

C. WHETTINGSTEEL

Assoc. Member R.I.N.A. Marine Surveyor

01489) 781860

24, Smith Grove
Hedge End
Southampton
SO3 4JH

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Ref: 948/1

17 April 1998

Dear Sir,

Morgan Giles 2½ton Sloop. NIMBLE.

I carried out a survey of the above boat at the YMCA Boathouse, Fairthorne Manor, Botley, Southampton, Hants. on 16 April 1998. The boat was nearing completion of a major restoration refit. Mast and spars were laid apart adjacent. The Report is as follows.

General Information.

- | | | |
|----|-------|--------|
| 1. | LOA | 20' 0" |
| | LWL | 16' 0" |
| | Beam | 5' 4" |
| | Draft | 3' 3" |

NIMBLE was built by Morgan Giles at Teignmouth as one of a small class of Quay Punt type.

Yard Number 610. Sail number 188.

Built in 1948.

2. She is of classic lines, constructed of carvel planking, silver spruce on steamed Canadian rock elm timbers with seams lightly caulked. A long deep keel with oak deadwoods is fitted with iron ballast section. A deep keel and transom hung wood bladed rudder is fitted.

3. Extensive renewals of damaged timbers have been made, 38 in number, with replacements in green oak due to canadian elm not being available. Several deep floors across the keel have also been renewed. Hull planking has also been renewed where necessary, and new sheer strakes fitted. A new mahogany rubbing strake has been fitted, and provision for portable outboard motor side mounting bracket has been made.

4. The deck has been completely renewed, with teak strip planking on marine plywood. Deep coamings around deck in way of Open dayboat type cockpit, which is fitted with side and cross benches, locker under aft deck, and stowage under fore deck.

5. Mast, boom, spinnaker pole and headsail spar are of spruce, with mast stepped on deck, with pillar under to keel.

OUTER BOTTOM and TOPSIDES.

6. The topsides and bottom planking is in excellent condition with fair form. Planking has been extensively re-fastened in way of the frame and timber renewals. Planking was sounded but no defects were noted.

7. The iron ballast keel is in good condition, with all keel bolts renewed.

8. The keel and transom hung rudder is new, and of heavy scantlings. Gudgeons and pintles are new.

9. Fore and backstays, and shroud plates bolted through side planking have been renewed in bronze with new fastenings.

DECK AND COCKPIT.

10. Deck and cockpit structure is new.

11. A new oak sampson post is fitted through the fore deck with new bronze bollards and handed fairleads forward and aft for berthing.

12. Bronze step for the mast heel fitting is on aft end of fore deck, with pillar under to the keel.

13. Mainsheet horse, and gibsheets deadeyes and fittings on side decks are new, using tufnel fittings where suitable.

14. A battery is being fitted in a secure stowage, with associated wiring to outboard motor generator, and small switch and fuse panel for services.

TOILET FACILITIES.

15. A Porta Potti type will be fitted under the fore deck area, and fitted when final outfit items are shipped.

INTERNAL STRUCTURE.

16. Cockpit sole is of mahogany, screwed down, with portable teak gratings for access to bilge suction areas.

MAST, SPARS AND RIGGING.

17. The mast, boom and spinnaker pole are all new.
18. Stainless steel standing rigging and fittings is new, as is the running rigging.
19. Sail outfit consisting of Main, genoa, working jib, and spinnaker are new to original specification.

NAVIGATION LIGHTS.

20. A single all-round white light, portable for hoisting when required, will be carried. This is correct for the vessel.

ANCHOR.

21. An anchor will be carried and stowed below deck, with chain and warp to suit.

BILGE PUMPS.

22. A Henderson diaphragm type bilge pump is fitted Port forward in the cockpit. Suction from deep bilge with strum box and non-return valve, with discharge led overboard.
23. An electric pump with float switch is being fitted on board with hose led to skin fitting.

SURFACE MARKERS.

24. Safety equipment including lifebuoy, Dan buoy and flare pack will be carried.

AUXILIARY POWER.

25. An outboard motor will be carried, and shipped outboard on to it's portable bracket when required. Petrol stowage will, of necessity, be inboard, with can in a secure stowage.

RECOMMEND.

A gas detector is fitted in the bilge for safety purposes.

STANDARD CONDITION.

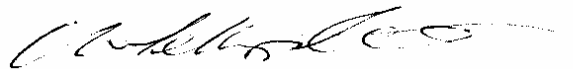
26. I have not inspected woodwork or other parts of the structure which are covered, unexposed or inaccessible, and I am therefore unable to report that any such part of the structure is free from defect.

SUMMARY.

27. The boat has undergone a major restoration refit. This has been to original specification and drawings which have been available, and great care has been taken in this work. The history of the boat is well documented, and one of the original builders has been associated in advising on the restoration work carried out. Ratsey and Lapthorn, the original sail suppliers, have made the new outfit to specification.

28. There is one recommendation in the report, item 25, which is for a gas detector for safety, with the petrol stowage being inboard.

29. The boat is a rare example of her class, only 3 being known to have been built before the design was modified. Extreme care has been taken to obtain fittings which conform as near as possible to the original specification, which has resulted in a specimen craft which will be of exhibition standard when final painting is complete.

A handwritten signature in cursive script, appearing to read 'C. Whitehead', is centered below the text.