

Condition Report

In accordance with instructions received from Mr M. Bryant of 75 Chapman Pde, Faulconbridge NSW 2776, a condition report was compiled on a fractional rigged sloop when on slip at RANSA, Darling Point NSW, 7th January 2011.

VESSEL DESIGN: Seaway 25 (Mark2) Trailer Sailer designed by Doug Peterson.
VESSEL NAME: "Megisti"
REG/SAIL NO: KX 251 N
HIN: AU-WWA002155DL6
BUILDER: Stevenson Sailboats Pty Ltd, Melbourne.
DATE LAUNCHED: 1982
LENGTH: 7.7-m
BEAM: 2.48-m
DRAFT: 0.37-m centerboard up & 1.36-m centreboard down.
DISPLACEMENT: Approx. 1,270-kg lightship



GENERAL DESCRIPTION: Round bilge hull with a raked stem and reverse shear transom. The vessel is in average visual condition externally but otherwise in reasonable condition.

HULL CONSTRUCTION: Glass Reinforced Plastic (GRP) with 12-mm plywood bulkheads and full internal fibreglass liners bonded to the hull. The structure is sound where it could be inspect.

HULL - Topsides: White gelcoat with red and blue stripes in below average condition.

- Bottom: Black antifouling currently being recoated. The surface is in good condition.

KEEL & FIXINGS: Fibreglass sheathed lead lifting keel in a keel box bonded to the hull and fitted internally with a nylon pad to support the keel. A block and tackle is suspended from the deck head to a winch that is mounted at the front of the keel box. Keel is 150-kg and there is 500-kg of ballast glassed into the hull.

DECK & COACH-HOUSE: GRP deck and cabin house lap bonded to the hull under the teak toe rail. The acrylic windows are typically crazed.

INTERIOR: GRP furniture, side and head liners with teak veneered bulkheads, fabric upholstery and marine carpet on the cabin sole all in reasonable condition.

ACCOMMODATION: V-berth forward, port and starboard settee berths and a port quarter berth.

SINK/BASIN: GRP with a discharge through the hull. The outlet hose and clamp are in poor condition. The outlet must be replaced and preferably fitted with a seacock.

SKIN FITTINGS: PVC fittings. The galley outlet is fractured and must be replaced, preferably with a metal fitting (bronze or stainless).

COCKPIT DRAINS: 2 x 25-mm diameter outlets through the transom.

R/STOCK, GLAND & BEARING: Spade rudder on a 60-mm diameter stainless steel stock in a rudder box fitted in the stern. The bearing is worn but there is still thickness in the material. The complete rudder assembly is removable.

STEERING LINKAGE: Tiller steering pinned through a bronze head on the stock. The pins are worn but acceptable at this stage.

ENGINE & EQUIPMENT:

MAKE: Tohatsu **H.P.** 9.8 **YEAR:** 2009 **FUEL:** 2-stroke

MOUNTINGS: Transom mounted.

FUEL TANK: 12-litre polypropylene tank with a fuel gauge.

FUEL LINE & FITTINGS: Neoprene.

ELECTRICAL WIRING: 12-volt wiring is connected through a fused switch panel.

BATTERIES: APEX calcium battery in a PVC battery box and fastened in position.

PUMPS - BILGE: 12-volt Johnson 500 GPH portable pump.

MAST, SPARS, RIGGING & SAILS:

MAST & BOOM:	Painted aluminium spars. The paint is blistered and worn on both the mast and boom. Some repainting is visible on the boom but there is no corrosion on the mast. There is wear at the gooseneck. The boom bale is loose on the boom and the fastening needs to be replaced.
SPINNAKER POLE:	Double ended aluminium pole in good condition
STANDING RIGGING:	1 x 19 stainless steel rigging replaced approximately two years ago.
RUNNING RIGGING:	Poly braid and wire in reasonable condition.
SPREADERS:	Single aluminium foil spreaders - not inspected.
MAST STEP:	Deck stepped onto a hardwood plate secured in position by aluminium angles fastened into the cabin house. There is a hardwood compression post from the deck head to the keel.
STEM HEAD FITTING:	Stainless steel supporting the forestay and pulpit.
CHAIN PLATES:	50 x 4-mm stainless steel through the deck and bolted through 12-mm plywood bulkheads, which are bolted to the internal hull moulding. There is also a stainless steel tie plate to the hull under the starboard bunk.
WINCHES:	2 x Arco 10 sheet winches. 2 x Arco 6 halyard winches.
SAIL INVENTORY:	Mylar main. 2 x Dacron & 1 x Mylar headsails. All sails are in good condition.

SAFETY EQUIPMENT:

ANCHOR & WARP:	Fortress aluminium sand anchor with 6-mm gal. steel chain and 12-mm silver warp.
SAFETY RAILINGS:	21-mm diameter stainless steel pulpit and stern quarter pushpits. All are slightly distorted consistent with the age of the vessel.
LIFELINES/STANCHIONS:	Stainless steel safety lines through 25-mm tapered stanchions.
NAVIGATION LIGHTS:	Port, starboard and all round white light.
FENDERS:	PVC pneumatic and high density foam bag fenders.
FIRE EXTINGUISHERS:	Safety 1.0-kg dry powder - in current survey.
LIFE JACKETS:	2 x Driclad and 4 x Taft PFD Type 1 jackets.
MEDICAL KIT:	Large first aid kit in a water proof container.
TORCH:	Dolphin.
OTHER:	All safety equipment is to Cat 7 requirements.

ACCESSORIES:

CANOPY/COVERS/AWNINGS:	Boom cover.
VHF SEAPHONE:	Uniden Atlantis 260 portable transceiver.
RADIO CASSETTE:	Sony AM/FM portable.
COMPASS:	Plastimo Contest bulkhead mounted.
BOAT HOOK:	Aluminium
OTHER:	PVC boarding ladder.

RECOMMENDATIONS:

1. Replace the galley outlet skin fitting with a metal fitting and preferably fitted with a seacock. Also replace the hose and clamps.
2. Replace the loose rivets holding the boom bale.

REMARKS:

The vessel has been built to current professional standards, is well fitted out and maintained in reasonable condition. The defects aforementioned should be attended to at the soonest opportunity and the safety equipment is to Cat 7 requirements.

The equipment, electrical and fuel systems have been inspected visually only so far, as is possible, and no guarantee can be given for their satisfactory operation.

All reasonable attempts have been made to trace defects present however, there can always exist latent or design defects that are not visible without interfering with the vessel's structure or fittings. We have not inspected woodwork or other parts of the structure, which are covered, unexposed or inaccessible, and we are, therefore, unable to report that any such part of the structure is free from defect.

This report is given without prejudice and is for the exclusive use of the contracting party only and no responsibility will be accepted for any other party without the written consent of the undersigned.

John Box

NAVAL ARCHITECT