

Col. Andrew Mills
Co 28 Engineer Regiment
Linsingen Kaserne

31787 Hameln

Scharnhagen, den

3.2.2000

Zeichen:

KY-01-22-00

SURVEY REPORT
Sailig vessel „AVALANCHE“

Customer	:	Col. Andrew Mills, Hameln
Date of survey order	:	December 1999
Date of inspection	:	7.1.00, 28.1.00, 10.2.00
Participants of inspection	:	Cop. Marc Higgins (7.1.00, 28.1.00) Col. Andrew Mills (10.2.00)
Place of inspektion	:	BKYC, boatshed

Type:

100 sq.M. sloop rigged sailing yacht of round bilge and long keel configuration.

General Particulars:

LOA	:	56'
LWL	:	39.1'
BEAM	:	11.2'
DEPTH	:	7.7'
DRAFT	:	7.5'
SAIL AREA	:	952.0 sq. ft.
BUILT	:	Krögerwerft, Warnemünde, Germany 1936

Construction:

Semi composite, timber on part steel frames with external lead ballast and steel keelbolts.

The vessel was seen while laid up in the boatshed of British Kiel Yacht Club, Kiel, Germany.

In summer `99 „Avalanche“ was afloat in harbour of BKYC, no mast standing, not sheltered by a tarpaulin, treated from rain and sun.

Consequently the varnish of all wooden parts is in poor condition.

External:

Hull:

The hull is totally GRP sheated to deck level.

The sheating is in overall good condition with no indication of any separation from the underlying structure. (Photo 1)

The hygrometer „TRAMEX SKIPPER“ gave no indication of moisture between the mahogany planking and the GRP sheat, except the area about 150 mm down from the rubbing-strake all around the hull showed a little higher level of moisture.

Rudder:

The rudder was made from oak-wood, glued with SIKA-FLEX in two halves. It was reconstructed in 1987.

The halves are going to part from the back to the front.

The cutouts in the rudder post for the fittings are sheated with GRP.

Under the sheat are drilling holes shown made by the worm TEREDO NAVALIS. (Photos 2, 3)

The rudder is not safe anymore. It needs to be reconstructed.

Deck:

The main deck of Teak over plywood is in good condition.

There are no cracks or rotten places to be seen in the teakplanking.

The plywood and the deckbeams does not show any rotten parts and places from underneath.

The rubber compound between the planks is in good condition.

The mahogany gunwale is badly broken on port near the chainplates, over a length of 3 m. It must have been leaking badly when the boat was afloat. (Photo 4)

Starbordside is broken too, but not so wide.

For repairing the gunwale, the toe rail with its capping and the rubbing strake has to come off and has to be reconstructed again.

There are more cracks in the middle of the carline which can be repaired more easily.

The varnish of the gunwale and king plank needs renewing.

Toe rail and capping:

The Iroko toerail is in good condition, the Ash capping is split in the aft below the pushpit. (Photo 5) The varnish needs renewing.

The ash rubbing strake with brass strip cap is in good condition, except the varnish.

Raised cabin and coachroof:

The sides of the mahogany cabin and doghouse (Photo 6) are in good condition (except the varnish). The front wall is cracked in some places. (Photo 7,8)

These cracks can be cut out with a router and be refilled with glued wooden strips.

The seam between the cabin wall and the covering board is opened and must be leaking. The seam can be cut out and refilled with mastic compound.

(SIKA-FLEX 290 DC) (Photo 7a, 8a)

The coachroof with teak planking and ply underlay is, except the varnish, in good condition.

Hatches

The hatches were reconstructed in 1987 not very good, but they will last for another two to four years. (Photo 9, 10)

There are only little things to repair.

Chainplates

The chainplates were renewed in 1999 from stainless steel, consequently they are in best condition.

INTERNAL

Framing:

Most of the original steelframes and floorings had been replaced in 1987. (Photo 11)

In the aft are three pairs of original framings left. The one in the front is corroded badly, it needs to be replaced. If it seems to be too difficult making a steel-one it could also be made from laminated wood. (Photos 12, 13).

Two steel-floorings in front of the engine are badly corroded, they need to be replaced. (Photo 14, 15)

All the corroded old frames should be taken out.

The new steelframes are very rusty on the surface. They are to be brushed with a metalbrush and coated with anti-corrosive paint. (Photo 16, 17)

The material of the steelframes had not become thinner yet.

Wooden frames:

The new laminated, copper-riveted wooden frames came in 1987, they are still in good condition and give the vessel a good strength and stiffness. (Photo 18)

Stringers:

The stringers of pitch-pine are in good condition.

A new additional beam shelf was built in in 1987, good condition too.

Centreline:

Stem, keel and backbone, all oak, are in good condition.

(Photos 19, 20)

Hull-Planking:

The mahogany planking, 1 3/8", is attacked by dry-rot in some places:

- 1) On portside in the very aft under the last steelframe, four planks.
The attacked places are not so big yet. They can temporarily be cut out, dried and filled up with Epoxi-Resin.(Photo 21)
These places are to be cheked every year.
- 2) In the main-saloon beneath the berth on both sides five planks are attacked by dry-rot under some steel-frames over a length of five metres.(Photo 22, 23)
These planks are to be replaced, what means that the GRP sheat must be removed and after finishing the planking the sheat must be renewed.
The rot-progress will keep on, because there is no insulation (tared canvas) between the new steel-frames and the hull planking.
The progress could be stopped by applikation of Boiled Linseed Oil between steel-frame and hull planking.
The planking is to check every year.

Mast, boom and rigging:

Mast and boom from hollow spruce are in good condition, so is the stainless steel shrouds.

(Photo 24)

Conclusion:

The vessel „AVALANCHE“ is not able to sail in this condition.

The risk of separation of the GRP sheat from the attacked areas in the wooden hull is too big.

All the shown defects should be repaired before the yacht is going to sail again.

When all these defects are repaired, the yacht can last for more than another ten years , possibly longer under good maintenance, but the undersigned recommends the yacht sailing only in the Baltic Sea up to force seven Beaufort, considering her age.

The planking is to investigate every year, the next full survey should be done in a four years time.

Estimatet costs of repairs: (prices of a german boat-yard)

1. Planking: Replacement of 100 m mahogany planking	DM	58.000,-
Removing and rebuilding of interieur	DM	5.000,-
Removing and renewing of GRP-sheat	DM	2.500,-
2. Rudder : Making a new rudder	DM	17.000,-
3. Frames : New steel floors and wooden frame	DM	7.000,-
4. Gunwale: Renewing of 4 m toerail, rubbing strake and gunwale on both sides	DM	15.000,-
5. Cabin : Refilling the cracks with wooden strips	DM	<u>1.500,-</u>
	DM	108.500,-
		=====

To save costs:

1. Removing of GRP-sheat by soldiers could save	DM	2.500,-
4. The gunwale on starbord side could be fixed temporarily by soldiers with mastic-compound. Material:	DM	50,-
5. The cracks in the cabin wall and doghouse could be fixed by soldiers Material:	DM	100,

The estimatet market value of the vessel „AVALANCHE“ in the present condition is

DM 35.000,-
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Scharnhagen, den 3.2.2000

Uwe Baykowski



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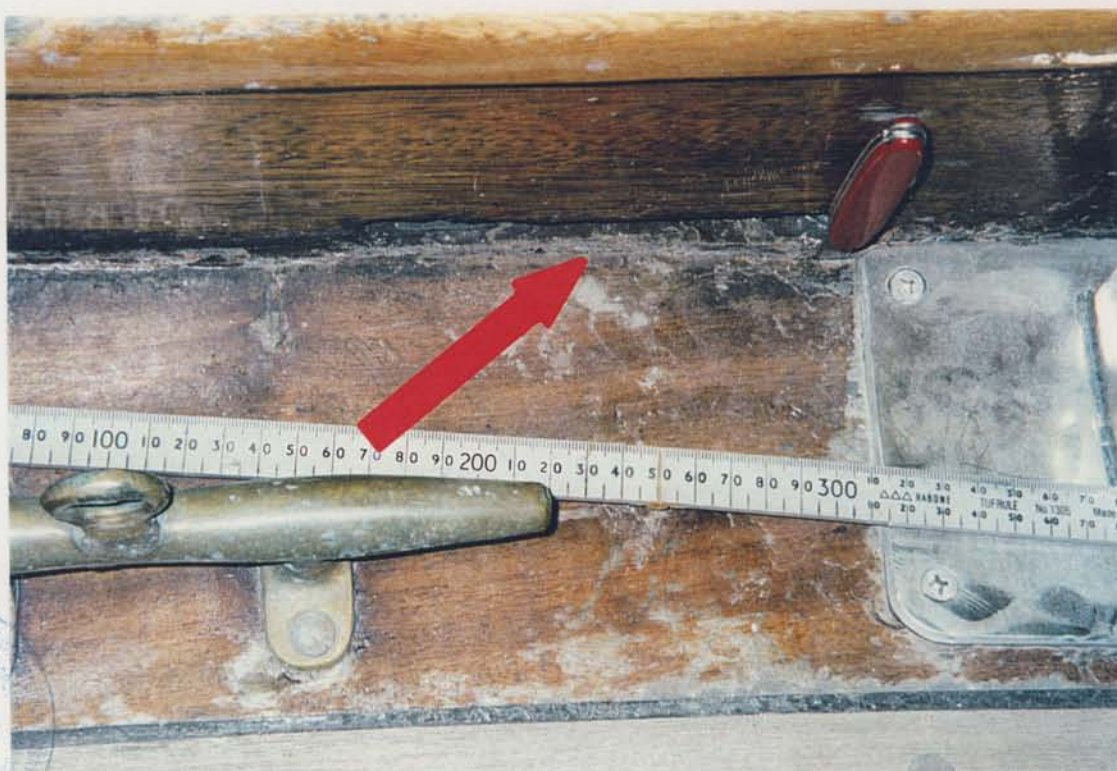
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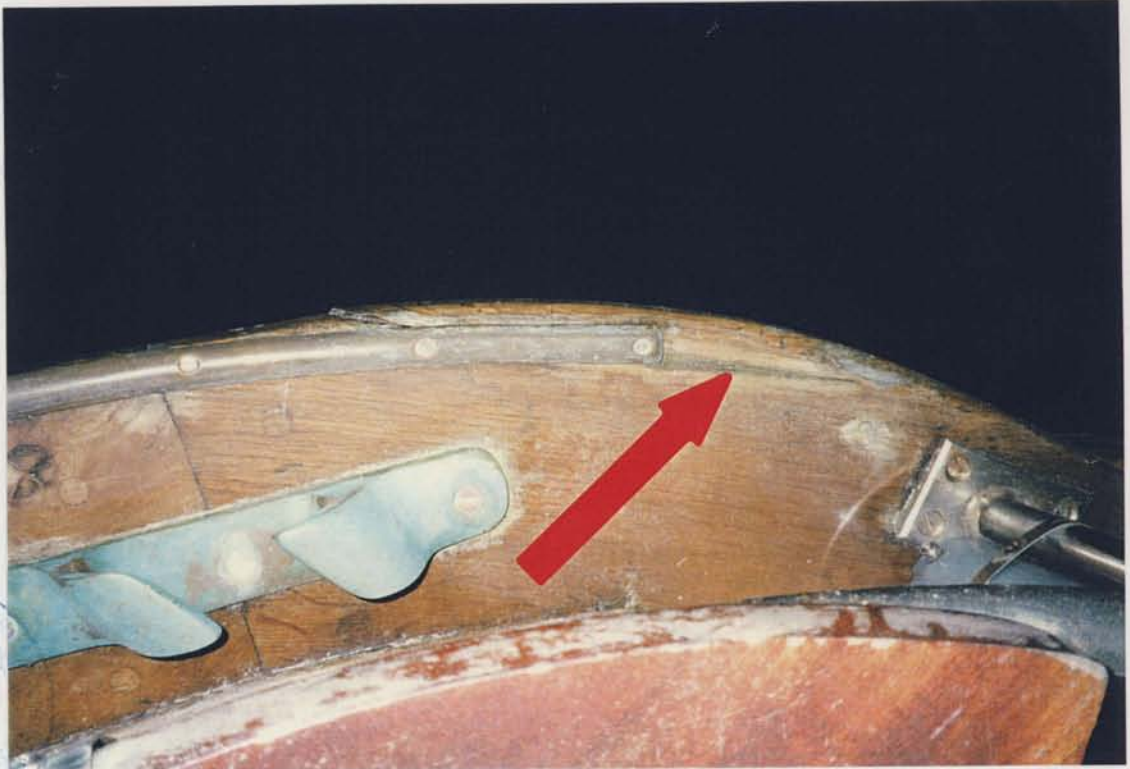
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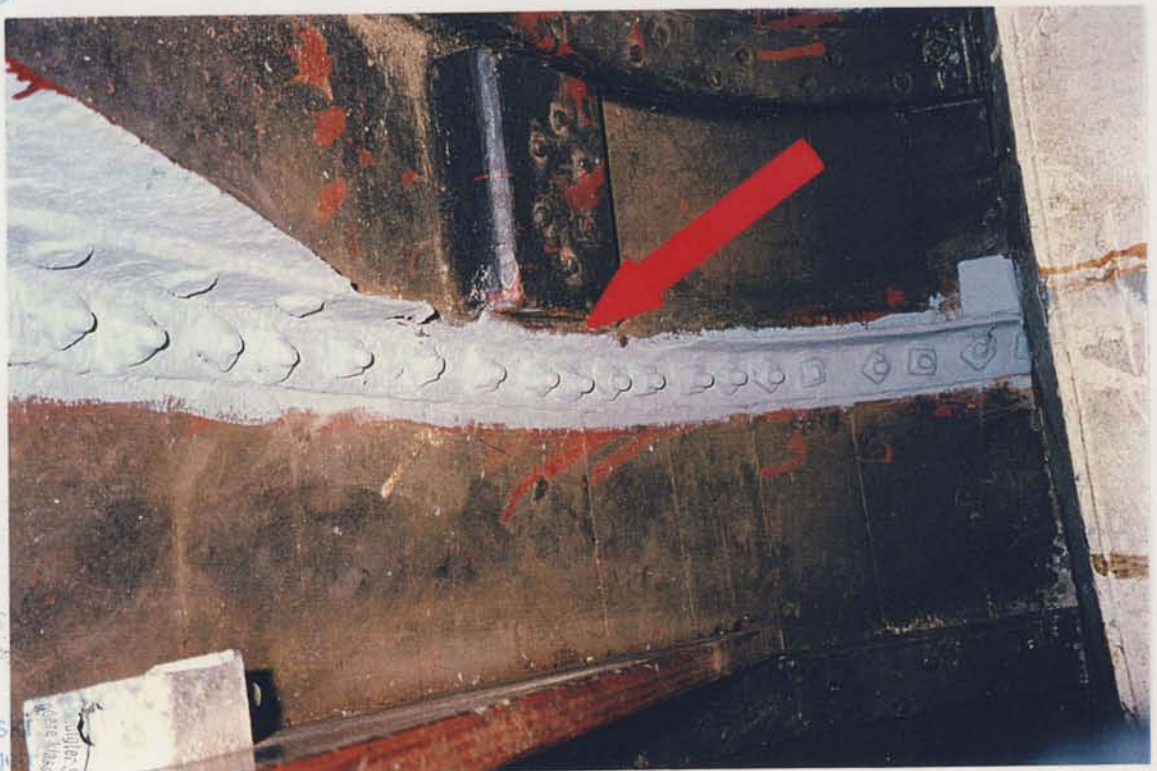
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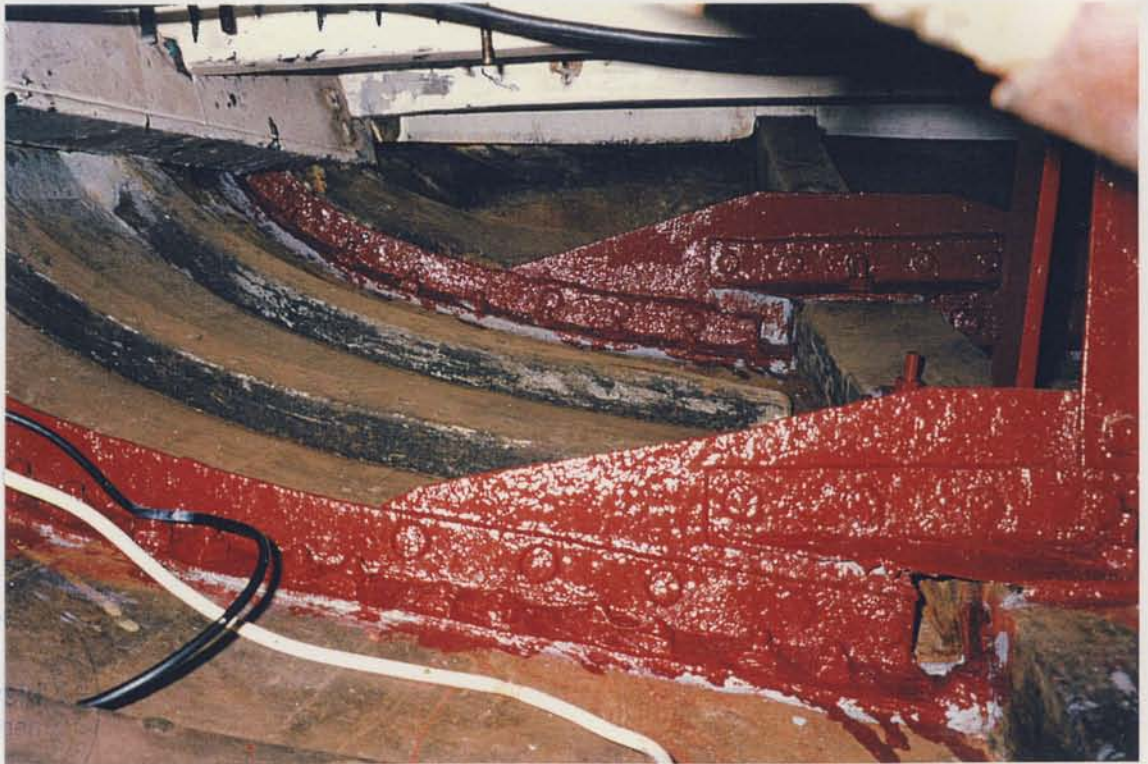
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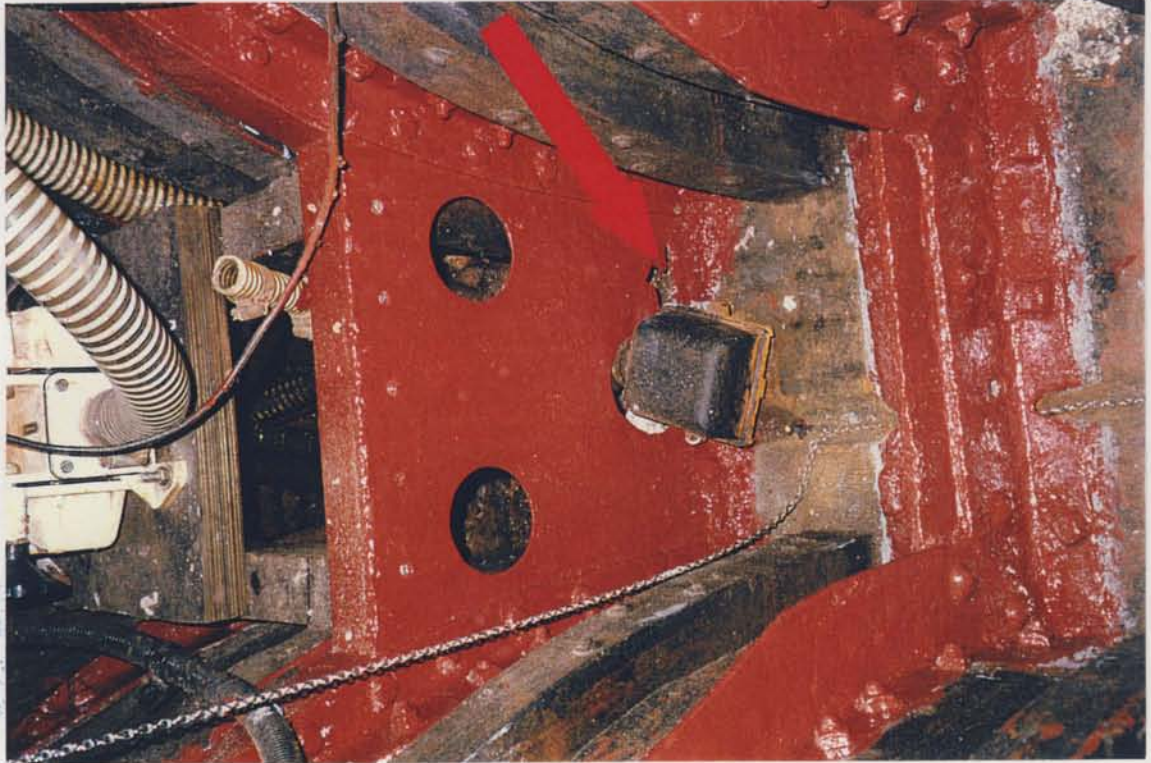
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