



Roger Hawkes

**SURVEYOR**

Marine Inspection Services

Ph/Fax (07) 378 9408

Mobile (025) 733 718

P.O.Box 1216, Taupo.



April 3, 2003

Marine inspection report (general condition for insurance cover renewal) on the 50ft 4in Cutter rigged Monohull cruising vessel "**DAYDREAMER**" which is understood to have been built by Ta Yang in approx. 1981.

For John E & Dianne L Olson

C/o Tauranga Bridge Marina  
P.O.Box 4500  
Mt. Maunganui  
New Zealand

The vessel was inspected while it was sitting in a cradle at the hard stand area of the Bridge Marina Tauranga on March 26<sup>th</sup> 2003.

The total area of the bottom up to and slightly above the waterline has been peeled off, of all the deteriorated fibreglass material and rebuilt with material that probably exceeds the original lay-up.

Refer to the separate sheet from the repairer.

All of the underwater fittings, prop shaft / prop / rudder fittings and through hull fittings were inspected and found to be in good condition. It was noted during the internal inspection that one of the nuts on one of the bolts that hold the self aligning bearing in place is loose and the fastenings on the rudder stock gland is also loose.

These need attention.

Associate member R.I.N.A.

The bottom and topsides (topsidess being the area from the waterline to the deck) have had a fresh coating of paint applied which has made the appearance of the vessel to be as new.

The valves on the through hull fittings have all been serviced and all appear to be in excellent condition and are easily operated.

The mast step compression area in the hull is taken over a structural floor, this area was checked and found to be in good condition, there is no signs of stress cracks anywhere.

The side chain plate areas, the aft chain plates and stem head fitting were checked and the areas of them that can be sighted appear to be in good condition, that is the chain plates themselves and the fastenings that hold them in place.

All deck openings hatches and washboards in the cockpit were inspected and found to be in good condition.

It was noted that the glass Portlights in the hull appear to be laminated and these are showing signs of the film between the glass layers, this sometimes happens with age and my opinion would not be detrimental to its strength.

It is understood that the rig has been inspected and worked on by Mike McCormick Rigging Services of Tauranga.

The sails, the areas that can be sighted appear to be in good condition.

There are three anchors on board which are a 60lb CQR with 350ft of 7/16 chain, a approx. 18lb Danforth with 150ft of  $\frac{3}{4}$  nylon warp and another 150ft of Ankarolina webbing and a Storm anchor, 125lb Fortress (Danforth type) 30ft chain, 180ft of 1 1/8 double braid and 75ft of  $\frac{3}{4}$  double braid.

A Heavy-duty electric anchor winch is fitted in the frd deck that lifts the anchoring gear.

The main engine is fitted under the floor area and the Gen Set is fitted in the aft deck locker area on the Starboard side, both of these areas were inspected and found to be very clean and in a tidy condition.

The three Dry Powder fire extinguishers on board were serviced in late February 2003.

It was noted that there is also a small fixed automatic Halon bottle mounted in the main engine area.

The gas system that supplies the gas stove and Calaphont was inspected and found to be in good condition, the gas bottles are stored in a designated locker in the aft end of the cockpit, this locker drains overboard.

The gas lines are fitted with electric solenoids at the bottles that are operated from inside beside the appliances and a gas detector is fitted beneath the stove and Calaphont.

Bilge pumping is achieved with two electric and one manual bilge pump; the shower pump can also be utilised for bilge pumping if need be.

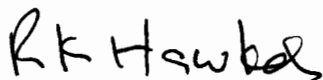
Radio communications consist of,  
SSB – Icom IC M800 VHF Standard Nova and a Raytheon Ray – 80.

The EPIRB is a ACR 406, the battery is good until October of 2005.

I generally found that the vessel and its equipment to be in excellent condition and is obviously well looked after and maintained to a very high standard by its present owners.

This inspection report should be read in conjunction with the last inspection report as to the total equipment carried on the vessel and the repair sheet, as to the repairs to the fibreglass on the bottom of the hull that were carried out at Tauranga, New Zealand.

I can see no reason why the vessel and its equipment should not be accepted for insurance cover.



  
Roger Hawkes  
Marine Surveyor  
For Roger Hawkes Ltd.

### Repair procedure for s/v Daydreamer's hull

March, 2002: Gel coat and skin (mat) coat removed from slightly above water line on down to bottom of keel using a hand-held "peeler".

March – October, 2002: Hull allowed to air dry, accompanied by periodic freshwater wash downs.

October, '02 – January, '03: Assist drying operation by maintaining a continuous vacuum bagging above keel area.

February, 2003: Repair and rebuild hull as follows:

1. Apply test patches of vinylester/chopped strand mat in select locations to confirm good adhearance and acceptability of repair procedure.
2. Grind off peeler marks and fair up hull
3. Apply two layers of 450 oz chopped strand mat over peeled areas using vinylester resin, staggering and overlapping joints.
4. Trowel vinylester-based fairing compound over rebuilt area while chopped strand mat layup is still slightly green to ensure chemical bond.
5. Fair hull.
6. Apply layer of Dura-Tech as tie-coat between vinylesters and epoxy barrier coat.
7. Fair hull
8. Spray three layers of Interprotect epoxy barrier coat
9. Apply one layer of hard bottom paint (Interlux Ultra) while last Interprotect layer is still lightly green.
10. Apply 3 layers of ablative bottom paint (Interlux Micron Extra)