

Ship Check  
Jan. 19 – 21, 2015  
St. Maarten

### Summary:

DFD attended the vessel in St. Maarten and proceeded with on board meetings with Capt. James, Engineer Mike, & Derek from Shipyard.

The purpose of the trip was to better understand the shipyard work list, and the modifications outlined in Ward's proposal.

The primary items of discussion were the

- crew quarters
- galley modifications
- stanchion corrosion issues
- sewage treatment system
- review of the crews work list

### Crew Quarters:

As discussed in the meeting Jan. 8<sup>th</sup> at Shipyard, my thoughts of revamping the crew cabins would be to replace soft goods, fixtures, flooring and ceilings.

The flooring should be Amtico type throughout the entire crew area.

A good faux finisher should be able to provide color match and clear coat touch ups through the wood paneling and trim.

The cabinetry and walls of the bathrooms should be painted with a durable industrial paint inside and out.

Any rot discovered can be dealt with on an as needed basis before paint.

The toilets should be replaced, and any gaskets or glass not in good condition.

#### Things to consider:

- Addition of power and USB or similar for phone charging and electronic accessories
- Color scheme for bathroom (possibly 2 colors to break it up)
- Choice of flooring material
- Choice of lighting fixtures
- Repairs will probably have to be done where back splashes and base boards will be removed.  
Need to understand what replacement material will be.

This approach should be considerably less expensive than gutting the bathrooms while providing the crew with a refreshed feeling living area.

### Galley Mods:

I think the galley can be handled in a similar fashion to the crew heads in regards to the cabinetry and paint. Modifications can be made to accept the new appliances, and additional storage.

As Ward has the drawings, we should work together to provide as much as possible for these additions and better use of the available storage.

New flooring, head liners, counter tops, and a sink with the above additions should be easier and more cost effective while making our time frame not so tight.

Again this will brighten and freshen up the entire galley and make it more user friendly for the chef.



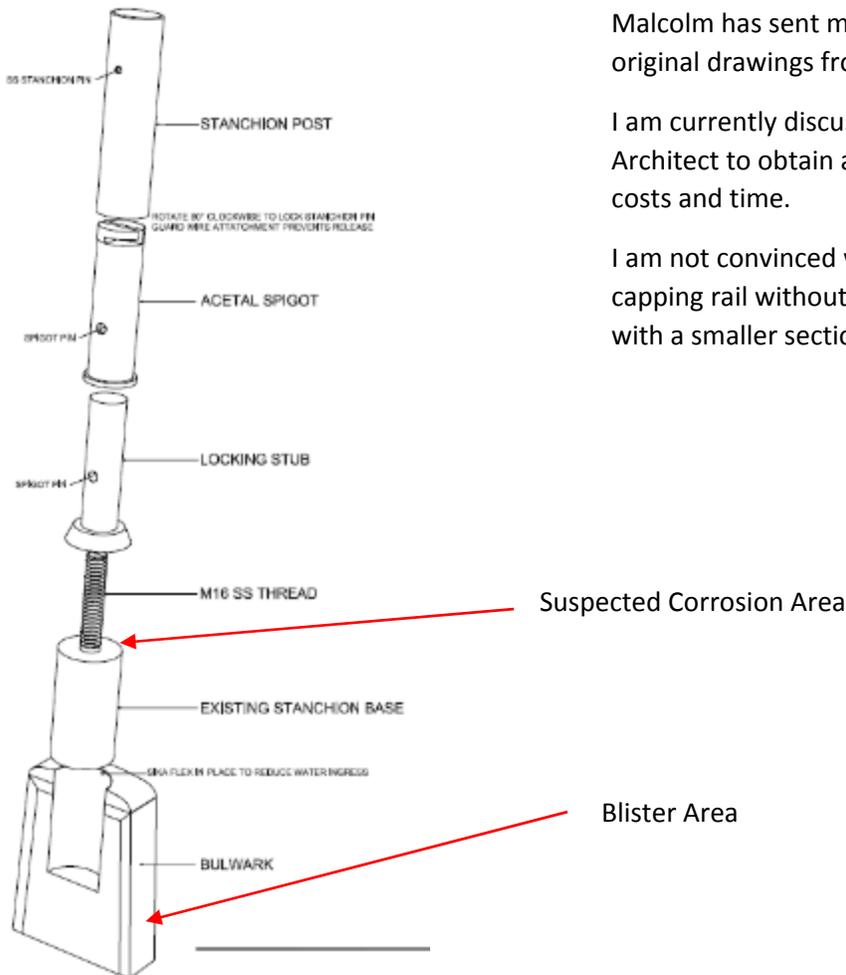
## Things to consider:

- Which appliance additions will best assist the chef
- Swing / pullout hardware for the 2 corner cabinets
- Move microwave to starboard pantry
- Additional drawer bank in mid ship pantry
- Pull outs above select drawers for plating
- Possible pop up for floor freezer. (thinking about some type of gas shock)
- Addition of power and USB or similar for phone charging and electronic accessories
- Color scheme for cabinetry (possibly 2 colors to break it up)
- Choice of flooring material
- Choice of lighting fixtures above counter tops
- Choice of fabric for crew seating
- Type of material for new table
- The deck heads in this area will need to be a hard material for cleaning. The hatch trim rings could be made and wrapped to make for a better fit.

## **Stanchion Corrosion:**

After looking at the stanchions on board and revisiting the drawings provided by Malcolm, I don't feel this solution will resolve the current issue of blistering on the bulwark. The corrosion is happening where the SS threaded rod is threaded into the aluminum vessel structure.

The proposed solution only sleeves the SS stanchion post and does not address the threaded rod into aluminum.



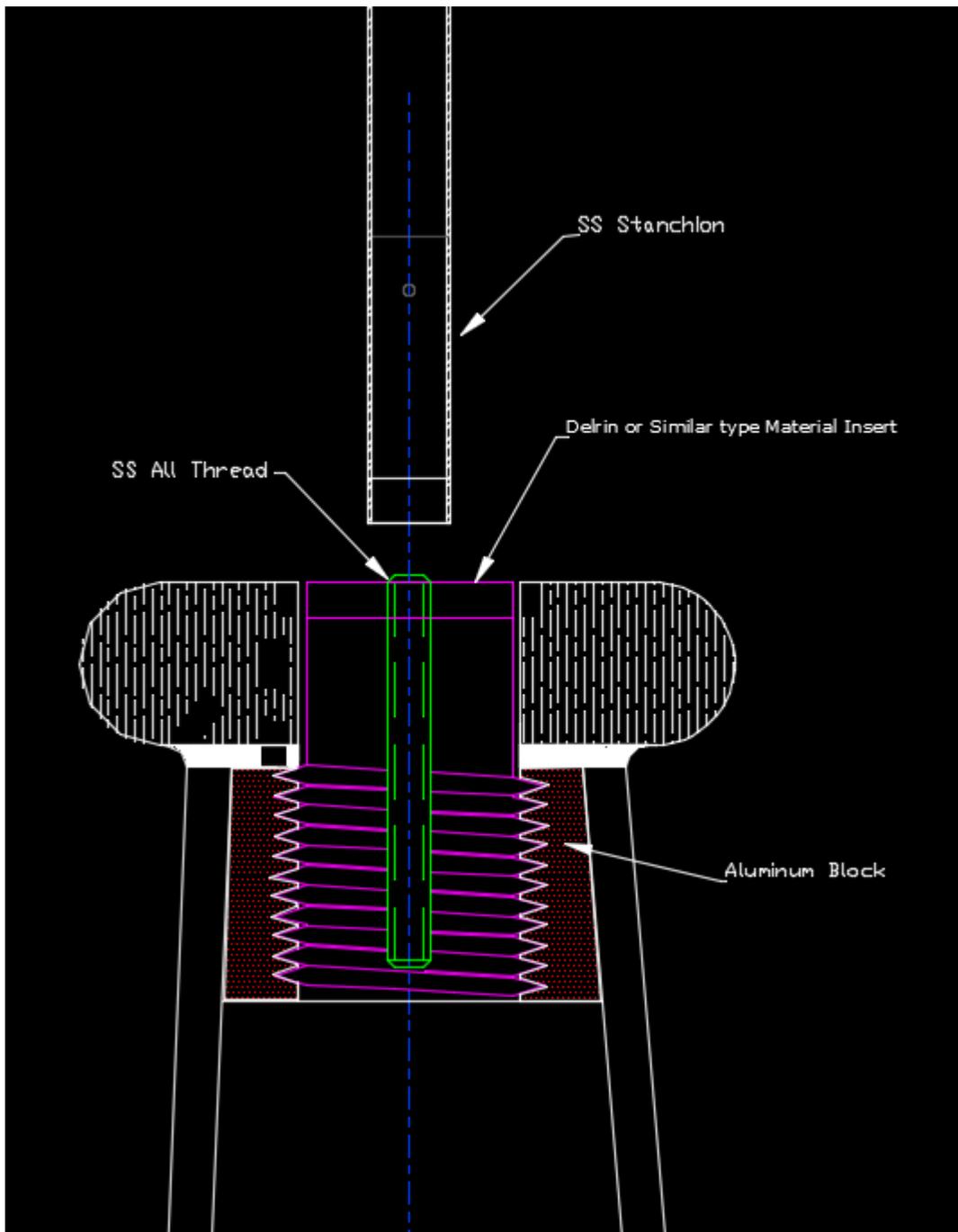
Malcolm has sent me his drawings along with the original drawings from the builder.

I am currently discussing the problem with Naval Architect to obtain a solution that is reasonable in costs and time.

I am not convinced we will be able to remove the teak capping rail without destroying it. This can be tested with a smaller section once the vessel is at the yard.

After a discussion and drawing review with Tony, he has come back with a solution that was used on another vessel by the same builder and similar vintage.

Below is a quick sketch to show concept, Details need to be developed.



Concept detail of Stanchion Base

## Sewage Treatment:

Looking at adding a sewage treatment system to this vessel is somewhat of a challenge for a couple of reasons.

1. The physical space required to mount the hardware and equipment does not currently exist in the machinery space. A discussion with the engineer suggest we may be able to relocate the remainder of the water maker system to provide space required.

This option needs to be further examined, and I would like to meet with the chief engineer at Head Hunter Marine to discuss the possibilities of manufacturing the system in multiple components to help with the space issue.

2. Older approved treatment systems did not require a processing tank, as the sewage was run through a macerator, mixed with chlorine, and discharged overboard.

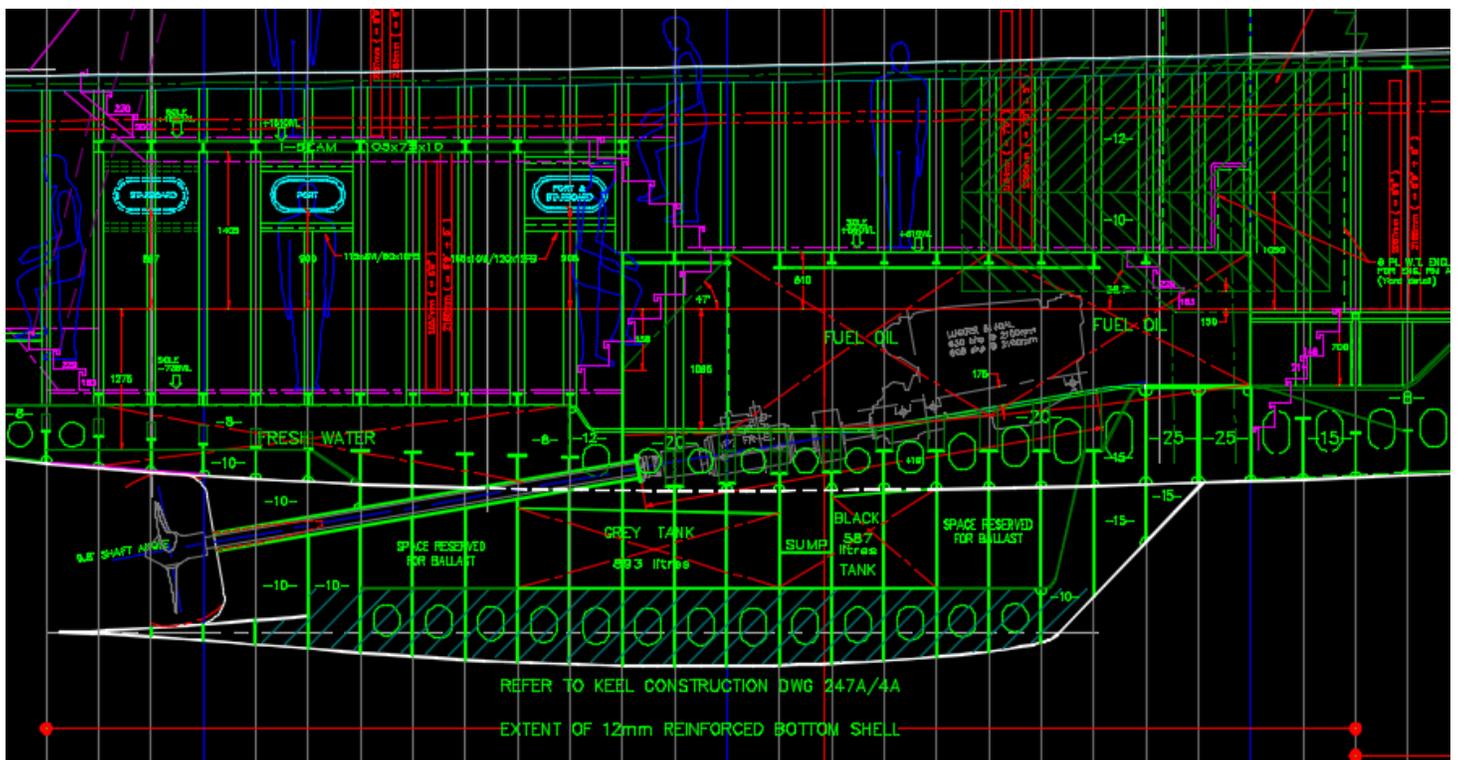
The new approved systems require a settling tank to allow the treatment system to process. This vessel is not equipped with an additional tank for this application.

While speaking with the engineer, he has asked if the grey and black tanks can be combined while using the other as the processing tank.

I will be looking into this further to see if any requirements forbid us from trying this approach.

3. Another issue which needs to be considered is the discharge of the sewage fitting in the bottom of the vessel in relevance to the pick fitting for the fresh water on board.

Currently they are on opposite sides of the keel, however in a perfect situation, the fresh water pick up should also be uphill or forward of the sewage discharge.



Tank Locations

**Crew Work List:**

James and I reviewed the crew work list, and divided items into crew tasks and yard or contractor tasks.

I have taken all of the yard items and contractor items and combined them into one working list. Some of the tasks have been combined to make the list shorter and less granular.

The list has also been put into a format we (DFD) like to use during a yard period for tracking purposes.

(SEE ATTACHED)

Once James has confirmed the list is complete and accurate, this can be submitted to the yard for pricing.

The crew list will be handled as a separate list and converted to another format in the days to come.

**Closing:**

Bill from the yard also spent some time on board during these meetings and discussions.

Some of the other items discussed included the hauling, pulling of the mast, rudder, and shafting issues. These items are in the work list, but all influence the hauling and blocking of the vessel to prevent additional lifting charges.

This report is respectfully submitted without prejudice for the benefit of whom it may concern.



F. Sean Hodgson



*Drawings Fabrication & Details Inc.*