

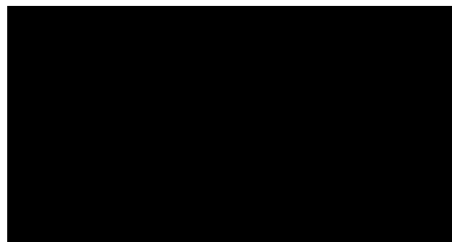
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CONDITION REPORT

“ADELIE” SOUTH COAST ONE DESIGN



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CONDITION REPORT

Name of Vessel:	"Adelie"
Type of Vessel:	South Coast One Design
Built:	Burne's Shipyard Ltd, Bosham
Sail No:	64
Year Built:	1961
Official No.:	303326

As requested by [REDACTED] to inspect and report on the above vessel.

This report is for the purposes of the above named only and has no extended liability if disposed of to a third party for any purpose.

My inspection was carried out at Wilson's Yard, Hayling Island on 11th June 2007 and my findings are as follows:

1 LIMITATIONS

- A. No fastenings, prop, shaft, keel bolts or rudder were removed or drawn for inspection.
- B. No panelling or linings, other than those, which are normally portable, were removed.
- C. No machinery was run, dismantled or stripped down for inspection.
- D. The fuel and water tanks were not filled for testing.
- E. The electrical installation was not examined in detail.
- F. The vessel was inspected hauled out ashore.
- G. The mast was inspected lying on trestles alongside the vessel.

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2 HULL

- A. The hull planking is of Mahogany and all was sounded by tapping with a small hammer over the entire outer surface.
- B. During this inspection all hull planking was found to be sound and well fixed, with no signs of movement on plank ends, butt straps or seams.
- C. At the time of my inspection the vessel had just been painted both above and below the waterline.
- D. The hull planking is fastened with copper clench nails on Rock Elm timbers and all fastenings, where seen, were found to be in good condition.
- E. All timbers were found to be sound.
- F. The bilge stringers were found to be sound and well fixed.
- G. The beam shelves were found to be sound and well fixed.
- H. The stem, lower stem, wood keel, stern knee, sternpost and transom were found to be sound.
- I. The wood floors were all found to be sound and well fixed.
- J. All iron floors, where seen, were found to be in good sound order and well fixed and these have in the past been gradually replaced and the oldest iron floor is only five years old.
- K. There has been some repair work carried out to the hull above the waterline port side, forward in the form of extra timbers being added and some butt strapping. This does look as though the vessel has had a collision at some time in its life in this area and a repair has been carried out. However, this repair is sound.

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3 KEEL

- A. The iron, ballast keel was found to be sound and well fixed, with no signs of movement between the glass keel to wood keel joint.
- B. Some keel bolts were inspected in 2004 and found to be in good order.
- C. It is my opinion that these keel bolts will not require checking for at least another five years.
- D. It was noted during this inspection that the surface of the iron ballast keel is a little on the rough side, i.e. a build up of paint etc. However, this is of a cosmetic nature only.

RECOMMENDATIONS

- 1. If a good racing finish is required on this vessel's keel, then the keel will require blasting back to bright metal and filling and fairing and re-coating.
- 2. However, the above is not absolutely necessary and is of a cosmetic nature only.

4 RUDDER & STEERING GEAR

- A. The transom hung rudder blade was found to be in good sound order and well hung on good, sound and well fixed bronze rudder fittings.
- B. The tiller was found to be sound.

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- C. The steering compass was found to be in good condition.

RECOMMENDATIONS

1. Before this vessel puts to sea, the steering compass should be adjusted by a qualified compass adjuster.

5 STERN GEAR

- A. The three bladed, bronze fixed propeller was found to be of sound material, in good condition and well fixed.
- B. The shaft, where seen, was found to be in good condition.
- C. The stern tube was found to be sound and well fixed.
- D. The outer bearing was found to be worn, but still in a good, serviceable condition.
- E. The stern gland was found to be in good condition and well fixed, although I do not know the age of the rubber flexible part of the stern gland.

RECOMMENDATIONS

1. If the rubber flexible part of the stern gland is more than ten years old, it should be replaced and the stern gland packing checked before launching off.

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6 SKIN FITTINGS

- A. All skin fittings were found to be of sound material and well fixed to the hull planking.
- B. All seacocks/ball valves were found to be in good condition and well installed and in working order apart from the cockpit drain ball valves, which were found to be very stiff and not working properly.
- C. The bilge pump system was found to be in good condition and well installed and as far as I could tell, in good working order.
- D. The sea toilet was found to be in good condition, well installed and as far as I could tell, in good working order.
- E. Note: This vessel does not have a sacrificial anode fitted and although no deterioration has occurred through lack of cathodic protection, it is unusual for a vessel not to have any form of cathodic protection.

RECOMMENDATIONS

1. Before this vessel is launched off, the cockpit drain ball valves require freeing off and servicing.

Note: This type of seacock/ball valve should be opened and closed on a regular basis to make sure that they do not seize up.

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2. Although this vessel has survived well with no cathodic protection, it is only because the vessel is on a swinging mooring with no outside interference. If this vessel were to spend any time in a marina berth environment then I would strongly recommend that a hull anode be fitted and this should be wired up so as to protect the entire stern gear.

7 SHROUD ANCHORAGE POINTS

- A. The forestay fitting/stemhead fitting, shroud plates, both port and starboard and backstay fittings were all found to be sound and well fixed. However, it was noted during my inspection of this vessel that when I used a Sovereign Moisture Meter to check the moisture content on this vessel's hull around shroud anchorage points, that the moisture readings were higher around the backstay fittings, especially on the starboard side and around the stem head fitting.
- B. Although no visual decay or breakdown was found in these areas and from the inside, it would appear that some water ingress has occurred around the stemhead fitting on the stem and planking and on the transom and planking around the backstay fittings.

RECOMMENDATIONS

1. Although no work is required at present on this vessel's shroud anchorage points, the dampness found around the backstay fittings and the stemhead fitting/forestay fitting should be monitored and as soon as paint starts to blister or some slight movement occurs, then these fittings should be removed for a further inspection.

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2. As already mentioned no action is required at present.

8 ENGINE COMPARTMENT

- A. The engine was found visually to be in good condition and well installed on good, sound and well fixed engine beds.
- B. The exhaust system was found to be in good condition and well installed, although the after part of the exhaust pipe is old. However, it is still serviceable.
- C. The fuel tank and fuel lines were found to be in good condition and well fixed.
- D. The engine controls were found to be in good condition and well installed and as far as I could tell, in good working order.
- E. The instrument panel was found to be in good condition, well installed and as far as I could tell, in good working order.

RECOMMENDATIONS

1. The condition of the after part of the exhaust is not serious. However, this part of the exhaust will require replacing in the near future.
2. This engine should be serviced and checked over by a Yanmar Agent when the vessel is commissioned.

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Note: Inspection of the engine is limited to items mentioned only and in no form or manner constitutes an "Engine Survey". To be assured of the actual condition of the engine, I advise that a qualified engineer is employed to carry out an "Engine Survey".

9 GROUND TACKLE

- A. This vessel carries two anchors, one Bruce and one CQR.
- B. Both are in good condition and well up to size for a vessel of her type.
- C. The anchor chain was found to be in good condition and well up to size for a vessel of her type.

10 DECK

- A. The foredeck, side decks and after deck are of tongue and grooved Pine and have been sheathed over with an epoxy system using woven roving cloth.
- B. The coachroof sheathing does appear to be older. However, it is all in good order.
- C. All deck beams, carlines, hanging knees, breast hooks and lodging knees were all found to be in good sound order.
- D. The mast partners were found to be sound.
- E. The coachroof coamings and cockpit coamings are of Mahogany and were found to be sound and well fixed.

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- F. All stanchions, stanchion bases and pushpit and pulpit were found to be sound and well fixed.
- G. All guardwires were found to be in good order.
- H. All cleats, tracks, rails, turning blocks and winches were found to be in good sound order and well fixed.

11 BELOW DECKS

- A. All joinery, upholstery and linings were found to be in good condition throughout.
- B. The cooker in the galley was found to be in good condition and well installed.
- C. The gas bottle is stowed in a plastic box under the aft deck, which is a good installation for a vessel of her type.
- D. The fire extinguishers on board were found to be strategically placed, although all fire extinguishers are due for servicing or replacing.
- E. The flares on board are out of date.

RECOMMENDATIONS

1. The gas system on this vessel should be gas tested by a Corgi Agent before use.
2. It is my opinion that an armour-coated gas hose should be fitted at the rear of the cooker.

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3. The gas system on this vessel should be gas tested annually and certificated by a Corgi Agent.
4. All out of date flares should be disposed of safely and replaced with in date flares.

12 ELECTRICS

- A. All navigation lights were found to be in good condition and a good display.
- B. All cabin lights were found to be in good condition.
- C. All instrumentation on board was found to be in good condition and well installed.
- D. At the time of my inspection the batteries were not on board.
- E. However, the battery stowage is in good order and the batteries can be well secured in place.

RECOMMENDATIONS

1. When the batteries are fitted, all electronics and lighting should be checked out.

13 RIG

- A. The mast and main boom are of Silver Spruce and the mast and main boom are in good, sound order and have recently been varnished in readiness for commissioning.

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- B. The jumpers and spreaders are of Ash and were found to be in good sound order.
- C. All fittings on all spars were found to be in good condition and well fixed.
- D. All standing rigging, rigging screws and toggles are old and well over ten years old.
- E. The headsail furling gear was found to be in good condition.
- F. All running rigging is in a good, serviceable condition.
- G. All sails, mainsail and furling headsail and spinnaker are of good serviceable cloth and have just returned been returned from the sail makers from being checked over and valeted in order to continue with the rest of this season.

RECOMMENDATIONS

1. All standing rigging, rigging screws and toggles require replacing with new.

GENERAL

It is my opinion that this vessel is an excellent example of her type and year and has obviously been well cared for and maintained by her present owner.

With my recommendations in this report carried out, together with some final servicing and commissioning she would be in a good, sound and seaworthy condition.

If you should need any further assistance or advice, please do not hesitate to contact me and I will be pleased to help.

Yours sincerely,

DAVID W HOPKINS
Marine Surveyor & Consultant (Shipwright)