

1974 East Coast 31 – "Crackerjack"

Purpose of Inspection: Pre-Purchase

Survey ID: 241121DB



Report prepared for:

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Inspection carried out by:

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Date of Inspection/s:

In water 24/11/21

Out of water 30/11/21

Contents

1	Summary	page 3
2	Introduction	page 3
3	The Inspection	page 4
4	Conclusions	page 16
5	Recommendations	page 17
6	General Disclaimers	page 18
7	Misc. Photographs	page 19

1 Summary

This vessel was designed by Peter Cole and built by East Coast Yachts in 1980 for inshore, coastal and Bluewater racing and cruising.

The inspection took place on a mooring at Newport on 24/11/21 and then on 30/11/21 the boat was motored to RPAYC to be hauled out for inspection of the underwater areas.

The inspection revealed that, although run down she is a quite good example of a vessel of its age that was solidly built by a professional boat builder.

These boats were very popular and known for strength and seaworthiness with a high standard of original equipment and fit out.

The interior layout includes

- Double V berth in the bow area
- Enclosed Bathroom behind the V berth on the PORT side
- U shaped settee on the PORT side of the saloon with dining table
- Single berth/settee on the STBD side with an additional upper bunk
- Compact U shaped galley behind the settee on the PORT side
- Nav area opposite the galley on the STBD side
- Single aft quarterberth behind the nav station

In summary it is our opinion that there is no reason the vessel can't be used for club racing and/or family cruising with appropriate upgrades, ongoing service and maintenance.

2 Introduction

The inspection was requested by the client in order to determine and comment on the overall condition.

The vessel is still in the hands of the original owners however has not been used for several years so needs some maintenance to bring her back to her former condition.

The weather conditions on the 24/11 were sunny and dry with light winds. Due to the current condition of the standing and running rigging, no sailing trials were carried out and the sails were not onboard. The haulout and motor trial were done on the 30/11 at RPAYC in overcast conditions.

The inspection was carried out according to the agreed Terms & Conditions of AMS (available on request) and the Codes of Conduct & Practice, published by the International Institute of Marine Surveyors. <http://www.iims.org.uk/>

3 The Inspection

The following checklist comments on the construction, condition and the equipment on board.

Survey ID**241121DB**Date 24th and 30th November 2021

Type of Survey Pre purchase

Client details

Name Izaak Smit

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Email smitty20411@hotmail.com

Inspection details

Location Newport NSW

Weather Fine with light winds then overcast

Vessel detailsName **Crackerjack**

Sail/Power Sloop rigged sailing yacht

Type/Design East Coast 31 – designed by Peter Cole

Builder East Coast Yachts – Gosford (closed)

Year built launched 1974

Construction material Solid GRP hull and deck with timber bulkheads, foam stringers and internal liners

Registration number JF730N

HIN tbc

Sail number ???

Gas Certificate to be renewed

Length 9.45/m 31.3'

Beam 3.22/m 10.55'

Draft 1.68/m 5.5'

Design Displacement 4318 kgs 9500 lbs

Ballast 2180 kgs 4800 lbs

General Condition & Structure

Hull

The white painted topsides show no signs of major repairs but need to be repainted. The black antifouling was water blasted while the boat was on the hardstand. There are signs of paint build-up and some osmosis blisters in the antifouling which is typical. These underwater areas may need some local repairs to any osmosis blisters or flaking paint at each annual haulout. The topsides will look a lot better when they are repainted.



Deck

The bright yellow GRP deck appears to be in quite good condition with no signs of major repairs or damage. There are some small areas of crazing and flexing around a few of the deck fittings. This is to be expected and does not affect structural integrity.

Understandably, the deck layout is quite old fashioned with a lot of winches and cleats and most of the halyards and control lines are led back to the cockpit. The deck is glued to the hull and then bolted down through the alloy toe rail extrusion which is in quite good condition. There is a separate anchor locker at the bow.



Cockpit

This cockpit has good seating with some open lockers for lines etc. There is non-skid on the seat tops and floors for extra safety.

The mainsheet track is at the front of the cockpit and a good-sized cockpit locker on the PORT side. The removable helm seat moulding can be removed to access the small gas locker at the transom. The steering pedestal is quite solid, and an emergency tiller can be fitted under the helm seat. The engine control panel is on the STBD side of the cockpit next to the helm and a boarding ladder is fitted to the aft rail on the PORT side.



Bulkheads and floor structure

The bulkheads appear to be well constructed and show no cracking or movement. The floor support frames where visible are well built and the keel nuts are easily accessed in the bilge and limber (drainage) holes are adequate in most areas. There is a steel, load carrying frame structure which is well bonded into the hull.



Bilges

Most bilge areas are accessible and although a bit dirty and wet in some areas, they appeared to be undamaged. There is a manual bilge pump which feeds from the main bilge. The speed and depth transducer is not working but is easily accessible.



Floorboards etc.

The interior floor is covered with plywood veneer boards which are covered with vinyl flooring in some areas and there are some access boards to the important components such as keel nuts etc. The saloon area plywood floorboards have been water damaged over the years and can be replaced in the future.



Engine bay

The engine bay is accessed from the main cabin by lifting the stairs and a lid panel away. There is also access from the quarterberth to the side of the motor and all the components behind the motor. There is some old insulation fitted in the engine space.



Mast step and deck collar

Appeared sound both above and below deck. The mast step area should be cleaned up and any corrosion removed or treated and the mast drain hole cleared.



Chainplates

The plates and mountings appeared very solid and are tied to the mast step support structure. There is a metal ring frame support structure at the mast and chainplates.



Internal Furniture

The original interior appears to be well designed, constructed and fitted and is very solid and functional. There appears to be very little damage to any of the timberwork. Any areas of worn or water-stained timberwork can be quite easily refinished or painted. The upholstery looks original but is still in quite good condition.



Windows and hatches

The foredeck opening hatch & cabin top hatch are original and well fitted and doesn't appear to leak. The 2 windows each side in the main hull appear are due to be replaced. An opening Portlight can be fitted above the quarterberth to improve ventilation. The Foredeck and main companionway hatch are well designed and built.



Seacocks and fittings

All valves and seacocks appeared to be in reasonable condition and turned on and off. Some are starting to de zincify which is very normal and should be monitored as part of the ongoing service and maintenance program. Given the age of the vessel and lack of use it would be good to replace all the valves.



Pumps, plumbing, taps etc.

All were tested and should work well once water tanks are filled

- | | |
|----------------------------|----------------------------------|
| • Toilet | OK |
| • Manual bilge pump | to be tested & overhauled |
| • Manual galley sink taps | to be checked with water in tank |
| • Manual bathroom pump tap | to be checked with water in tank |

On Deck

Anchor/s – chains – lines	anchor and tackle appeared to be in reasonable condition
Bow roller etc.	Solid roller assembly – alloy casting
Winches	Barlow
Deck hardware	mostly Ronstan/Fico including clutches
Cockpit lockers	good storage on PORT side and gas in aft locker
Canvas etc.	Ols Dodger & a Boom tent are stored below
Cockpit drains	OK – need cleaning

Steering system

Type	Wheel
Components	Components are in good condition



Tanks – Fuel, water & LPG

Fuel	1 x Built in under PORT settee
Fresh Water	2 x Built in under STBD settee
Grey waste	drains directly overboard or into bilge
Black waste	drains overboard
LPG	gas bottle in cockpit locker



Haul out - Underwater

Topsides	painted hull is generally in good condition and no signs of major damage – however needs repainting
Keel	keel has some areas of flaking and blistering that should be repaired at next haulout to stop them getting bigger
Rudder	rudder appears sound and has some blisters that should be repaired at haulout
Antifouling	suggest redoing
Blistering/osmosis	some current minor blistering and evidence of old ones that have been repaired – redo annually
Prop	3 blade fixed – good condition
Propshaft	shaft OK and shaft bearing feels firm
Anode/s	approx. 75% intact
Skin fittings – intakes etc.	all appear OK and in good condition
Transducers	secure but not in use



Engine

Make & Model	BUKH DV20
Power output	20hp
Serial number	???
Fuel type	Diesel
Engine hours	715 on gauge
Service history	???
Drive system	shaft drive 1" shaft
Exhaust system	OK
Fuel filters	OK
Throttle control	OK
Engine mounts	OK
Seawater Strainer	OK
Coolant hoses	Appeared OK – elbow needs repairs
Engine Oil & Coolant	Levels Ok
Alternator	condition appeared OK

Note

- Exhaust elbow was cracked and came away on motoring test



Electrical systems

There is only minimal electrics & electronics onboard and it all looks original. The house battery was missing and a battery booster was needed to start the vessel.



System Voltage	12V DC	
Panels & breakers	original condition	
Navigation lights	check when batteries fixed	
Deck light	check when batteries fixed	
Speedo /Log	old system not working	
Depth sounder	old system not working	
Wind instruments	old system not working	
Deck repeaters	Triple gauges – not working	
Stereo system	check when batteries fixed	Voxson (old)
Lighting	check when batteries fixed	

Batteries (under rear of PORT settee)

Type	maintenance free	
Capacity	Engine – flat at test	720cca
	House- missing	
Age & condition	na	
Securing	installation area looks OK	
Cables etc.	Appear to be in good condition	

Safety equipment (based on NSW min requirement)**Note**

It is the responsibility of the owner /operator to provide and maintain safety equipment in keeping with requirements.

The following items were seen onboard and there may be more equipment stored ashore.

Life jackets	various on board
Anchor, chain etc.	Suitable anchor and chain on-board
Bucket/Fire bucket	sighted
Bilge pump/s	manual accessible from cockpit
Compass/s	on pedestal – compass needs replacing
Fire extinguishers	sighted – check service date
Radio	Old AM/FM
Safety Labelling	some sighted

Lifelines, Stanchions & rails etc.

Lifelines	stainless steel wire – need replacing
Stanchions	SS bases and stanchions
Pushpit	Stainless Steel
Pulpit	Stainless Steel in good order
Boarding ladder	Stainless Steel folding ladder at transom

Spars & Rigging

Rig configuration	Sloop – keel stepped - 1 spreader masthead
Spar builder	Alspar
Spar construction material	alloy - mast, boom & spinnaker pole
Overall Condition	reasonable condition

Rigging age	Unknown
Standing rigging material	SS 1 x19 wire
Standing rigging condition	no damage observed from deck
Chainplates	SS deck plates down through deck
Mast base /under deck	appears sound
Sail handling systems	Hood twin foil

Standing Rigging

The rigging was observed from deck and appeared to be in keeping with rigging of the declared age and rig tension and set up was satisfactory.

Running rigging

Halyards, reefs, sheets etc. were a mixture of Wire, Spectra and double braid ropes and are sun effected and should be replaced as required.

Sails

No sails were onboard at the inspection

4 Conclusions

- This very original East Coast 31 is quite a good example of the model and offers a sound cruising yacht, when she has been updated, serviced and maintained after sitting unused for some time she will perform well.
- There is no evidence of misuse or damage.
- The areas of Osmosis are consistent with boats of this age and are not structural – as discussed these can be monitored and locally repaired at each annual haulout
- The hull and deck gelcoat appears to be free of major structural damage or repairs.
- The hull, deck, interior, spars and rigging are all in working condition however the standing rigging and running rigging need to be replaced
- We see no reason that with appropriate service and maintenance the vessel cant continue to perform well.

5 Recommendations

The following items can be added to the ongoing service and maintenance process to help keep the boat in good working order and help hold her value.

General maintenance items

- Mechanical – sort out exhaust elbow and test engine
- Mechanical – get mechanic to service and check engine
- General - Check all safety equipment and make sure of service expiry compliance
- General – Clean, Dry and check all lockers and bilges to remove any accumulated mold, dirt and debris
- General – confirm fuel and water tank capacity and check if gauges will work
- General – check/refasten jib tack fitting at bow
- General – service all winches and check/service all deck hardware
- Electrics – Fit new house battery and engine battery
- Electric – check operation original switches and gauges
- Rigging – replace standing and running rigging as discussed – including lifelines
- Sails – check all sails to be included

Wish list/upgrades items to consider

- Water test all hatches, windows and deck hardware – reseal or replace as discussed
- Fit a Boom bag with Lazy Jacks
- Fit a basic genoa furler
- Fit a simple Solar charging system
- Fit basic sailing instruments & a Chartplotter
- Repaint the hull topsides
- Fit a Bimini and or Dodger to protect the cockpit and interior

Recommended Annual haulout & service

- Replace antifouling
- Repair any osmosis blisters or areas of flaking
- Shipwright to check rudder bearing and shaft bearing
- Check all skin fittings and valves – replace as required
- Check keel bolts
- Clean and polish topsides – repair any dings or scrapes

6 General Disclaimers

- AMS aims to use our best judgment and adhere to accepted professional surveying practices and codes of conduct in the preparation of this report.
- Due to design or construction techniques that limit access to deck heads, hull liners, bilges, and areas beneath and behind tanks and machinery, it is possible that we may not be able to evaluate all areas of the vessel.
- Except where advised, nothing was examined that required removal or moving of structural components, cabinetry, or machinery.
- No destructive testing of the vessel was conducted, and no comment or opinion is offered regarding the on-going serviceability or condition of the machinery and equipment installed on this vessel.
- If the machinery and equipment are not tested during survey, no comment or opinion is offered regarding their current serviceability.
- AMS will not be held responsible for errors, omissions or inaccuracies resulting from any limitations to inspection. No comments or conclusions as to seaworthiness, stability or handling of the vessel have been made.
- This report, which is covered by international copyright, is confidential and is non transferrable. It must not be copied, reproduced or transmitted in any form or given or sold to any third party without prior written permission.

Signed

Don Buckley

ADMIRAL Marine Surveying P/L

1st Dec 2021

7 Misc. Photographs



