

# **Patrick Lake**

## **Marine Surveyor**

### **- Surveys – Condition Reports – Insurance Quotations -**

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Co. Cork.**

February 17<sup>th</sup> 2007

Survey report on “MACALLA”

The survey was carried out ashore at Hegarty’s Boatyard, Oldcourt, Skibbereen, Co. Cork on February 13<sup>th</sup> 2007 at the request of Mr. John Mulcahy, 89 Albion Street, Burnley, Lancs. BB 11 4 J 9 England.

#### Type of vessel

33’ West Cork Sailing Cutter

#### Principal Dimensions

Length 33’ Beam 9’4” Draft 4’10”

#### Builder

Hegarty’s Boatyard, Oldcourt, Skibbereen, Co. Cork.

#### Year built

2000

#### General description of vessel

The vessel is a round bilge auxiliary sailing cutter with an externally bolted on lead keel and a transom hung rudder, fully supported with a pintle at the keel. The vessel is half decked with wide side decks and a large open cockpit. Two bunks are fitted in the forward cabin. The vessel is a replica of the traditional sailing cutter of the early 1900’s and carries a gaff rig and bowsprit. This vessel is fitted with an inboard diesel engine. The mast, boom, gaff and bowsprit are of varnished white pine, with galvanized mild steel fittings and tan sails. The vessel is carvel built in wood, with an Oak profile, Oak frames, Larch planking and laid Iroko decks, it is fitted with four cylinder Vitus diesel engine

## REPORT

### Keel and Deadwoods

Irish Oak, all in sound condition, a few old weather shakes noted but they have been filled and are not now any problem.

### Stem

Irish Oak, all in sound condition.

### Stern Assembly

Irish Oak, all in sound condition.

### Frames

Irish Oak, all in sound condition.

### Ground Floors

Irish Oak, all in sound condition.

### Planking

Larch, all in sound condition.

### Ballast keel

Lead ballast keel fastened on with galvanized mild steel bolts, all appear to be in good condition. An amount of lead blocks are fitted in the bilges amidships laid on the planking. They should be fitted in two boxes laid on top of frames in the same area and well secured.

### Rudder steering

Iroko rudder transom hung, fully supported with pintle at the keel, all galvanized mild steel rudder hanging. Tiller steering, all in good condition.

### Fastenings

All galvanized boat nails in planking and galvanized bolts in frames, all in good condition.

### Decking

The vessel has laid Iroko decking back to amidships with wide side decks and a short after deck. Deck seams are filled with black Sikaflex caulking compound and coated with varnish. The varnish is in poor condition. An Iroko towrail is fitted around the outer edge of the deck. A hatch is fitted in the fore deck. The deck frame and planking is all in sound condition.

### Mast and rigging

The mast, boom, gaff and bowspit are of varnished pine and all in good condition. All fittings are of galvanized mild steel. Standing rigging 10m galvanized wire some showing a bit of rust which is not any harm at this time. Running rigging terylene braidline and three strand rope. Chain plates are of galvanized mild steel plates fastened on to the shrouds. All blocks are the old wooden type and in some cases the wooden check pieces need attention or replacing. The spars and rigging is all in good condition.

### Engine

A 4 cylinder Vetus diesel engine Model 4 BW 50-2 Serial number 0913665 J is fitted. The unit could not be tested so no comment can be made about it. Visually it is very clean. Engine controls in working order. Mild steel fuel tank fitted under the after deck. 2 No. heavy duty batteries fitted. Stainless steel shaft, stern tube, cutlass bearing and three blade fixed propeller, all in good condition. No wear noted in cutlass bearing.

### Fore cabin

The vessel has a large forward cabin, sitting headroom only, with two varnished seats or bunks, storage etc. All in good condition.

### Cockpit

The vessel has a large open cockpit with two levels of flooring. A bilge stringer is fitted. A seat is fitted at floor level bolted on to two clamps on the frames to stiffen the vessel amidships. Lodging knees are fitted under the side decks. A varnished pine coming is fitted around the cockpit. The flooring was lifted and the hull examined. All found to be in good condition. A large amount of ballast in lead blocks was noted amidships, laid on the planking. It was well fitted but I would not be happy with a large amount of ballast on the hull. I would recommend that the frames be planked in the area of the ballast and sides erected to form boxes, i.e. two, one port and one starboard and the ballast stored in them. The ground frames in way of ballast keel would require doubling pieces fitted in way of keel bolts. The cockpit and interior of hull is all in good condition.

Equipment noted on board

Fisherman anchor and chain  
Manual bilge pump  
Electric bilge pump  
Lifering  
Aerial only for VHF  
Ropes finders etc.

Items noted needing attention

1. Service engine and fit new Vitus anode on prop shaft.
2. Replace plastic hose from fuel tank to engine with diesel hose.
3. Store lead ballast in two boxes on top of frames.
4. Fit doubling pieces on to ground frames in way of keel bolts as long as possible, bed in Sikaflex and bolt on.
5. Small crack in stern post over propeller, inject Sikaflex into it.
6. Fill pockets aft of stern tube with pitch and cement over with 3 -1 cement and sand.

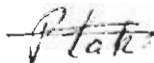
Summary

"MACALLA" is a well built West Cork Yawl on traditional lines. It is in very good condition and if maintained could last forty or fifty years.  
In my opinion to construct a similar vessel today would cost up to four times the price of "MACALLA"

The vessel is sound and seaworthy.

This report is accurate to the best of my knowledge and reflects the vessels condition on date of survey. No dismantling work was carried out except for the removal of normally portable panels, traps, flooring etc.

We have not examined woodwork or other parts of the structure that were covered, unexposed or inaccessible and we are therefore unable to state that any such parts of the structure are free from defect.



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