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Mr. James Birmingham
Beacon Sloop Club
P.O. Box 527
Beacon, NY 12508

RE: öWOODY GUTHRIEö
DOC#: 599274
HULL#: NONE
TYPE: 32øLOD HUDSON RIVER SLOOP

SURVEY SUMMARY

Dear Mr. Birmingham:

This is to certify that on April 28 & 29, 2014, at your request, the undersigned marine surveyor attended onboard the above captioned vessel, a 32øLOD Hudson River Sloop of wood construction. The vessel was inspected at Whiteø Marine, New Hamburg, NY, where the vessel was in winter storage. The purpose for attending the vessel was to conduct a condition survey of the vessel.

DESIGN & CONSTRUCTION

Built in 1978, the vessel is a smaller version of the well-known Hudson River Sloop **CLEARWATER**. She is designed with a clipper bow, round bilge, centerboard, keel-hung rudder and transom stern. Her hull is constructed of 1 ½ö oak carvel planking on the bottom of the vessel and 1 ½ö pine planking on the topsides. She is framed with single sawn and double sawn oak frames 2 ½ö x 3 ½ö at the double sawn areas and 1 ¾ö x 2 ¾ö oak at the single sawn areas. The hull is fastened with galvanized spikes at the keel rabbit, stem, and stern post. The rest of the vessel is fastened with galvanized screws. The decks are caulked and laid pine over 1 5/8ö x 5/8ö oak deck beams on 10 ½ö

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centers. The vessel has a cuddy cabin forward followed by a very large cockpit with seating all around the edges. The superstructure is constructed of two layers of planked oak with a rounded front and the cabin top is of plywood. The vessel is sloop rigged with a round fir mast stepped through the deck and landing on a mast step atop the keel. The chain plates are bolted through the hull. An Elco 8hp 72-volt electric motor located below the cockpit provides auxiliary power. It is powered by large batteries that are installed on either side of the centerboard.



SLOOP WOODY GUTHRIE

VESSEL SPECIFICATIONS

LOA	32'
LWL	25'
BEAM	11'9"
DRAFT	no info
GROSS TON	10
NET TON	10

Specifications are as reported to the surveyor

SCOPE OF SURVEY

During the survey of the vessel a visual and hammer test inspection was made of the hull underbody, hull topsides including transom, deck and cabin top. Also inspected were the rudder, propeller, shaft and all related equipment. Several hull fastenings were removed at the time of the survey to determine their condition and holding power. These were screw fastenings that had been replaced, no spikes were removed at the time of the survey. The electric engine has been removed, so this was not inspected. The vessel's mast and booms were inspected where they were stored in the yard.

In the interior portion of the survey all loose floorboards were lifted, drawers removed, lockers opened and all these interior spaces inspected. Any and all accessible areas were inspected, except for the purpose of this survey no fixed joiner work or interior liner was removed. At the time of the survey none of the batteries were onboard so none of the systems were inspected.

COMMENTS

The vessel was built in 1978 and was well built. It was built as Pete Seager's personal vessel and later joined the mission of her larger sister. She has been sailed on the Hudson River most of her life which is a fresh water environment. Over the years the owners have kept the bilges salted and it is believed that this has gone a long way to keep the vessel sailing as long as she has. At this time her years of sailing in the fresh water environment has taken its toll. A major rebuilding program needs to be started. The recommendations have been divided into priorities for the purpose of maintenance planning. *WOODY GUTHRIE* needs to be looked at closely so that the decision can be made as to how to proceed with her. A close review of the following recommendations will need to be made. From the inspection of the vessel the following notes and recommendations are made on the following pages.

RECOMMENDATIONS

IN ACCORDANCE WITH NFPA-302, ABYC & USCG CODES

(* indicates 1st priority items)

(+ indicates 2nd priority items)

INTERIOR

CABIN

1. The underside of the king plank starting at the port side of the Sampson post and running forward is rotted, remove and replace the king plank.
2. The port Sampson post blocking is rotted at the Sampson post. This needs to be replaced.
3. The mast step is in poor condition. It has significant splits and rot pockets. Replace the mast step.
4. The floor timbers below the mast step are split and poor. These should be replaced with the mast step.
5. The deck beam forward of the mast partners and to port inboard of the jib horse blocking. The deck beam needs to be replaced.
6. The aft port block for the jib house is rotted, pull and replace the block.
7. The deck beam at the aft end of the above is rotted from the backing block inboard. The deck beam will need to be replaced.
8. The king plank is rotted forward of the mast partners. Replace the king plank.
9. Port frame #7 is broken at a spot 2 ceiling planks below the bilge stringer. Fit a sister frame here.
10. Port frame #10 is broken below the bilge stringer and rotted just at the new butt block. Replace the lower futtock.
11. Port frame #11 has a large rot pocket below the 2nd ceiling plank. Replace the lower futtock.
12. Port frame #12 & 13 are rotted below the next to last ceiling plank and there is a rot pocket. Replace the lower futtocks.
13. Starboard frame #8 is rotted starting 3ö above the floor timber and running down. Replace the lower futtock.
14. Starboard frames #12 & 13 are rotted adjacent to the lower new butt block. Replace the lower futtock.
15. Starboard frame #14 (bulkhead) is rotted in the lower futtock starting below the end of the bulkhead. Replace the lower futtock.
16. Port bottom planks at the lower end of the new butt block and the plank below are rotted and need to be replaced. (*)
17. The forward starboard centerboard trunk bolt is broken and the centerboard cap is lifting. It is recommended that some long lag bolts

be fit to pull the cap back down. As for the broken bolt, take a hole saw and clear the wood around the threaded rod and fit a counter sink nut to the top of it.

BELOW COCKPIT AREA

18. The port lower frame 15 has a significant check. Replace the lower futtock.
19. Port frame #16 is marginal. Replace the lower futtock.
20. Port frame #17 has some rot. Replace the lower futtock.
21. The port planks noted in the cabin continue onto the area under the cockpit and will need to be fully replaced.
22. The lower forward futtock of starboard frame #23 is poor. Replace the lower futtock.
23. The lower aft port futtock of frame #23 is poor. Replace the lower futtock.
24. The aft end grain of the centerboard trunk is getting water soaked which will lead to rot. Dry out and red lead.
25. Starboard planks 3 and 4 up from the keel timber are rotted at frame #24 and runs aft to the cockpit scupper frame #27. Replace these planks. (*)
26. The lower forward port futtock of frame #24 is poor. Replace the lower futtock.
27. The small floor timber at frame #24 is poor and will need to be replaced.
28. The aft port frame futtock at frame #23 is poor. Replace the lower futtock.
29. The lower starboard frame futtock #27 is poor. Replace the lower frame futtock.
30. The lower port and starboard futtocks at frame #28 are poor. Replace the lower futtocks.
31. The starboard futtock frame #27 is rotted at the bolts at the joining futtock between the lower and this futtock. Cut back and fit new futtocks.

COCKPIT LOCKERS AND BELOW

32. The starboard butt block below between frame 23 & 24 is split and rotted. Replace this butt block.
33. Under the aft cockpit seat the feather hull planks are marginal. These planks need to be replaced.
34. The port deck beam just forward of the aft end of the aft port cockpit locker lid is rotted and needs to be replaced.

EXTERIOR

DECK & SUPERSTRUCTURE

35. The cabin trunk is rotted in several places. The only way to correct it is to replace the entire cabin trunk.
36. As noted in the cabin section of this report, the king plank is in poor condition and will need to be replaced.
37. The decks are leaking in several places. Go through and reef out the rubber and re-pay the decks.
38. On the port side the rubber in the seam between the deck plank and the covering board is all pulled away from the stem aft to the beginning of the taff rail. Drive down the cotton and re-pay this seam.
39. The covering board is warped and the outside edge is lifted off the sheer plank in several places. The covering board should be pulled and replaced.
40. There is leaking around the centerboard trunk at the cockpit deck. Reef out the seam and re-pay.
41. The rubber seam compound around the Sampson post is loose. This should have soft wood wedges and then seal over the wedges.
42. It was noted that several bungs over the deck plank fastenings are lifting or missing. Pull screws and re-bore the holes.
43. In the port side the top timber at the forward end of the camel cleat is poor. Pull and replace.
44. The next top timber aft is the same and needs to be treated the same.
45. The 1st & 3rd starboard top timbers are poor and will need to be replaced.
46. After the new covering board is installed the space around the top timbers should have soft wedges fit and then sealed.

MAST & BOOM

47. There is a split at the aft end of the main boom. It is recommended that a band be fit to the aft end to keel the split from moving.

TOPSIDES

48. The forward end of the Billet head is rotted. This section will need to be replaced. When removed inspect the adjoining section.
49. The starboard sheer plank is rotted in several places. This is particularly important in way of the chain plates and the whisker stay chain plate. This plank needs to be replaced.

50. The next starboard plank down is rotted above and beneath the rub rail. Remove the rub rail and remove the plank from the butt forward of the chain plate aft to the transom. At the butt cut a new butt forward of the existing butt location.
51. The top transom plank has several areas that have been repaired with bondo. This plank should be replaced in the rebuild.
52. With the sheer plank counted as “00” the forward hood ends of the port planks 7, 8 & 9 are poor. Cut these planks back and scarf in new plank ends.
53. The port sheer plank has several poor and marginal areas. Replace this plank.
54. In sounding the topsides the various butts give the indication that they are loose. Refasten all topside butts as needed.

BOTTOM

55. The bottom of the vessel has a reasonable heavy buildup of paint. This hampers the full inspection of the bottom. The bottom should be stripped of paint and then the bottom re-inspected.
56. At the same time as stripping the bottom, clean away the extra heavy buildup of seam compound.
57. The starboard plank #9 with the garboard as (1) is warped from where it starts below the water line and runs aft 4ø Replace from the stem to the butt.
58. The same plank is sprung aft of the butt. Replace from the butt to the transom.
59. On the port side the mid butt plank #9 is sprung. Refasten this plank.
60. Going aft plank #9 has a split in the plank below the butt of plank #10. This plank should be replaced.
61. The rudder is loose on the rudder shaft. It appears that the hole in the gudgeon for the pintal is elongated. Fit a bushing.

NOTES

- The vessel was ashore in storage so no seatrials were conducted.
- The electric motor was not inspected.
- The vesselø sails were not available for inspection.

CONCLUSION

This survey was for a couple of purposes. First was to determine the condition of the vessel. Second, to determine the feasibility of rebuilding of the vessel. As for the first of these, as has been noted the vessel has several issues. A good portion of the lower

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frame futtocks are at various stages of deterioration. In addition there are several planks that are poor and once the bottom paint is removed it can be expected that there will be more. Given the number of lower frame futtocks that are noted, it would be expected that the bottom would end up being totally replaced. The deck was replace a few years ago, but the covering board and the cabin trunk are poor along with the king plank. These will all need to be replaced. As with any major project, once it gets started and areas are being taken apart, more issues can be found that were not exposed previously. During a project there can be anywhere between a 40% to 60% growth in the work.

As for the vessel's present condition and use, it would not be advisable at this time to put the vessel into service. The biggest issues are the planks noted on the bottom that are poor. These compromise the integrity of the hull. At a minimum, these areas need to be addressed.

The other issue that was brought up was whether it was better to build a new vessel rather than rebuild this one. Going with a new vessel you would know exactly what you had and the costs involved as there would be no surprises. There is a certain amount of legacy with this present boat that a new boat would not have, so these are issues that will have to be weighed. This report is submitted with out prejudice and for the exclusive use of the Beacon Sloop Club and/or their agent. It cannot be passed on to any others without the express permission of **Capt. G. W. Full & Associates, Inc.**

This report is submitted in good faith and constitutes a description of the condition as than found. The surveyor assumes no responsibility for any defects and is to be held harmless for conditions subsequently arising. This report does not warrant expressly or implied, or guarantee the condition of the above yacht.

Respectfully Submitted,

CAPT. G. W. FULL & ASSOCIATES, INC.



**By: Capt. Paul C. Haley, NAMS-CMS
Certified Marine Surveyor**



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FORWARD VIEW OF VESSEL



AFT VIEW OF VESSEL



FORWARD VIEW OF BOTTOM 6 NOTE SEAMS



AFT VIEW OF BOTTOM 6 AGAIN NOTE SEAMS



DECK LOOKING FORWARD



DECK LOOKING AFT



LOOKING FORWARD IN THE CABIN



VIEW OF UNDERSIDE OF KING PLANK 6 WHITE & BLACK AREA IS ROT



SPRUNG PLANK STARBOARD SIDE



WARPPED PLANK STARBOARD SIDE 6 NOTE CONDITION OF SEAMS



SPRUNG & POOR BUTT



SPLIT PLANK