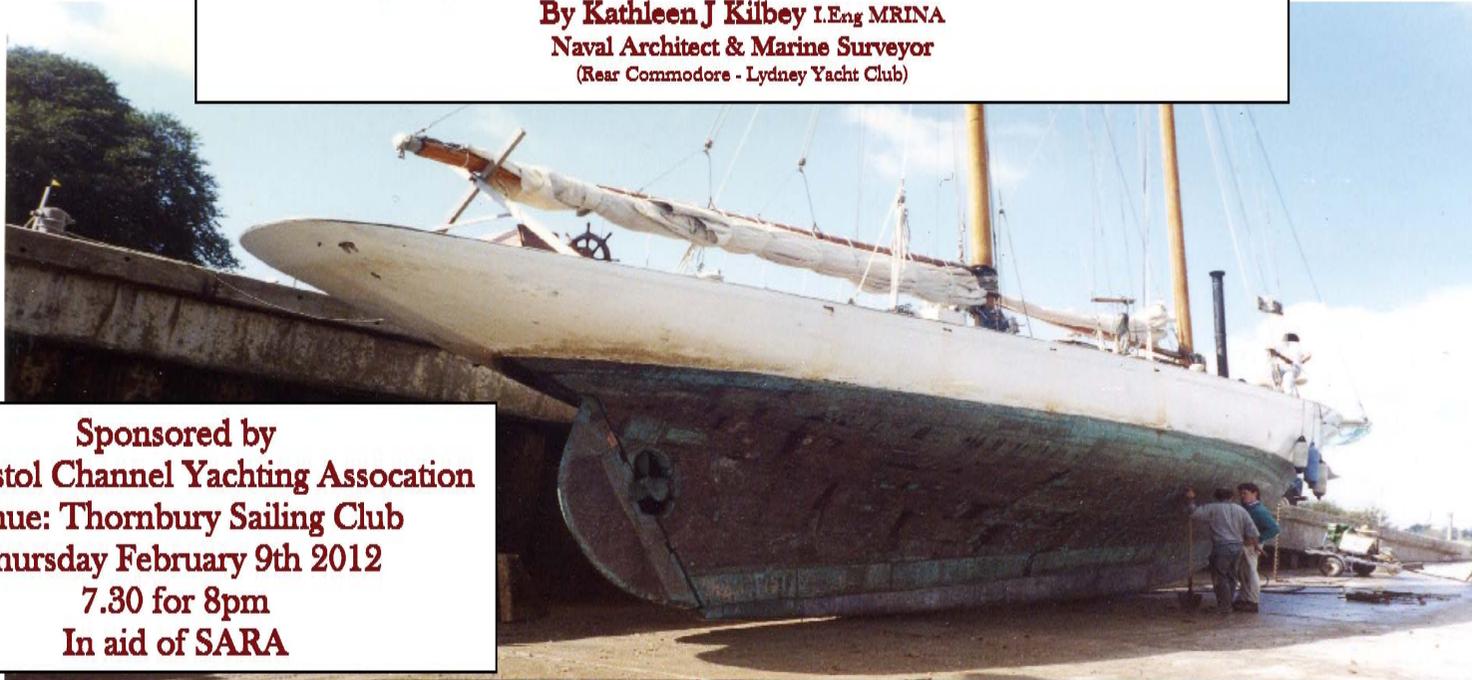


“Surveying Wooden, Classic and Modern Yachts”

**By Kathleen J Kilbey I.Eng MRINA
Naval Architect & Marine Surveyor
(Rear Commodore - Lydney Yacht Club)**

**Sponsored by
The Bristol Channel Yachting Association
Venue: Thornbury Sailing Club
Thursday February 9th 2012
7.30 for 8pm
In aid of SARA**



A photographic trip through 25 years of marine surveying, encompassing many interesting classic yachts, as well as many hundreds of production GRP sailing yachts and motor vessels. Including preparation of the wooden Buchanan 88 ocean-racing yacht “Sinbad of Abersoch” for the Fastnet Race in 1989 and (current project) the full restoration of a “mini GRP-classic”, called “Apache” - an Oliver Lee-designed Hunter 701 ¼ ton offshore racing yacht from the early 1970’s.

The “why and how” of a Marine Survey

- **Why do you need a survey anyway?**
- **How should you prepare for the survey**
- **Make the most of your Surveyor’s time**
- **What does and doesn’t get looked at**
- **Surveying timber & other classic yachts**

25 Years of Marine surveying

Part One

“Classic” Timber and Iron vessels by

Kathleen J Kilbey I.Eng MRINA

www.classicboatsurveys.com

Surveying Timber, Iron / Steel and “classic” Yachts

I have surveyed some 2,800 GRP yachts over the last 25 years and only around 1,000 timber boats; but the basic principle is the same. A good surveyor has to have a “nose” for a boat that is hiding its secrets - especially if its built of Wood.

The “Tools of the trade” are very simple; a mallet, a small hammer, a spike and a “mark one eyeball” are the basics.

I believe that one does not “own” a timber or “classic” boat and there is a duty and responsibility to pass the vessel on in better shape to the next trustee of the boat..

12 metre Yacht “Flica”.



A typical Camper's composite steel-framed / timber design of the 1930's era, Flica is missing her lead keel at present and she is looking for funding in the order of £1million to get her back to the international racing circus.

Surveyed in 2009 By Kathleen J Kilbey I.Eng MRINA

“Sinbad of Abersoch”



Alan Buchanan 38ft Timber Cruiser-Racer

Built by Priors of Burnham 1961

Click link for history: <http://marinesurveying.info/wp-content/uploads/2011/04/SinbadMaintenanceOK1.pdf>

Sinbad's 1989 Fastnet Race



Sorting the boat, at Ginns farm on the Beaulieu River
July 1989 just prior to the event.

Click for full story; <http://marinesurveying.info/wp-content/uploads/2011/12/SinbadFastnetOK.pdf>

Pilot Cutter “Breeze”

Breeze is believed to be the earliest Bristol Channel Pilot Cutter still known to exist.

I surveyed the boat in the early 90's when she was afloat and in commission at Porlock weir.

Sadly, the purchase did not go ahead for some reason and when I visited Porlock 14 years later in 2006, the boat was still on the slip.

The following pics show what happens if a timber boat is just left to its own devices for a few years.

I believe that the current owner of Breeze is interested in raising funds to get her restored.











Hillyard 4 Tonner (1930)

A very pretty class of little boat with which I am very familiar. I surveyed the boat in 2006 for a purchaser

The hull had been re-planked and re-timbered beautifully, by a well known Hamble-River yard and she was in fair and usable condition.

During the ensuing 3 years the canvas covered ply deck (a Hillyard weak point) had been left uncovered allowing water ingress and serious interior damage from fresh water had occurred.

The pics taken in 2009 show what happens if a timber vessel is left uncovered and unattended.

My first Inspection (2006)



External bright-work in fair condition ¹⁴

A very pretty small Cruiser



Built in 1930 of Pitch-pine on Oak. 15

Traditional craftsmanship....



Three years later- a mess!



First, everything out on the pontoon

OK, next.....?!

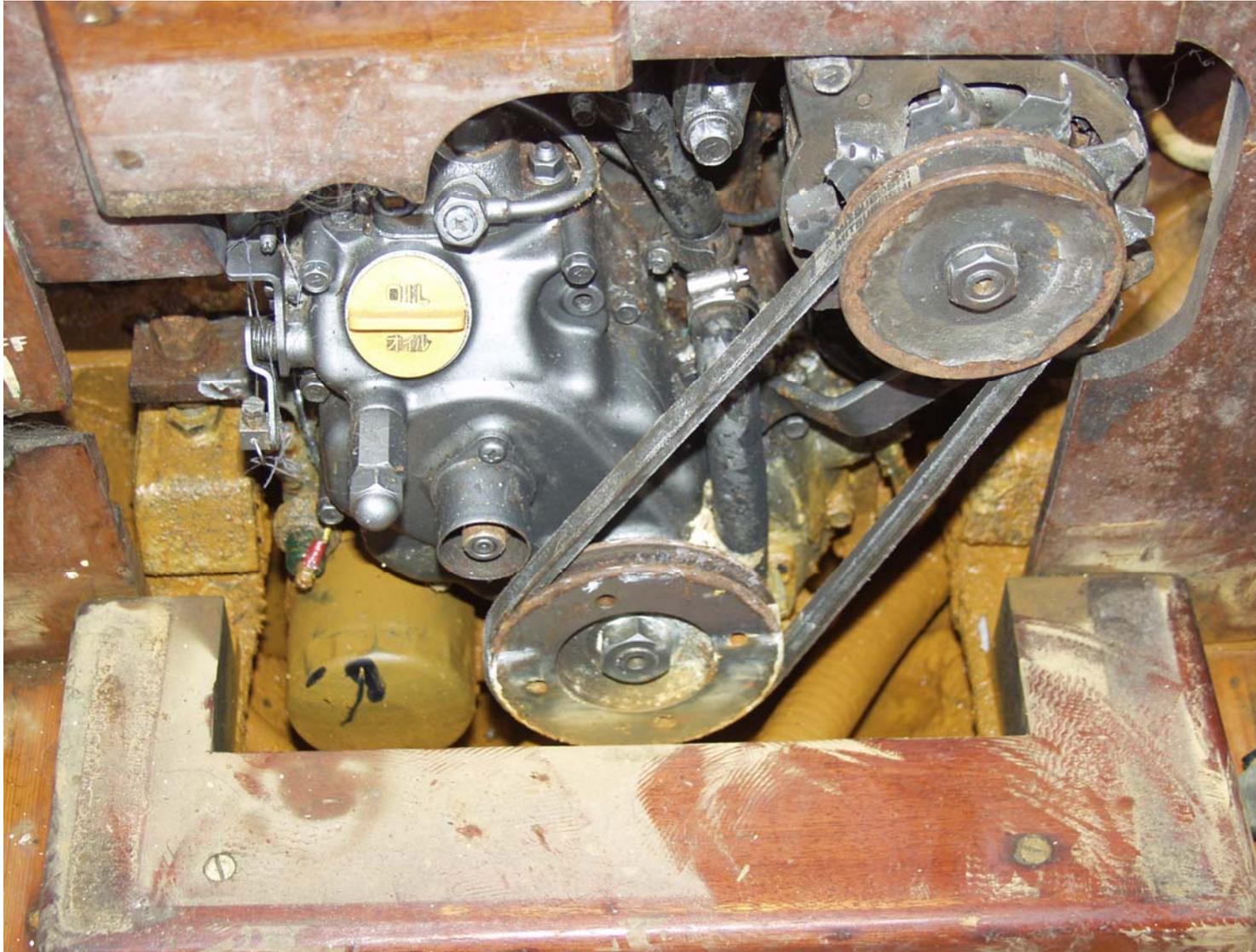


Serious deck deterioration



Water ingress through the deck and subsequent decay below will ultimately destroy this boat

An aquatic yanmar 1GM10



Shame.....

Oh....., no tadpoles yet.....!



Wot a mess.....!



The water hadn't quite got into the engine²²

I took pity on this poor boat!



and I spent 2 hours pumping out, ventilating and drying her and then re-fitting her dilapidated cover before I left her....²³

Left all neat and tidy..



And very well ventilated.....

and I put the cover on....



I hope she found a good home - these are a very good first wooden boat for an enthusiastic beginner.²⁵

Hmm who's this I wonder?



One of Sinbad's 1989 Fastnet crew maybe?₂₆

A battered Hillyard 9-tonner



Minor pontoon storm damage. A good example of the advantages of a swinging mooring maybe?..

Skipjack of Hamble

Itchen Ferry Class Cutter built 1905



Yarmouth Seaman



An ex Royal Navy “MFV”-1940’s Larch on Oak²⁹

A Storbro river-cruiser



Moored in fresh-water for many years and getting a bit ripe as a result

Freshwater in the Bilges



Means a rapidly rotting boat!

Decayed coamings



Fresh water is far more destructive to wooden boats than a salt environment

The last wooden Rampart 48



Another well built boat from the 1980's surveyed recently. The very last wooden Rampart built.

40ft Colin-Archer Ketch



15 tons: Built in the 1970's, like the proverbial! ³⁴

“Aquilon”



1950 Burmeister-Wain Iron; An ex Pilot vessel

Velsheda



Built by Camper & Nicholson for Sir Thomas Lipton. Pictured prior to restoration, taking part in the 1988 Round the Island race (it was a flat-calm).

Velsheda - at Camper's



In the 1990's Camper's restored the steel hull for a client, in the very shed where the keel was laid in 1930. I surveyed her afloat as in the picture above,¹³⁷ for a subsequent potential purchaser.

“Tasma”



A very pretty little Victorian 30ft cutter built by Luke's, for the governor of Tasmania³⁸

A modern Diesel



Pity about the companionway tho'...

Wooden spars are very pretty



As long as you do the maintenance

Hand-built locally...



Be a shame to get this boat wet.... 41

35ft Pinky Ketch “Naida”



Naida was built over a period of 13 years by her horticulturalist owner, entirely from local timber. She was completed and Launched at Pangbourne on the Thames in April 2011

“Gentleman’s Motor Yacht”



A traditional wooden Motor Yacht “Freiske”

A Posh Chelsea Houseboat



And the SW1 mud stank even worse than the Beaulieu-River mud – which is just as Posh....

Long and Thin...



An idyllic spot for a survey... Well the dog thought so anyway!

A traditional Kelvin Diesel



Built from the 1920's to the late 1960's⁴⁶

Any-one got any Brasso!!



Kelvin owners spend a lot of time polishing their pipes and painting their widgets...

Finally, our Cover Girl, “Elise”



An old acquaintance from the early 90's. Elise suffered a sinking a couple of years ago and now lives in deepest Gloucestershire being refitted

Copper-keeps bugs out!



Early 1990's, having been a house-boat...⁴⁹

2012 - There be Dragons...



Elise, built 1911-1912 is believed to be the only “Fifer” built with a clipper bow.

The Sharp End....



and the Blunt end...



Normally viewed from astern, not from below.

and “The Culprit”



a mixture of metals in this cockpit drain cock⁵³

Lets play football....



Or.....



No, we'll plant spuds this year...

But Joking apart....



A poly-tunnel is the ideal place to restore a classic wooden boat. Elise will be afloat again in 2013...

www.classicboatsurveys.com

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25 Years of Surveying Modern, Classic and Timber Yachts

THE END

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