – national law) 2018*, as in force from time to time.

5 year survey schedule

In accordance with the statutory conditions mentioned in *Marine Order 503 (Certificates of survey – national law) 2018*, the vessel is to be surveyed in accordance with the following schedule:

Year	Date	Type of Survey
1	09/07/2019	Periodic Survey (in water)
2	09/07/2020	Periodic Survey (in water)
3	09/07/2021	Out of Water Survey
4	N/A	
5	09/07/2023	Periodic Survey (in water), Periodic Lightship Check, Out of Water Survey

Applicable standards

- Construction Standards: USL Code

Paddle Steamer 'Melbourne'

Photos



Paddle Steamer 'Melbourne'

Photos



Paddle Vessel 'Mundoo'





Paddle Vessel 'Mundoo'

GENERAL PARTICULARS

Length overall as modified: 34.90 mts

Breadth: 8.00 mts

Breadth over paddle boxes 10.80 mts

Draft: 1.88 mtrs

Owner: Estate of Freda Olive Pointon

Registration: NSW Maritime Cert 21846

AMSA UVI 431036

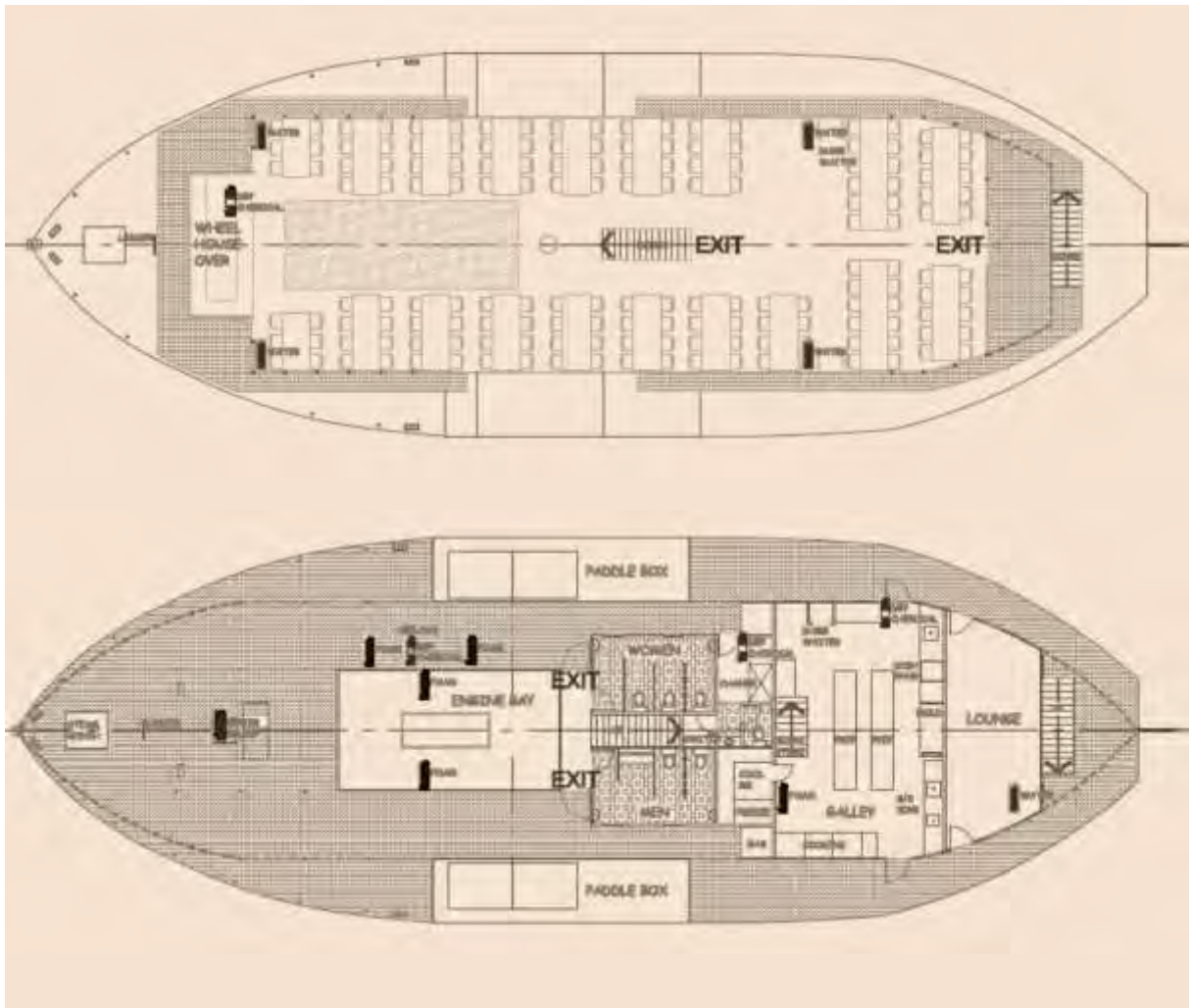
AMSA Survey: AMSA NSAMS Level 1 – USL 1E for 200 Pax + 4 Crew

Cert of Operation COO-8186-002 Valid to 13-08-23

Main Engine: Cummins 261 Kw

Fuel Oil: 2,700 Litres approx. in 2 tanks

Fresh Water Ballast: 2,000 Litres





Paddle Vessel 'Mundoo'

PREAMBLE

The Paddle Vessel Mundoo was built in 1987 at Goolwa, South Australia, by Jock Veenstra and his family owned company. She was initially powered by an 1892 Garrett & Sons steam engine and boiler which had been restored to original condition.

This boiler was the original steam engine from the P.S. 'Pyap'.

In 1999, Captain Alby Pointon and his wife Freda purchased the PV Mundoo from the Veenstra's at Goolwa, to add to their paddleboat business at Mildura.

On the 5th December 1999, the PV Mundoo departed from Goolwa and undertook the epic 888 kilometre cruise up the Murray River to Mildura, cruising at an average speed of 8km/h.

The P.V. Mundoo arrived in Mildura on the 16th of December 1999.

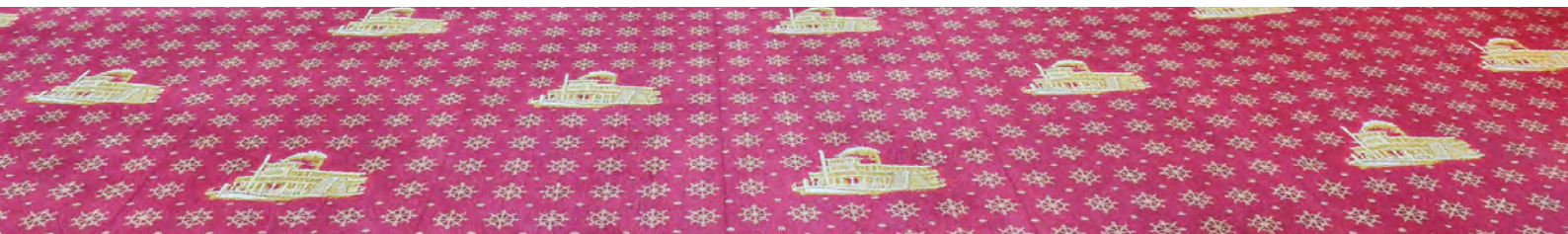
Immediately on arrival at Mildura, the PV Mundoo was introduced to regular cruises, fulfilling the demand of charter groups, weddings and larger dining cruises.

The original boiler and engine combination installed in the large PV Mundoo was unable to provide the necessary power on a fast-flowing river. The decision was then made to remove this plant and install a diesel engine and hydraulic motors to drive her.

This has proven to be a huge success and allows the Mundoo to operate safely in all weather and River conditions.

The PV Mundoo is of steel hull construction, 34.9 metres long, with modern conveniences, kitchen and dining facilities to cater for up to 180 passengers, in one comfortable area featuring attractive quality timber ceilings and bar facilities.

The above history of the PS "Mundoo" has been extracted from the Company's web site.





Paddle Vessel 'Mundoo'

HULL

The hull is of all welded steel construction with the vessel designed to the USL Code and approved by the Dept of Transport SA from design drawings prepared by Mr Charles Ross of Seatech Pty Ltd.

The hull which has 7 divisional bulkheads was fabricated from a combination of 6mm & 8mm steel plates which had been sandblasted and coated with WattyI inorganic zinc before fabrication.

The superstructure and decks were fabricated out of 6mm plate. The majority of scantlings are 50mm x 50mm angle iron.

From our inspection of the below deck spaces and voids the steelwork remains in as new condition.

PAINT

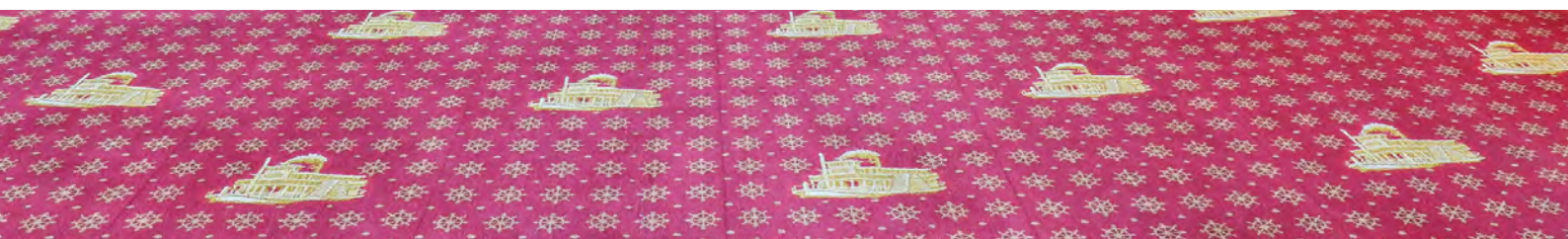
External and internal protective coatings are maintained to a high standard using Joton protective coatings with regular touch up work evident. The vessel was slipped in February 2017 with the hull and underwater surfaces being appropriately coated.

While the underwater surfaces were not inspected we are advised that they are coated with Jotamastic 87 high build epoxy mastic finish.

SPONSON DECKS

Steel plated sponson decks are fitted P & S either side of the steel plated paddle boxes and provide access to the fore and aft decks. The forward sponson decks provide access using portable gangways fitted with handrails, to the main deck forward of each paddle box port and starboard.

The sponson decks are enclosed using painted steel pipe stanchions with 4 rows of intermediate fixed chain. An aluminium boarding gangway is carried on the foredeck and can be used for transfers when the vessel is away from its home berth.





Paddle Vessel 'Mundoo'

MAIN DECK

The forward section of the steel main deck which also incorporates the sponson decks is painted with grey non-skid deck paint.

It is partially covered by the upper deck overhang and has a number of cast iron framed timber slatted bench seats available for passengers.

A steam powered anchor windlass is set up on the bow. As the vessel is no longer steam powered and the anchor rarely used the winch can be used with a hand operated crank handle on the top pinion shaft in an emergency.

Double bollards are located on the bow P & S forward of the anchor windlass.

On either side of the main deck at approximately amidships fabricated steel paddle boxes contain the vessels paddle wheels. The paddle boxes have slatted timbers on the outer-side and glass viewing windows for passenger viewing from the main deck level.

Life jackets for 25% of the total passenger compliment are carried in timber barrels on the deck. Male and female toilets are located on either side of the access stairway from main deck to the upper deck immediately behind the engine room access and forward of the galley.

The toilets are well appointed and lined with light coloured wall panels and white ceilings with timber trims. The decks have commercial quality welded vinyl laid and finished with a coaming.

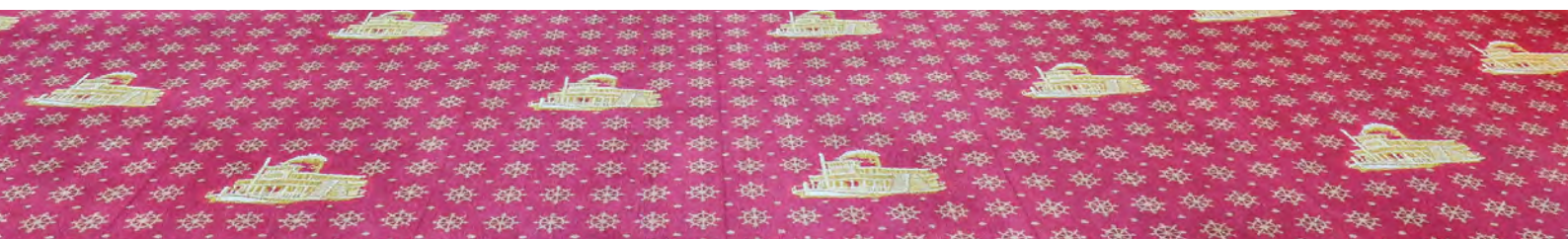
Both toilets have hand basins, soap dispensers, mirrors and electric hand dryers fitted.

There is also a separate crew bathroom fitted with a separate shower space, toilet and vanity hand basin with hot and cold water.

AFT LOUNGE

A small private lounge is located on the aft main deck immediately aft of the galley. It is fitted out with varnished timber panelling a custom-made red carpet and brass light fittings.

The lounge is currently used for storage and a change room for entertainers who may be working at functions.





Paddle Vessel 'Mundoo'

GALLEY

A large commercial galley is located on the aft section of the main deck with access both port and starboard. The space is lined with light coloured wall panels with white deckheads and industrial grade welded vinyl on the decks.

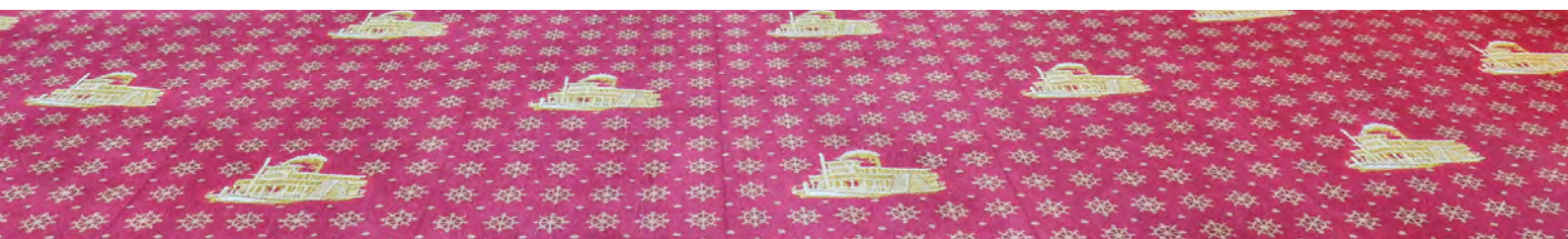
The following equipment is available in the galley:

- Blue Seal stainless steel two basket deep fryer
- Blue seal stainless steel hot plate and salamander
- Blue steel 6 burner gas stove and oven x 2 sets
- Jomack BM3 Basin Marie
- Commercial range hood fitted with 5 removable filter scrubbers
- Commercial grade gas detector
- E S Wood commercial dish washer
- 2 x stainless steel deep sinks with hot and cold water located on the portside side
- 1 x stainless steel deep sink with hot and cold water located on the starboard side
- Domestic type chest freezer
- D start dish washer
- Large walk in cold room
- Stainless steel servery benches
- Domestic type microwave
- Large bulkhead mounted ZIP type instant hot water for tea and coffee
- A large mechanised dumb waiter which services the upper deck dining room

There is a stairway to the underdeck wine storage area with a further aft space which remains a void. The galley is used mainly by catering companies that are contracted to provide meals for the various functions held on the vessel.

Gas bottles for the galley appliances are stowed in a locker on the portside main deck with the installation certified by Workcover NSW.

The installation has a cut-off solenoid fitted to the outlet line which is controlled by the gas detector sniffer set up in the galley.





Paddle Vessel 'Mundoo'

FUNCTION DECK

The upper deck is set up for functions and is lined with timber panels on the walls and decorative timber panels on the deckhead.

The deck is carpeted with a plush red carpet with a golden paddleboat motif woven into the carpet. There is a polished parquet dance floor forward of the central exhaust casing.

A large timber fronted bar at the forward end of the function room is fitted out with timber shelving used to store the function room glass ware.

The bar has a timber panelled front with a solid red gum bar top. The following equipment is set up in the bar:

- Drink refrigerator with 3 glass fronted doors
- Norris commercial stainless-steel ice maker
- Stainless steel sink with 1½ bowls
- Post mix soft drink station
- Refrigerated glass cabinet
- Spirit bottle dispenser rack

Large viewing windows are located either side of the dance floor area.

Access to the function room level is via a stairway from the main deck. There are also doors opening on to the outer deck P & S next to the bar as well as doors leading onto the aft upper deck with a stairway to the aft main deck.

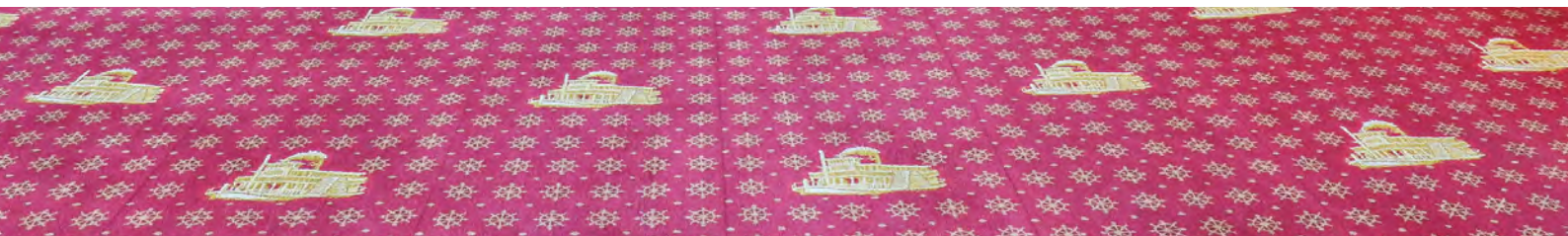
The function room is set up with tables and chairs in various formations which can be change to suit the various functions held on board.

The space is air conditioned by a separate evaporative cooler mounted on each paddle box top.

The external upper decks have steel handrailing which has aluminium expander mesh safety panels fitted.

WHEELHOUSE

The elevated wheelhouse is accessed by a stairway on the portside of the upper deck. It has fixed windows allowing a 360 degree view for the master. Bridge wings are available P & S. There is a large wooden wheel driving a hydraulic orbitrol which is part of the hydraulic steering circuit. The fire alarm, engine controls and navigation light panels are incorporated in the console in front of the helm and the aft bulkhead. There is also a 40 channel UHF radio and a public address amplifier and radio provided. Large 240-volt electric flood lights believed to have originally been fitted to the PS Captain Sturt are positioned forward P & S of the wheelhouse. The lights are fitted with 400 watt metal-halide globes.



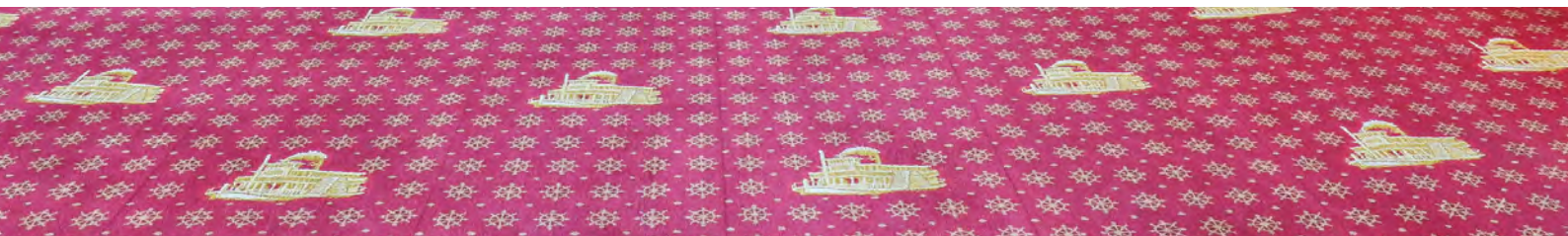


Paddle Vessel 'Mundoo'

MACHINERY AND EQUIPMENT

The machinery spaces are located slightly forward of amidships between bulkheads 2 & 3 and has the following equipment fitted:

- The port & starboard paddles are driven by separate Hagglund hydraulic radial drive motors rated at 150 HP directly coupled to the paddle wheel shafts. The paddle wheel shafts run proud of the main deck with the outer pedestal bearing and shaft seal mounted on the main deck next to the paddle box.
- The paddle wheel drive shafts are covered with expander mesh and steel checkerplate covers where they cross the deck P&S
- A Cummins 350HP C series 6-cylinder diesel heat exchanger cooled auxiliary engine drives the double ganged Linde hydraulic pumps each rated at 150 HP and fitted with duplex hydraulic accumulators. There is a separate heat exchanger to cool the hydraulic oil closed loop circuit.
- The complete auxiliary power pack is housed in a fabricated sound shell which was manufactured by Cummins to minimise sound attenuation. It also allowed the auxiliary to be fire protected by a simple Strangler extinguisher system with alarms in the wheelhouse. The Strangler fire suppressant gas causes a diesel engine to be shut down in the case of a fire without causing any damage to the motor.
- A Cummins Onan 40 KVA John Deere 240/415-volt generator which provides 3 phase and single-phase power to the vessel. The auxiliary generating set is also housed in an Onan sound shell with a dry powder fire extinguishing system fitted.
- General Service river water is provided using a Kennewell vertical electrically driven pump fitted with a large pressure chamber and filter. This pump is also used to charge the fire main.
- 2 x 240-volt AC pressure pumps reticulate river water throughout the vessel. The pumps while interconnected can operate separately or together by changing the valve arrangement. This system is also interconnected to the freshwater tank which is currently not in service and is only used for ballasting purposes
- The bilge manifold is connected to an electrically driven Kelly and Lewis Pegson 2" self-priming pump. In the case of a loss of electric power the emergency fire pump can be used as an emergency bilge suction.





Paddle Vessel 'Mundoo'

FUEL, FRESH WATER & SULLAGE

The main machinery space also contains a free standing 2,500 litre steel diesel tank which is fitted with a cut off valve and a primary water trap type fuel filter.

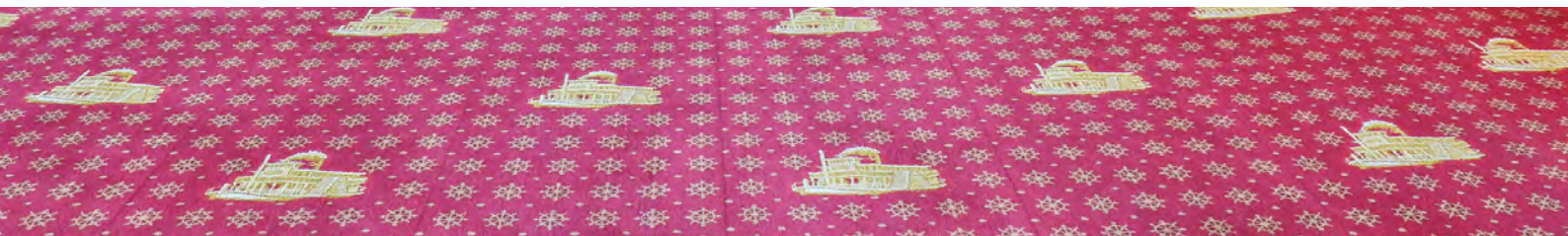
The Onan diesel generator also has a dedicated free standing 700 litre aluminium fuel tank which is fitted with an emergency fuel cut off valve which can be activated outside of the generator room.

Two 2,000 litre sullage tanks are located aft of the engine room space. The tanks collect waste water from the toilets and the galley and are pumped to shore as required on demand.

2000 litres of potable water can be carried in an aluminium free-standing tank located in the pump room. Currently this tank is not used for potable water and is pressed up with river water and used only as ballast.

400 litres of potable water is carried in a free-standing tank in the forward underdeck void for use with the post mix system which fitted in the void.

River water is reticulated using two electrically driven pressure pumps to the bar, galley and servery showers etc.





Paddle Vessel 'Mundoo'

SAFETY & SURVEY

The vessel had been slipped and has completed its out of water Survey to the satisfaction of the NSW Waterway Authority Surveyors.

The vessel maintains a Class 1E status which allows a total of 200 passengers and a minimum of 4 crew (Master, Engineer & 2 GP) but a total of no more than 204 persons.

It is a requirement of the survey authority that an approved number of life jackets (25% of the vessel's passengers on-board at any time) are available on board. Life jackets are stowed in old wine barrels on the forward section of the main deck.

There are 10 x 20-man Carley floats for 100% of the vessel's compliment located on the upper deck roof immediately behind the wheelhouse. Life rings are also available on both decks P & S and are mounted on dedicated mounting brackets.

An aluminium dingy is also available and is stowed on the starboard side aft paddle box.

Fire extinguishers are located on each deck level and are marked on the fire plan displayed.

The vessel is fitted with a fire main that supports approved fire reels fitted on the upper deck forward of the wheelhouse and on the aft lower deck.

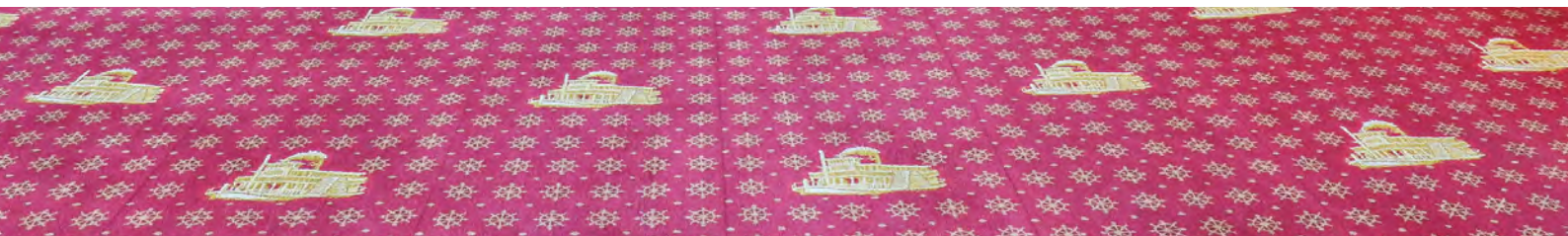
The fire main is charged with the Kennewell electrically driven fire/general service pump or the petrol driven 9 HP Honda 3" emergency pump which is mounted on a wheelbarrow frame and is located on the aft deck.

The pump has a 3-metre suction hose stowed with the pump as well as a fire reel fitted to the portside forward sponson deck. This pump is regularly tested and can also be connected to the bilge manifold in an emergency.

An anchor with 4 tonnes of chain and rope is stowed in the chain locker and can be rigged for emergency use only.

A gas vapour detection system is fitted in the galley and the bilge with audible alarms fitted.

2 x 45 kg LPG gas bottles are stowed on the portside main deck forward of the galley which have been inspected and certified by work cover NSW.





CERTIFICATE OF SURVEY

*Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Schedule 1
Marine Order 503 (Certificates of survey – national law) 2018*

Name of vessel MUNDOO	Type of vessel Power Monohull - Other	Unique vessel identifier 449045	Certificate number COS-50857-002
Measured length (m) 34.9000000	Measured breadth (m) 8.0000000	Measured depth (m) 1.880	Gross tonnage (if applicable) 111.2
Engine make/type Cummins	Engine power (kW) 261	Hull material Steel	Survey frequency HIGH

Class(es) and number of persons this vessel is certified to carry

Note: the total number of passengers permitted on board is the sum of the unberthed and berthed values shown below

Class	Crew	Unberthed passengers	Berthed passengers	Special personnel
1E	4	200	0	0

Conditions

- NOTE: THIS VESSEL ENTERED SURVEY PRIOR TO THE INTRODUCTION OF THE NATIONAL SYSTEM FOR DOMESTIC COMMERCIAL VESSELS ON THE 1ST OF JULY 2013

This certificate is in force until 28 June 2024, unless suspended or revoked.

DELEGATE OF THE NATIONAL REGULATOR

PO Box 2181, Canberra ACT 2601

p 1800 627 484

w www.amsa.gov.au

Issued: 09 July 2020



For information

A certificate of survey is subject to the statutory conditions imposed under *Marine Order 503 (Certificates of survey – national law) 2018*, as in force from time to time.

5 year survey schedule

In accordance with the statutory conditions mentioned in *Marine Order 503 (Certificates of survey – national law) 2018*, the vessel is to be surveyed in accordance with the following schedule:

Year	Date	Type of Survey
1	N/A	
2	28/06/2021	Periodic Loadline Survey, Periodic Survey (in water)
3	28/06/2022	Out of Water Survey, Periodic Loadline Survey
4	N/A	
5	28/06/2024	Periodic Loadline Survey, Periodic Lightship Check, Periodic Survey (in water), Out of Water Survey

Applicable standards

- Construction Standards: USL Code



Paddle Vessel 'Mundoo'

PHOTOS





Paddle Vessel 'Mundoo'

PHOTOS



Paddle Vessel 'Rothbury'





Paddle Vessel 'Rothbury'

GENERAL PARTICULARS

Length overall as modified: 26.33 mts

Breadth: 5.90 mts

Breadth over paddle boxes: 10.80 mts

Draft: 1.90 mts

Owner: Estate of the Late Freda Olive Pointon

Registration: NSW Maritime Cert 17339

AMSA UVI 431036

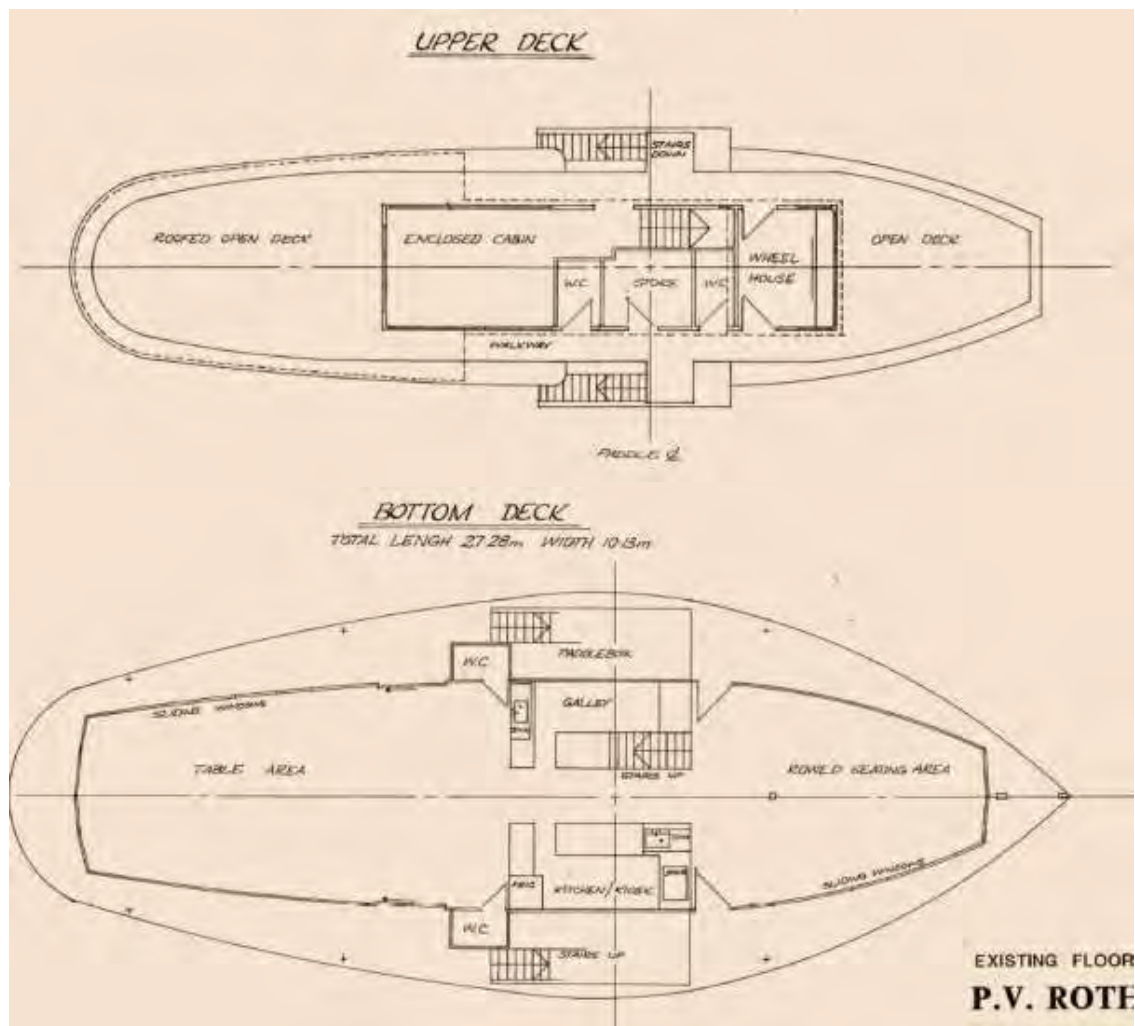
AMSA Survey: AMSA NSAMS Level 1 – USL 1E for 172 Pax + 3 Crew

Cert of Operation COO-8186-002 Valid to 13-08-23

Main Engine: Garner 6LX 82 Kw

Fuel Oil: 2,500 Litres approx

Fresh Water: Pumped from the river as needed





Paddle Vessel 'Rothbury'

PREAMBLE

The Paddle Vessel Rothbury was built in 1881 at Gunbower, Victoria on the Murray River. Built as a large and powerful tow boat, employed towing barges for the wool and logging trade. She was well known even then, to be one of the fastest tow boats.

The Rothbury was brought to Mildura in 1909 by Permewan Wright & Company who had an extensive establishment in Mildura, sharing the trade to the district with the Chaffey owned company, the second River Murray Navigation Company.

In 1911 the Rothbury was bought by R.M. Anderson, the major sawmiller in Mildura. The Rothbury supplied the mill with logs from Redgum forests for extensive building construction at Mildura. Timber was also towed on barges by the Rothbury for "stock piles" along the river for various boilers and other passing steamers. Andersons' Saw Mill was located on the Victorian bank just downstream of the existing Chaffey Bridge, but was destroyed by fire and attempts to be rebuilt failed. Still existing on the NSW bank opposite is the original "Andersons" slipway, used for boat repairs since the early 1900's.

The Rothbury was later used for towing lock building materials. The Rothbury teamed with the "Derrick" Barge for construction along the river. The Derrick was fitted with a large crane and pile driving equipment, but had no power of its own. The Rothbury towed this barge to its destinations and also provided its power from the Rothbury's boiler. The most recent and significant construction of the Rothbury and the Derrick was that of Psyche Pumping Station in 1957/58. Thus the P.S. Rothbury was still working as she was originally built for until late 1950's, perhaps the last steamer to do this.

The Rothbury laid idle at Mildura moored at the above slipway for 10 years until she was purchased by Captain Alby Pointon in 1968 for restoration for the Tourism Trade.

During restoration her 55HP steam engine and boiler combination was removed for a lower maintenance Gardner diesel engine (Hence Paddle Vessel [PV] now and not paddle steamer). However, the Rothbury retains her original wheelhouse and all top deck cabins are the original also. A bar, galley and dining facilities replaced the steam engine area.

The Rothbury is 26.33 mts long, 5.90 mts wide at the waterline with a width of 9.75 mts across the top of the paddles, weighing 90 tons, and is licensed to carry 175 passengers. In 1896 the Rothbury was involved in a famous towing race against the P.S. South Australia on the Darling River at Wilcannia.





Paddle Vessel 'Rothbury'

The race was held over a measured distance with each boat towing another steamer with its paddles lashed, as well as two barges. The Rothbury was well ahead at half way, but ended up losing by only seconds due to a lack of steam caused by the engineer.

The above history of the PV "Rothbury" has been extracted from the Company's web site:
www.paddlesteamers.com.au

HULL

The hull is of all timber construction with Red Gum floors, longitudinal stringers and knees with 4 riveted iron divisional bulkheads, angle iron deck beams and red gum decks. Some of the timber floors and stringer are the original timber used when the vessel was built in 1881 There is a plank replacement program in place which is monitored by the attending AMSA Accredited Surveyor during the out of water survey which is carried out every 2 years when the vessel is slipped. Any thin, soft or loose planks and fastenings are replaced at the time.

We are advised that 6 red gum planks were replaced on the starboard side of the hull at the June 2017 out of water slipping.

While the boat is slipped at the Company's slipway any loose caulking is replaced with new oakum. All timber floors knees, longitudinal stringers and angle iron deck beams appeared in sound condition with the protective coating where applied.

PAINT

External and internal protective coatings are maintained to a high standard with regular touch up work evident.

The vessel has been slipped in June 2017 with the superstructure, hull and underwater surfaces being appropriately coated.

The underdeck areas sighted by the Undersigned were all found to be clean and dry. Evidence of the replacement of planks was clearly visible in the forward machinery space.





Paddle Vessel 'Rothbury'

SPONSON DECKS

The red gum planked sponson decks are fitted port and starboard and fore and aft, either side of the curved timber clad paddle boxes and provide access to the paddle boat's bollards and fore and aft decks. The sponson decks carry heavy Red Gum timber sponsons.

A steel framed and timber planked boarding gangway is carried on the portside forward sponson deck together with an emergency anchor chain and anchor rope.

The main access to the vessel's main deck is via the sponson deck aft of the paddle boxes with access to the upper deck via the stairway over the aft side of the paddle box P & S.

MAIN DECK DINING SALOON

The PV 'Rothbury' is set up for use as a dining/function vessel.

The forward and aft sections of the main deck dining saloon are set up with tables and upholstered chairs set for either 4 or 6 persons.

The space is lined with clear coated pine matchboards with large glass sliding windows with the deckhead beams and timber deckhead exposed but painted white. Several steel pillars support the upper deck timber beams.

Electric lighting is provided in the forward and aft saloons using a series of lanterns fitted with 240 volt globes which have been hung from the deckhead.

The saloon deck is the original Red Gum timber planking over the angle iron deck frames. Heavy steel framed timber planked hatches on the centreline provide access to the stainless steel fuel tank, main engine, generator set and the black water fibreglass tank.

The space can be cooled during hot period by two evaporative type air conditioners located on the centre line of the upper deck and ducted into the forward and aft dining saloon.

TOILETS

There are dedicated toilets for male & female passengers located on the aft sponson decks immediately behind the paddle boxes P & S.

The toilets are lined and finished with white painted surfaces with red ceramic tiles on the deck and has a porthole. Each space has a toilet bowl and hand basin fitted with a cold water tap and a soap dispenser.





Paddle Vessel 'Rothbury'

BAR

A large timber fronted bar is set up on the starboard side of the main deck between the forward and aft dining saloons.

The bar incorporates the following equipment:

- 2 door glass fronted drink refrigerator
- 2 door Williams glass fronted drink refrigerator
- Stainless steel servery benches
- Stainless steel sink
- Spirit bottle display and dispenser shelving
- Gas 4 burner top for boiling hot water in kettles for tea and coffee

The bar also sells savoury snacks and potato chips etc as well as souvenirs and post cards.

SERVERY/GALLEY

The galley/servery is setup on the portside directly opposite the bar and contains the following equipment:

- Servery stainless steel benches
- Stainless steel 6 bay Bain Marie
- Stainless steel deep double sink
- Simpson domestic type fridge freezer
- Omega 5 burner gas stove with oven
- Samsung Microwave oven
- Norris commercial dish washer

The galley is fitted with a gas detector which is alarmed in the wheelhouse.





Paddle Vessel 'Rothbury'

UPPER DECK

The upper deck is accessed by a stairway located on the portside forward of the galley on the main deck.

The upper deck can also be evacuated off the aft sponson decks via stairways on the P & S aft paddle boxes in an emergency. As the sponson decks are not fitted with handrailing access using these stairways is not generally used and would need to be supervised by the crew. The forward section of the upper deck, in front of the wheelhouse, is open and is enclosed with sheet metal bulwarks and hand railing and is set up with double old-style steamer chairs.

Similarly, the aft curved section of the aft upper deck is also open but is covered with a roof which has exposed painted beams. This area has upholstered bench seating fitted against the bulwark perimeter and the centreline.

Pixie lights are fixed to the upper deck and wheelhouse roof coaming for use while operating in the evening.

The forward and aft upper deck and exterior walkways P & S are sheathed with 5 ply malthoid, an asphaltic waterproofing membrane which has been laid over the timber floor and has been coated with grey non-slip deck paint.

The central section of the upper deck aft of the raised wheelhouse contains the old crew cabins which are no longer in use as well as a crew toilet.

A private function room has been created in the space aft of the crew cabins. It is lined in a similar manner to the main deck saloon with sliding glass windows and varnished pine boards. It is also set up with tables and loose chairs.

Access to the outer deck is available from the portside.





Paddle Vessel 'Rothbury'

WHEELHOUSE

The raised wheelhouse, which is accessed from the starboard side, is located on the upper deck and is enclosed utilising a timber framed and externally clad enclosure which is fitted with timber framed glass windows.

The centre forward window is hinged and can open.

The wheelhouse space incorporates a large diameter spoked steering wheel and its support frame fitted with a wire rope capstan used to operate the rudder.

The steering wire rope cables pass through a series of pulleys and guides to a large enclosed steel quadrant which guides the aft end of the rudder which is attached to the steering cables.

The wheelhouse also has mechanical control leavers for the main engine and gearbox control which have been duplicated P & S.

A pedestal mounted panel on the starboard side of the wheel incorporates the AC switchboard with the following control:

- Starting panel and gauges for the new Onan 40KVA generator set
- Control gauges for the three phase switchboard
- Various flood light and navigation light switches
- Bilge & Fire pump control
- Change over switch for shore power
- RCD,s have been fitted to domestic circuits

A similar panel on the portside incorporated the following:

- Main controls and gauges for the 6LX Gardner main propulsion engine
- Gas detector alarm
- Chubb fire alarm panel for engine room fire suppression system
- Bilge high level alarm
- Navigation & riding lights
- Head lights

The wheelhouse also has the following electronic and radio equipment fitted:

- PA amplifier wire to speakers on each deck level
- Radio microphone amplifier
- UHF Radio





Paddle Vessel 'Rothbury'

MAIN ENGINE & PROPULSION EQUIPMENT

The machinery space is located at amidships below the main deck and is accessed via a hatch located in the bar.

The engine room space is enclosed at the main deck with angle iron deck frames with red gum deck planks. Sheet metal panels fitted internally surrounding the main propulsion engine to assist the level of fire protection in the case of the fire suppression system being discharged.

Propulsion is provided by a 24-volt DC electric start, naturally aspirated, 110 BHP Gardner 6LX marine diesel engine fitted with a reversing gearbox. The engine is heat exchanger cooled with a dry exhaust system which has a cooling water jacket outer skin fitted to the exhaust pipe from the exhaust connection at the manifold to the muffler.

The gearbox output coupling is connected by a cardan shaft to a Holroyd double side reduction gear drive which has been mounted in a heavy steel frame.

The output of the Holroyd reduction box is coupled to drive shafts supported by pedestal bearings and fitted with sprockets and chain drive to the paddle wheel shafts creating a reduction of approximately 41:1 ratio.

The paddle drive shafts and the final drive sprockets and chains are proud of the main deck and are housed in insulated casings in the galley and bar area.

Mechanical rod linkages have been fitted to allow the engine speed and the clutch/forward and reverse to be controlled from the wheelhouse.

A 12volt submersible bilge pump fitted with a float switch is connected to a bilge alarm located in the wheelhouse and operates on an automatic basis when needed.





Paddle Vessel 'Rothbury'

AUXILIARY MACHINERY SPACE

The space forward of the main engine contains the auxiliary machinery space which contains the following:

- A new Onan 27 KVA 3 phase 240/415-volt Kabuto diesel generator set in an enclosed sound shell
- A Kelly and Lewis 3" self-priming pump which is electrically driven with belts from a 3-phase electric motor is connected to a bilge manifold servicing each compartment
- A Kelley and Lewis 2" pump is electrically driven with belts from a 3 phase electric motor which services the fire main.
- A 240-volt electric hot water service which supplies the bar and the servery
- A 12-volt DC and 240-volt AC pressure pump which provides river water to the hot and cold domestic supply

ELECTRICAL

The 'Rothbury's' electrical services operate on two power sources:

During the normal daylight 2-hour cruises the vessel can operate on a basic 12-volt DC system with the only power requirements being the 12-volt public address system and the 12-volt DC pressure pumps to service the domestic water supply.

Rothbury is also wired for 240-volt operation with power either supplied through the dedicated shore power connection or the newly fitted Onan 40 KVA 3 phase 240/415-volt generator set.

A dedicated 240-volt AC switchboard is located in the wheelhouse on the starboard side with the 240-volt GPO circuits protected with RCD's on each phase.

The 240-volt AC supply provides power for the bar and galley refrigeration etc as well as the external flood lighting and general internal lighting.

Two large 24-volt DC floodlights as well as two 1500-watt QI flood lights are fitted on the forward upper deck overhang for use while operating at night.

1500 watt flood lights are also mounted amidships P & S to light up the river bank while operating night cruises.





Paddle Vessel 'Rothbury'

FUEL, FRESH WATER & SULLAGE

Approximately 2,250 litres of diesel fuel is carried on board in a dedicated free standing stainless steel fuel tank in the machinery space forward of the main engine and supplies both the main and auxiliary engines.

Potable water for the galley and bar is supplied in loose containers as needed from the shore freshwater supply.

A 2,500 ltrs fibreglass sullage tank located directly aft of the engine space is provide to collect black water from the toilets and is pumped to shore as required.





Paddle Vessel 'Rothbury'

SAFETY & SURVEY

The vessel had been slipped in June 2017 for its out of water survey and has completed its in-water survey in June 2018 to the satisfaction of the attending AMSA authorised surveyor.

A series of hull planks were replaced at the last slipping as evidenced in the attached report photos. The vessel maintains an AMSA USL 1E status which allows a total of 172 passengers and a minimum of three crew (Master, Engineer & GP) but a total of no more than 175 persons.

It is a requirement of the survey authority that an approved number of life jackets (25% of passengers) are available on board. Life jackets are stowed in between the deckhead beams on a shelf in the forward and aft saloon on main deck.

Carley floats are carried for 100% of the vessel's compliment located port and starboard on the upper deck behind the vessel's name board P & S.

Life rings are also available on both decks P & S and are mounted on dedicated mounting brackets in highly visible positions.

Fire extinguishers are located on each deck level and are marked on the fire plan displayed.

An FM200 fire suppression system is fitted to protect the engine room in case of fire with the gas charge bottle fitted in the forward underdeck void. The alarm and release station in the wheelhouse.

The vessel is fitted with a fire main that supports approved fire reels fitted on the portside and starboard side of the upper deck level.

The fire main is charged with either the engine room electrically driven self-priming pump or the Lister powered emergency pump which is mounted on a wheelbarrow frame and is located on the portside aft sponson deck.

The pump is test run on a monthly basis and is also used to pump out the sullage tank.

An anchor with chain and rope is located on the portside sponson deck on a steel frame forward of the paddle box and can be deployed in the case of an emergency.





CERTIFICATE OF SURVEY

*Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Schedule 1
Marine Order 503 (Certificates of survey – national law) 2018*

Name of vessel ROTHBURY	Type of vessel Power Monohull - Other	Unique vessel identifier 431595	Certificate number COS-16918-002
Measured length (m) 26.33	Measured breadth (m) 5.90	Measured depth (m) 1.9	Gross tonnage (if applicable)
Engine make/type	Engine power (kW) 82	Hull material Wood	Survey frequency HIGH

Class(es) and number of persons this vessel is certified to carry

Note: the total number of passengers permitted on board is the sum of the unberthed and berthed values shown below

Class	Crew	Unberthed passengers	Berthed passengers	Special personnel
1E	3	172	0	0

Conditions

- NOTE: THE VESSEL IS AN EXISTING VESSEL AS DEFINED IN MARINE ORDER 503.
- THIS VESSEL WAS INITIALLY SURVEYED UNDER THE SURVEY ADMINISTRATION OF COMMONWEALTH OF AUSTRALIA AND ACCEPTED ACCORDINGLY.
- THIS PERMIT IS ISSUED SUBJECT TO OPERATION ON THE MURRAY RIVER AND ITS NEW SOUTH WALES TRIBUTARIES.

This certificate is in force until 27 May 2024, unless suspended or revoked.

DELEGATE OF THE NATIONAL REGULATOR

PO Box 2181, Canberra ACT 2601

p 1800 627 484

w www.amsa.gov.au

Issued: 13 December 2019



For information

A certificate of survey is subject to the statutory conditions imposed under *Marine Order 503 (Certificates of survey – national law) 2018*, as in force from time to time.

5 year survey schedule

In accordance with the statutory conditions mentioned in *Marine Order 503 (Certificates of survey – national law) 2018*, the vessel is to be surveyed in accordance with the following schedule:

Year	Date	Type of Survey
1	27/05/2020	Periodic Survey (in water)
2	27/05/2021	Periodic Survey (in water)
3	27/05/2022	Out of Water Survey
4	N/A	
5	27/05/2024	Periodic Survey (in water), Periodic Lightship Check, Out of Water Survey

Applicable standards

- Construction Standards: USL Code



Paddle Vessel 'Rothbury'

PHOTOS





Paddle Vessel 'Rothbury'

PHOTOS





CERTIFICATE OF OPERATION

*Marine Safety (Domestic Commercial Vessel) National Law Act 2012, Schedule 1
Marine Order 504 (Certificates of operation – national law) 2018*

Certificate Number: COO-45386-001

Name of Certificate Holder: ILINGA PTY LTD
ABN/ACN: 001482248

Classes of Operation	Types of Operation
1E	Charter
1E	Ferry

Conditions that apply to the entire operation and all vessels:

- The Owner must ensure that the Master has access to a copy of this document on board the vessel.

This certificate is in force until 05 July 2027, unless suspended or revoked.

DELEGATE OF THE NATIONAL REGULATOR

PO Box 2181, Canberra ACT 2601

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Attached: Schedule of vessels and conditions

For information

Note A certificate of operation is subject to the statutory conditions imposed under *Marine Order 504 (Certificates of operation – national law) 2018*, as in force from time to time.



SCHEDULE OF VESSELS



Australian Government
Australian Maritime Safety Authority

Vessel	UVI	Class	Conditions that apply to a specific vessel (if applicable)
MUNDOO	449045	1E	<p>1. APPROPRIATE CREWING MUST BE DETERMINED BY THE OWNER IN ACCORDANCE WITH THE REQUIREMENTS OF MARINE ORDER 504. MINIMUM CREWING TO BE EITHER THE EXISTING CREWING ARRANGEMENT LISTED BELOW OR OTHERWISE AS PER THE MARINE ORDER:</p> <p>FOR OPERATIONS UP TO 150 PASSENGERS: MASTER <35M, MED3 (SEE NOTE)</p> <p>FOR OPERATIONS OVER 50 PASSENGERS: MASTER <35M, MED3, 1XGPH (SEE NOTE)</p> <p>NOTE: IF THE MASTER HOLDS THE REQUIRED ENGINEERING QUALIFICATION, AN ADDITIONAL GPH MUST BE CARRIED IN PLACE OF THE ENGINEER.</p> <p>2. NOTE: VESSEL IS AN EXISTING VESSEL AS DEFINED IN MARINE ORDER 504</p>
PS MELBOURNE	431036	1E	<p>1. APPROPRIATE CREWING MUST BE DETERMINED BY THE OWNER IN ACCORDANCE WITH THE REQUIREMENTS OF MARINE ORDER 504. MINIMUM CREWING TO BE EITHER THE EXISTING CREWING ARRANGEMENT LISTED BELOW OR OTHERWISE AS PER THE MARINE ORDER:</p> <p>FOR OPERATIONS (LESS THAN 12HRS): MASTER <35M, MEDII (STEAM), 1XGPH</p> <p>2. NOTE: VESSEL IS AN EXISTING VESSEL AS DEFINED IN MARINE ORDER 504</p>
ROTHBURY	431595	1E	<p>1. APPROPRIATE CREWING MUST BE DETERMINED BY THE OWNER IN ACCORDANCE WITH THE REQUIREMENTS OF MARINE ORDER 504. MINIMUM CREWING TO BE EITHER THE EXISTING CREWING ARRANGEMENT LISTED BELOW OR OTHERWISE AS PER THE MARINE ORDER:</p> <p>FOR OPERATIONS UP TO 50 PASSENGERS: MASTER <35M, MED3 (SEE NOTE)</p> <p>FOR OPERATIONS OVER 50 PASSENGERS: MASTER <35M, MED3, 1XGPH (SEE NOTE)</p> <p>NOTE: IF THE MASTER HOLDS THE REQUIRED ENGINEERING QUALIFICATION, AN ADDITIONAL GPH MUST BE CARRIED IN PLACE OF THE ENGINEER.</p> <p>2. NOTE: VESSEL IS AN EXISTING VESSEL AS DEFINED IN MARINE ORDER 504</p>



Summary - Paddle Steamers





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