

INTERIOR LIFTING KEEL BOX:

At inspection, the lifting keel housing glassed to hull structure showed signs of movement. Areas of interior (non-structural) hull liner, adjacent, immediately to port side and aft of box were found to have crazing where the floor pan lay hard against a transverse top hat stringer. Inspection of the glass laminate showed no sign of overt movement in hull structure. Similar failure of



interior glass was noted at aft intersect where a 90° intersection of vertical box aft face



and cabin sole had focused stresses in this one area. Though these were considered consistent with even minor fore and aft hull flexing, repairs are highly recommended at this time (ER). Forward and to

starboard where keel box intersected the structural mast compression post molding, significant athwartship movement (momentary event) had led to fracture of glass laminate compression post support. It appeared that additional glass had been applied to the hull laminate directly adjacent. Though no hull structural damage was noted, repairs to this area should be affected to return the keel box/compression post to its original strength (ER).

INTERIOR JOINERY:

The interior, including joinery, cushions and headliner were in serviceable condition. Soft goods were considered original to manufacture however, no significant rends or wear was noted on fabric. Age and UV fading was noted however. Generally veneers and plywood interior panels were in good condition. Exception to the above was noted at the main structural bulkhead where prolonged moisture intrusion had compromised the wood cellulose structure at the top two (of four) bolt locations (ER).



Additional water damage was found at the base of this bulkhead as viewed from the

head compartment forward (ER). This area was thru bolted to transverse top hat molding feature. These areas should be reconstituted to provide solid bolt attachment to hardware and interior glass structure (ER).