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CHRISTCHURCH

PRE PURCHASE INSPECTION REPORT

VESSEL NAME: "Halo"

VESSEL DESCRIPTION: Whiting 29' yacht.

DATE INSPECTED: 24th and 25th May 2012

PLACE INSPECTED: In marina berth and in travel lift straps at Waikawa Marina

INSPECTED BY: Richard Clausen

SCOPE OF INSPECTION: This report is on the vessel's structural integrity and condition based on it's age and purpose and also comments on factors affecting it's safety and longevity,
The hull and decks have been visually inspected for faults but has not been done where the travel lift straps have covered the hull.
The vessel's hull, decks, and cabin are hammer tested. The soundings are used to try to determine whether there is any damage or fault within the area being tested. This kind of testing is not always accurate.
The vessel has been inspected only on those areas that are accessible and exposed and other areas have not been reported on. No dismantling has taken place.
Rigging (both stainless steel and running), sails, rope sailing winches, mechanical, electrical and electronics are not reported on. I suggest separate checks be done on these areas by qualified personnel if required.

HULL INTERNAL:
The inside of the hull appeared to be sound.
The inside of the deck head at the mast support appeared sound.
The keel bolts appeared to be visually sound.
The bulkheads were checked and found to be sound and well attached to the hull.
There were no obvious signs of damage or repair in this area.
The bilges are clean.

The chain plates appear to be in good condition.
The skin fittings, hoses and hose clips are in average order. They are old but serviceable.
The sea cocks were checked and found to be in good order.
There were no signs of leaks from hatches or windows.
There were no signs of leaks from stanchions and deck fittings.
There is one hand-operated bilge pump fitted under the starboard settee. It was tested dry and appeared to operate. It has a high riser on the outlet which goes under the gunnel.
There is an electric bilge pump located amidships. It has a float switch, which operates well when the battery switch is on. It would be preferable to have the switch wired so that the pump can operate without the switch on while the boat is unattended. It has a high riser on the outlet which goes under the gunnel.
The above two bilge pumps use the same outlet through the hull. If the hand pump is to be operated the valve on the electric pump exit hose needs to be closed first. This valve is located under the starboard settee.
There is a second hand-operated bilge pump fitted to the cockpit wall. It appears to operate and there is a high riser going up into the transom but it needs to be held up as it is falling down.

INTERIOR:
There are two batteries forward and two aft. They are all located in two boxes and tied down. The tie down straps are satisfactory but only of average quality.
The sound insulation in the engine room is breaking up and needs to be replaced.
The manual toilet would not operate when tested. The hoses and fittings appear to be in good order except that the inlet hose is flattened at the toilet and does not let the water through. The inlet has a valve at the toilet because there is no high riser on the inlet. There is a high riser on the outlet.
There is a holding tank fitted.
There is a hand operated salt water pump fitted in the head which operates and another at the galley sink which does not operate. There is a hand operated fresh water pump at the galley and another in the head. Both operate.
There is an Admiralty type stern gland fitted to the shaft which appears to be in good condition.
The vessel is tiller steered and there is an emergency tiller on board also.
The gas bottle is located in a cockpit locker and spilt gas can drain overboard. The gas hose to the stove is old and needs replacing.
There are three fire extinguishers on board.
The drawers and cupboards were checked and found to be in good working order.
There are two stainless steel water tanks, located amidships under the settees. They need to be tied down.
There is one stainless steel fuel tank located under forward bunk.
The forward bulkhead does the job of a mast compression post and goes down to the keel.
There is no shower fitted.

The exhaust has a high riser fitted which prevents sea water back flooding into the engine.
The stove is gas operated and was not tested.
The internal lighting was tested and found to operate. It should be noted that the switchboard is located in the head.

DECKS CABIN COAMINGS AND COACH ROOF:
The decks, cabin, coamings and coach roof were hammer tested and found to be sound.
There were no surface cracks found in this area.
The paint work is in average condition. The whole boat will need new paint work in the near future.
There were no obvious signs of significant damage or repair in this area.
The anchor winch was tested under no load and operated well.
The anchor chain and warp are in good condition.
The mast is deck stepped. The area around the mast step is in good order.
The pushpit and pulpit appear to be in good order.
The second stanchion from the stern on the port side needs welding. The starboard aft stanchion is bent.
The bollards and cleats were checked and found to be sound and well attached.
The canvas sail cover appears to be in good order.
The deck head is in good condition.
The navigation lights were tested. The port, starboard, stern, spreader and steaming lights all operated. The anchor light at the top of the mast could not be checked as it could not be seen in daylight.

COCKPIT:
The cockpit was hammer tested and found to be sound.
There are no surface cracks found in this area.
The paint work in the cockpit is in average condition.
The drainage from the cockpit is out through scuppers in the transom.
The companionway area appears to be in good order.

HULL EXTERNAL UNDERWATER:
The hull was hammer tested and proved to be sound.
The keel appears to be in good condition.
The hull to keel joint appears to be in good order.
There is no evidence of damage or repair in this area.
All through hull fittings are in good order.
The antifouling is in good order with no build up but needs to be re applied .
The rudder is made of foam glassed and appears to be in good order.
The rudder bearings are ¾ worn.
The zinc anodes are in good order.
The propeller is a 2 bladed, folding, non geared type.
The shaft cutless bearing is ¾ worn.

The shaft strut is going pink which is usually a sign that it is suffering from electrolysis. This needs to be checked and remedied.

HULL EXTERNAL ABOVE WATER (TOPSIDES):
The topsides were hammer tested and found to be sound.
The topsides paint work is only average.
The paintwork on the stem and boot topping on the starboard side has chips and filler which have not been finished.
There is a star type impact crack on the gelcoat on the starboard bow. It is not known whether the crack extends into the fibreglass underneath. It needs to be repaired.
There is filler on the port and starboard transom corners.
There is no evidence of significant damage or repair in this area.

RECOMMENDATIONS:
I have summarised below a list of the few items noted in the main text above which require attention.

1. The electric bilge pump should have a float switch fitted to give protection while the boat is unattended.
2. The aft hand-operated bilge pump outlet hose needs to be strapped up to the top of the transom.
3. The battery straps should be replaced at some time.
4. The sound insulation in the engine room needs to be replaced.
5. The toilet needs to be made to operate.
6. The galley salt water pump needs to be made to operate.
7. The gas hose should be replaced.
8. The water tanks need to be tied down.
9. The whole boat will need to have a repaint planned for in the near future.
10. The two damaged stanchions need to be repaired.
11. The anchor light needs to be checked in the dark to see if it operates.
12. The antifouling needs to be re applied.
13. The rudder bearings should be replaced next time the boat is out of the water.
14. The cutless bearing should be replaced next time the boat is out of the water.
15. The strut needs to be checked for possible electrolysis damage.
16. The damage on the stem, boot topping and transom corners needs to be repaired.
17. The crack on the starboard bow needs to be repaired.

INSURANCE: In my opinion, this vessel is suitable for insurance purposes once items 2, 7, and 8 are repaired.