

WADHAM LOCKE LIMITED,
Yacht surveyors,
Royal Mail House,
Southampton.

9th February, 1972.

THIS IS TO CERTIFY that J.D.Locke of Messrs.Wadham Locke Limited, acting on the instructions of S.Tyrrell, Esq., did proceed to the Elephant Boatyard, Old Bursledon on 8th February 1972 and there carry out a preliminary survey of the ex-6 Metre "ZENITH", as and where she lay hauled up out of water, for the purpose of reporting on her general condition and the repair work recently carried out.

This vessel was designed and built by Fife of Fairlie in 1924 and was classed with Lloyds until November 1930. She was a fast and successful boat in her day and has since been converted for cruising use, for which purpose she was used until suffering a serious fire recently.

Construction consists of close seamed Honduras mahogany planking on American elm timbers and oak fore and aft framing, with iron keel, spruce shelf and pine decks covered with canvas. The cabintop and coamings, cockpit and deck beams and covering of the decks are items remaining to be carried out, also the rebuilding of the interior, fitting of engine and tank and associated fuel lines, plumbing, wiring etc..

The survey made at this time was confined to an examination of the main structural members of the hull, where accessible, and to checking of the repair work carried out to date. Checking of fastenings, deck and cabintop, installation etc will be made on completion of this work.

PLANKING. Renewed planking is satisfactory, with suitable shift of butts, and is well faired into the original. Some slight softening noted in fore ends of topside planking and immediately above sheathing fitted in port forward bottom. This sheathing is lifting in places and should be stripped off where not adhering and in way of the softened planking for checking under. Some refastening of plank ends under may be found to be necessary and this action should be taken in the topsides where movement was found at the stem. Additional fastenings have already been fitted, clear of this sheathing, in the garboards and plank ends aft and this work is satisfactory. General condition of planking, where able to check, found to be in order for the age of the boat.

TIMBERS. New sections of timbers fitted, satisfactory. The originals show some debility in the lower bilges and in places elsewhere but sufficient sectional strength remains for normal use, although some movement of the hull forward will probably be found when driving to windward hard, in a seaway. No doubt this lightly timbered hull has always done this, but with suitable discretion this boat will be suitable for sheltered waters use, or coastal in settled weather.

STEM. Upper part adjacent to rabbet soft on port side, sheath over after carrying out the refastening work, to seal. Other parts tested, found to be in order for the age of the boat.

KEEL. Some discolouration of the surface and local softening, but in about average condition for the age of the boat. Check fore end under the sheathing fitted, when this material is removed here. Tingle fitted over joint of keel and the sternpost, assumed to have been fitted to seal the joint and stopwaters in way, not seen under.

STERN. Sternpost in order, where able to check. The counter timber shows some localised softening towards the aft end, but is not in a serious condition here. New sheathing has been fitted in way of the rudder stock aperture and the rudder trunking has been sheathed over inside the ship. It is suspected that the condition of the rudder trunking here may not be too good, but provided the present arrangement is watertight this should be adequate for the use suggested. Not possible to gain access into the aft peak for testing, but visually appears in reasonable order.

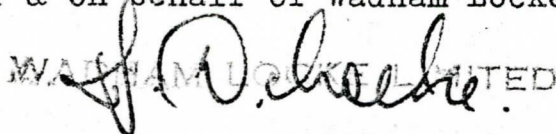
RUDDER. New stock scarphed on and through-bolted to blade. Some movement can be induced here, at the joint, but no serious weakness exists. It is assumed that the stock was examined and considered to be in order when fitting this new section. Hangings satisfactory.

SHELF. Main shelf examined in random places, and found to be in fair order. Some debility has been set up by water soakage from the deck edge. Seal over when covering deck, and trouble should not be experienced with this member.

BALLAST KEEL. In cast iron and found to be in order, requiring only normal refitting as to finish. It is thought that this boat would originally have had a lead keel, this would affect the stability but otherwise is not an important point. Keel bolts should be checked as part of the follow up survey envisaged.

GENERAL. The basic hull and framing of this boat is satisfactory and the repair work carried out matches in well with the original structure. With the further minor items called for in the planking, fastenings and stem dealt with, and with the deck structure and tops etc. properly completed, this boat will come back into good order for her age and type.

For & on behalf of Wadham Locke Ltd.,


WADHAM LOCKE LIMITED

(J.D. Locke AMRINA)