

Acting at the request of Mr. Art Lohrey, the undersigned inspected the outside underbody and topsides on 29 June 2005. Vessel was out of the water and blocked up at the Port of Port Townsend Boat Haven, Port Townsend, WA.

Vessel: M.V. Arequipa
US Documentation #: 228404
Builder: Madden and Lewis, Sausalito, CA, in 1927
Dimensions: 61' 1" LOD; 14' beam; depth 5' 9"

Mr. Arne Bentzen, AMS, of Friday Harbor, WA, is completing the rest of the inspection. Old growth Douglas fir planking, 1-1/4" thick galvanized steel nail fastened.

1. The outside/hull structure was carefully inspected by hammer tapping, visual observations, and selective probing. The hull was found in very good structural condition. No fungi rot was found. No loose plank butts or movement detected. Cotton caulked seams found dry and tight.

In 2001 a lot of replanking was done, garboard and broad planks, aft, were renewed on both sides.

No galvanized steel nail fastenings were removed for inspection from the underbody planking. Refastening has been done over the years. Transom has been refastened. Numerous refastening bungs seen on the underbody.

2. Additional Observations

- 1.) Equipment: Twin 1-3/4" stainless steel propeller shafts, 3 blades, 22" diameter of bronze alloy propellers. Douglas fir keel, 3 bronze rudders, bronze cutwater attached to stem at waterline, solid planked teak transom upper half is nicely varnished, heavy duty bronze twin exhaust outlets in transom (found in good condition), copper plate used on anchor guard in forward topsides, teak and brass strip overlay rub strake.

- 2.) The ironbark worm shoe, 1-3/8" thick, was found in good condition.

Topside enamel paint found generally in good cosmetic condition.

Propellers and shafting found in good condition. Blade edges have some minor pitting and wear from usage and possibly galvanic corrosion. Bronze rudders and struts found in good condition.

3.) Work projects done during current haulout:

Underbody and boot stripe painted.

Old transducer fairing block was removed and holes in keel plugged.

Two small graving pieces were installed by shipwright in starboard amidship boot stripe. Work done at Haven Boat Works.

Zincs being renewed on both outboard rudders. New 6 x 12' zinc on transom (vessel has 2 of this size).

Work planned on the next haulout: To paint topsides.

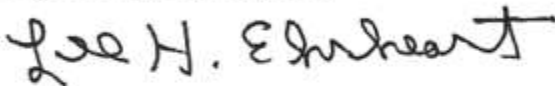
Mr. Lohrey has owned and cared for the yacht since 1981.

4.) One deficiency noted:

There are 2 original lead through hull fittings on each side, below waterline, aft of amidships. These may be drains for on deck water. Normally, by this time, in the vessel's history these originally lead fittings are removed. Bronze through hull fittings would be installed in place of the lead. Lead fittings were not seen inside, however, outside there didn't appear to be lead corrosion under the boot stripe paint along waterline. Owner should consider renewing these on a future haulout.

If there are any questions or comments, please contact the undersigned.

Respectfully Submitted,



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Accredited Marine Surveyor
Havorn Marine Services, Inc.

