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7198

Survey Report No.....

8th January 97

Date.....19.....

REPORT OF SURVEY

This is to Certify *that the undersigned did at the request of:*



Name of Vessel: "Lona III"

Type or Class of Vessel: 35ft. 6 in. Auxiliary Sloop

Date of Survey: 7th January 1998

Where Surveyed: Burnham-on-Crouch

Purpose of Survey: Condition of Hull Structures

Constructed by: W. King and Sons to designs of J. Payne Clarke circa 1906

Type of Construction: Carvel Teak and Pitch Pine on Oak Steam Bent Frames
Lead Ballast Keel

Brief Description: Two Cabin layout for up to four persons with aft
helming Cockpit. Fractional Rig with runners. Volvo
two cylinder Petrol Engine 15 b.h.p. circa 1974 to port
quarter.

Dimensions of Vessel: L.O.A. 35ft 6 ins. L.W.L. 25ft. 5 ins. Beam ~~9ft 7 ins~~ ^{7ft 9 ins}

Draft 4ft. 10 ins.

Official Registered No. 124450

Port

Limitations

- a. Hull and Deck Examinations could only be conducted where Sole and Berth Traps and other components provided accessibility to such Structures and without dismantling.
- b. Mast was standing at the time of survey and thus only lower parts of Mast and Associated Rigging could be closely examined.
- c. No opinion is given as to the working condition of the Propulsive Machinery.
- d. Electrics switch tested only. Such should be further checked out with the vessel underway and by a competent party.
- e. Keel bolts and Skin fitting fastenings not removed.

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Disclaimer

Please note that this report has been undertaken expressly for the above named party. We disclaim any responsibility to any other party which this report maybe handed to in whole or in part.

Brief History

The vessel was extensively restored with accommodations added by William King & Sons in 1974 for the current Owners who have cruised and raced the vessel successfully since that time.

Of more recent times 1983 Keel bolts of Bronze were renewed together with Steel Floors and latter a Glass Reinforced Plastic Rudder Tube was added.

Main Boom renewed in 1991.

The vessel was surveyed by the writer in 1988 for Insurance Purposes.

Condition for Survey

The vessel was travel lifted from the water and laid up in a Steel cradle ashore with Mast left standing.

Results of the Survey

1. Underwater Parts have been burnt off of all paintwork within recent years, such has resulted in a certain amount of unevenness and showing of graining to several strakes, however we found on hammering all parts resounding firmly and seams tight fitting throughout with very little evidence indeed of weepage as all seams dried out quite well within an hour of the vessel coming ashore.
2. We removed a bronze screw from between planking and Rudder Post and found same to be in wholesome condition such measured $2\frac{1}{4}$ inches x 14 gauge. On attempting to withdraw similar fastenings from the garboard strake the heads of screws were inclined to softness in samples exposed on removal of dowells.

Recommend within the course of the next three seasons fastenings to garboards to be removed and renewed in bronze or double up as last resort.

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Sheet No. 3

3. Centreline Structure i.e. lower Stem face of Keel and Rudder Post resounded firmly.
4. Lead Ballast found in good material condition and from all appearances tight fitting to the Wood Keel.

Such is held on by a number of 1 inch Bronze Bolts fitted in 1983.
5. Rudder Blade found to be in firm condition. Mild Steel Stock as seen in situ found to be in materially satisfactory condition as and where seen. Arms of Stock have been fitted with button anodes to prevent electrolytic action occurring of which there is some little evidence. Button anodes need renewal.

Rudder Tube is of Glass Reinforced Plastic fitted into the existing Rudder trunking. The lower part is sheathed on to the Hull and extends over a fair sized area. The sheathing was found secure.
6. Paintwork below waterline. Red antifouling with primer to the planking which primers were found to be well adhered. The vessel was only lightly fouled up on removal from the water.
7. Propeller fitted to port quarter. 11 inch diameter Bronze on Stainless Steel Shaft and Cutlass bearing externally. There is a overhang of 4" of Shaft from the face of the bearing to get Propeller clearance to the planking.

Material condition of Shaft and Propeller found to be satisfactory but some wear has started to the bearing which lacks water feed from the foreface as such is blocked up with a mastic. We believe that the Stern Tube has been leaking in the past and the above sealing of the end bearing was an attempt to seal same up.
8. Topsides white enamel painted in good condition in the main but water blisters found to starboard side under the rubber. Planking into counter block at top end shows starting up, here a resin filler has been employed to harden areas up. The counter block of Oak resounds a little dull but as far as we could detect still of structural value.
9. Iroko Varnished Rubber found in satisfactory material condition and adequately varnish protected.
10. Bulwark 6 - 7 inches deep shaped. Iroko varnished on the inside found in satisfactory material condition and adequately supported by the Stanchion bases. Drainage is via three fairly large Scuppers cut into the rail both sides of the vessel.

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*Advised
by
[signature]*

On Deck Examination of Structures

11. Laid Deck with synthetic rubber compound seams found in satisfactory material condition, with reasonable camber and firm under our body weight throughout. There is very little evidence of wear and the Deck seams are quite flexible and we further believe are doing their job as we did not find evidence of leakage down below from same. Random leaks elsewhere could well be due to condensation from metal work fitted.
12. Deck Houses Iroko laid top over Plywood with Iroko varnished coamings, found in satisfactory condition with no evidence of softening up of plywood below Decks. There is no signs of movement of the forward Cabin Top on which the Mast stands. Doghouse ply/sheathed and painted in firm condition.
13. Hatches found in satisfactory material condition of which are fitted with covers and can be made secure below Decks save after Deck Hatch.
14. Skylight fitted over the Saloon, fitted with wire meshed glasses puttied in and fitted with a cover all can be made secure below and the Skylight was found in satisfactory material condition. Skylight cover needs attention.
15. Main Hatch sliding top with hinged and drop in doors, found in satisfactory condition and can be made secure with a lock.
16. Stemhead Fitting Mild Steel painted. Secured by bolts through the Stemhead found secure, one roller about due for renewal, through pin appears to be new.
17. Windlass Manual type is virtually seized up. Such we understand has been made free from time to time but in our opinion is about due for replacement (could be original winch fitted).
18. Rails and Life Lines found in satisfactory condition.
19. Ground Tackle heavy Fisherman Anchor fitted to Foredeck chocks will need lash-ing, About 20lbs painted C.Q.R. type seen also with Chain and Warp.
20. Genoa Tracks of Alloy fitted to coaming/Deck blocks found secure and free to rotate.
Deck is fitted with protectors. In way of runner levers.
21. Bilge Pump Manual Bilge Pump refused to function during the survey. The electric automatic leveller Pump functioned but the non-return valve did not allow passage of water to discharge.

Recommendation ensure both Pumps work satisfactorially.

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Sheet No. 5

22. Ventilation to Main Cabin via two small copper vents fitted over boxing.

Below Deck Examinations of Hull and Deck Structures

23. The Hull has received considerable restorations during the current ownership.

The original turn nailed copper clenched Oak Frames have been substantially doubled up in the Saloon area and more recent framing seen in the vessel has been copper clenched and rooved together.

In the Main Bilge original flooring structure was renewed in 1983 with flat $2\frac{1}{4}$ x $3/8$ " mild Steel galvanised floors with Steel Fastenings such work was carried out by R.J. Prior.

Cement is fitted over the Keel ahead of the Engine and below same which was carried out by Kings in the early 1970s to cover and seal up the lower structures in this area, and to give a platform for bilge pumping.

24. Right Forward Sails removed aft.

Old and new framing (heels not cut into Stem) found to be in satisfactory condition.

As far as we could determine with limited accesses centreline structure with hard wood floors found in firm condition.

Shelving and Deck beaming appeared to be in firm condition.

25. Foc'sle Two Berths isolated cracked frame seen to port at forward end of shelf which we recommend is reinforced with a Brass Strap as can be seen elsewhere in the vessel. This note can apply to others noted elsewhere.

Starting up of halved beam just noted foreside of Hatch needs keeping in check.

Beam second from right forward seen with fine cracks to aft face to portside of King plank.

Recommend double up on face or otherwise strap up.

Half beams at Hatch old release of same.

Toilet Seacocks and plumbing found in serviceable state.

Small dry powder extinguishers out of service date, renew.

Mast beaming with pillars and archway arrangement found well supportive of the Mast.

Apparent cracked frames in both hanging lockers are halved frame joints, no action required.

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Cracked

Sheet No.6.....

26. Soles lifted. After Traps need easing to lift readily to get at Cocks etc.

Clean up around Centreline bolts forward. Face of Wood Keel found firm on pricking and hammering. Frame Heels into Keel found fairly firm, some have a mastic around them. Steel floors covered in light sediment found secure. We recommend that sample arm fastenings are removed as it is ten years since their introduction, such can be undertaken when vessel is next removed from the water.

Water found in Bilge predominantly tasted as fresh or rain presumably from the Cockpit which drains to the Bilge.

We suggest that the sole bearers are re-coated as such look rather bare though firm.

Fresh Water Tanks connecting valves found free to turn. Isolated cracked Frame forward of Fresh Water Tank to Starboard of old nature.

Rest of Hull Structures which could be seen behind/below and over Settee berths found to be in firm condition. Plank Seams below Settee level appeared to be quite tight, there has been some overcaulking in one or two areas but not of any significance.

Deckheads and beaming including shelving and metalwork all found in firm condition.

T & G Mahogany bulkheads varnished in firm condition and showing no signs of movement.

Fresh Water Tanks fitted below berths each side found in externally clean condition and secure.

27. Galley little of actual Hull Structures could be seen. Fixed B700 L.P.G. Cooker found secure, Knobs all loose on spindles. Gas Bottles fitted in buckets underbridge Deck, with regulator and rubber/copper pipework. Ideally such bottles should be brought out on Deck so as to allow any spilt gases to fall overboard. We realise to undertake this due to the design of the vessel maybe difficult to achieve. Gas detection device is installed.

Fresh Water Pump and discharge Pump functioned. The discharge Cock to Hull under the Sole was found free to work.

28. Machinery Compartment

As far as we could determine the Auxiliary Engine is secure on its substantial timber bearers.

Fuel System via two sheathed Steel Tanks fitted to each side of the Cockpit and interconnected, with Copper pipework to metal bowled filter with shut off Cocks such appeared to be satisfactory in its installation. Tanks are fitted on Deck and gravity feed the engine.

There was no great smell of petrol on opening up the Compartment.

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for details*

Hull Structures below the Engine hidden from any practicable Examination.

29. Cockpit Deep safe Cockpit is fitted with a grating which allows rain water directly to the Bilges. Over the years the lower part of the rudder trunking and various other Hull Structures have been saturated and as a consequence there are pockets of soft timber to be found.

We suggest that it might be sensible to flush out all the crevices in this area with Jeffries Marine Glue or pitch when same is dry to provide better drainage and as another thought fit a portable tray beneath the grating with a flexible hose to allow any rain water to be sent further forward. Or alternatively fit a portable well cover in soft material which can be separately pumped out. Fit the Cockpit cover provided when leaving the vessel.

Check holding fastenings of the inboard stern gland which are discoloured. The gland is greased by a greaser alongside the Rudder Trunk. Wet Exhaust is carried away via exhaust hose and Vetus water loc with as high as possible loop to prevent back flooding as possible as seen in the afterpeak.

Raw water inlet ball type cock found free to function.

Immediate after Compartment as seen from the Cockpit via two doors was found to be in reasonable condition and with heels of Frames firm to centreline structure, however there are a couple of cracked frames to be seen to starboard and others which have been short scarphed or brassed over.

Plank seams in this area all appeared to be quite tight and all is adequately painted out.

30. Right Aft as viewed from on Deck after removal of all ropes fend offs etc.

Framing here is all original turned nail construction with a couple of cracked Frames to starboard, the rest of the framing and centreline structure reachable was found in firm condition.

We noted some wetness to remote aft plank ends and structure but such could only be observed from the Hatch.

31. Electrics there are two 12 volt batteries installed one to either side of the Cockpit high up on a Platform both are fitted with terminal isolating switches which feeds to either the Auxiliary Engine or Switch Panel and Navigators position which is or should be a dry area the panel is protected by a shield. As far as we could determine all electrical components on board functioned including;-

Old RT100 V.H.F. Set. Autopilot connects to Tiller. Domestic lights, Bilge Pump* M/C blower (check whether same is spark proof). Navigation lights to Hull and Mast. Original type Copper Navigation lights in boxes are not connected. Navigator not tested (check with Owner).

* See previous note

32. Mast believed to be of varnished Columbian Pine Pear shaped above the blocked base and tapered to the Masthead.
- Fitted with one pair of slotted crosstrees and diamonds. The Mast was found standing straight and in need of re-varnishing. There is no signs albeit from Deck level of bruising or other defects.
33. Main Boom Slab reef type with jiffy reefing. Of Spruce varnished of recent construction by R.J. Prior found to be in satisfactory condition with (Glass Reinforced Plastic) wrapping to prevent chafe, some chafe has still occurred to parts but not of any serious degree. Gooseneck fittings of G.M.S. found in secure state with some rust to help.
34. Standing Rigging all standing parts are of G.S.W.R. with mainly traditionally spliced ends and loops around the Mast with both Bronze and Hasslefors rigging screws. These parts at the Mast are covered with plastic sleeves which we could not lift to inspect under components, recommend check out on removal of Mast for transportation.
- Chainplates at Mast are of Stainless Steel straps bolted to Hull chocks and planking internally.
- Forestay is rusty and needs to be evaluated when the Mast is lowered.
35. Runner Spans of flexible lay Stainless Steel found without any signs of flecking of wire and considered to be in serviceable condition at this time.
36. Running Rigging G.S.W.R. halyards have become rusty and renewal must be considered. Plaited rope parts and various tackles and blocks all appeared as seen on Deck to be in serviceable condition.
37. Mainsail cover P.V.C. and terylene in serviceable condition.
38. Sails as can be read in the current Owners particular of the vessel there is a reasonable wardrobe of sails. The Mainsail is six years old. Genoa ten years old, number one Jib dated 1983. Trisail dated 1989 and other sails vary in age. There is documentary evidence of purchases of sails and Spinnaker from Holt Sails.
- It would be prudent before any extended voyaging of the vessel to return the sails to a Sailmaker for inspection and overhaul as necessary.

*has not
not been
well checked
regularly*

*to renew
have*

39. Other Notes

Joinery work throughout seen nicely undertaken and in good order. Cushions of blue vinyl and foam found in good condition. Compass boxed in Bridge Deck clear to read.

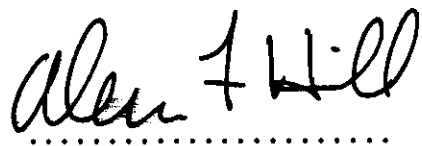
Flares and Safety equipment to be checked and updated as necessary.

Conclusion

The Examination of "**Lona III**" as far as we have been able to carry same out has ~~not revealed~~ any major defects to the main Structures which have been restored and worked on considerably under the current Owners long ownership.

The vessel is of proportions which does not easily lend itself to flexing of the Structures due to its relatively small beam and not being overdrafted and with a rig which is not over powering.

As can be read within the report there are areas of the structure which need to be kept under observation and some further work is suggested in the Cockpit area in particular for protection of lower structures but generally providing "**Lona III**" is handled and maintained with due care and consideration bearing in mind the vessels' age we can see no reason why such should not give further good service.



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Alan F. Hill
Marine Surveyor