

OUTLINE OF BASIC SCOPE OF WORKS FOR REPAIRS TO BREVIPINNA DTD15317E

The deck needs to be removed.

STEP 1

- All bulkheads, internal structure and piping is to be removed from the hull.
- The internal side of the hull is to be ground and cleaned of all loose glass fibre to make sure that there is a clean and secure base to work from.
- Once this process has been completed Wayne Harrison Area Manager – South Coast is to be contacted on 083 778 9838 so that the preparation phase can be checked, and a go ahead can be given for the next phase of workmanship to begin.

STEP 2

- The entire hull below deck level is to be re glassed as follows.
- All chines are to be glassed from bow to stern with 1 layer of 450-gram CSM one layer of 450-gram woven roven and then a last layer of 450-gram CSM. All pieces should be approximately 150mm wide to strengthen the chines on the hull.
- Once all chines and the keel has been strengthened then the following layup procedure is to be applied –
 - 1 layer 450-gram CSM is to be laid from just below the deck level through the hull to just under the opposite deck level.
 - One layer of 450-gram woven roven is to cover the hull only.
 - two layers of 450-gram CSM to just under deck level.
- Once step two is complete then contact Wayne Harrison to arrange further inspection of work completed.

STEP 3

- Lipped bulkheads (to form an L shape so that the deck can rest on the flat surface) are to be fabricated as follows:
 - 1 layer 450-gram CSM, 1 x 4mm core mat – (if 4mm is unavailable then 3mm core mat) and a further 1 layer 450 CSM chopped strand.
- Bulkheads are to be laid up in a honey comb fashion, measuring 330mm from either side of the keel. (In the centre of the engine mounting bolts) The bulkhead is to be tied in to the transom for strength.
- There are to be two longitudinal bulkheads running from bow to stern.
- Latitudinal bulkheads are to be 500mm apart and are to run at 90° to the longitudinal bulkheads.
- There are to be at least 8 latitudinal bulkheads. (500 mm apart)
- All bulkheads are to be adequately glassed into position and have interlinking holes of 30mm to 50mm in each corner of the bulkhead formation and down the keel of the boat. This is to ensure adequate drainage.
- Photo's are to be taken of the bulkhead construction and supplied to the KZNSB. E mail harrisonw@shark.co.za
- Once this step is complete then contact Wayne Harrison to arrange for further inspection of work completed.

STEP 4

- Adequate buoyancy shall be installed to meet SAMSA requirements. The required buoyancy shall be JMPX 30 high density foam packed firmly into the bulkhead compartments.
- Once the foam has been packed into the bulkhead compartments photographs are to be taken of the bulkhead area before installing the deck. The photos are to be supplied with a valid buoyancy certificate for the vessel. Buoyancy certificate is to meet SAMSA requirements and is to be supplied on invoice to Wayne Harrison. (KZNSB operations staff member)
- A marine ply deck is to be laid the equivalent thickness to the existing deck. All marine ply is to be dressed with a layer of resin on all sides and then left to cure. Once cured the underside of the deck is to be sealed with one layer of 450-gram CSM.
- All non-skid surface on the old deck is to be ground smooth and prepared to be glassed.
- The deck will be secured down with chopped strand and resin placed on the flat surfaces of the bulkheads and secured in position with pop rivets.
- The deck top is to be dressed with two layers of 450-gram CSM on completion.
- Using 19mm masking tape, mask off around the deck along the sides and around the hatches. Use a 50mm tape along the transom and allow a 20mm gap in front of the inspection covers. Cut all corners round with a Stanley knife for a professional finish.
- Pool filter sand needs to be placed on the deck using unwaxed laminating resin. The sand must be thrown evenly with no gaps. Once dried, the excess sand needs to be vacuumed up.
- A topcoat of Mid-grey pool-coat UV needs to be painted over the sand.
- The inside gunwales, hatches (anchor, fuel, battery and console) and hatch lids need a coat of mid-grey pool-coat UV as well. There must be no sand particles on the sides.
- Inspection covers need to be replaced.