

2024 YACHT MAINTENANCE REPORT

The sudden resignation of the new Yacht Husband left a serious gap in the ECYD Management Team.

Hull and Deck Maintenance

In preparation for 2024, a number of actions were contracted out at short notice. We were fortunate that a small team volunteered to clean Freyja from all the debris which had accumulated on the decks, to check and replace all the anodes (although we continue to be concerned at the rate of galvanic corrosion on the Prop anode), the folding propeller and the bow thruster were serviced and also the anchor winch. Damage to the topsides was repaired and these were cleaned and polished by a sub-contractor, who also anti-fouled the hull.

Your team of volunteers launched Freyja and other volunteers transferred Freyja's sea-going stores from our lock-up store on-board.

Subsequently, our sub-contractor cleaned and polished the deck and coach roof and repaired the damage to gel-coat of the cockpit. Your volunteers serviced the engine. Freyja has not been lifted out during the season, so we do not yet know if we still have a problem with the anodes; these will be checked again when Freyja is lifted for the Keel inspection.

Axiom Pro 9 and Pro 12 Plotters

We continued to have occasional freezing of the Cockpit display which was usually resolved by switching off, waiting a short period, and then switching on again. Later in the season, both displays had problems which were resolved quickly by Sea-Power at Levington who found a corroded coupling. This may have been the cause of earlier problems.

The additional Icon (Chart Cockpit) enabled the 2 Axiom displays to have different presentations.

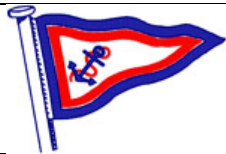
Apart from an initial set-up problem, the radar worked well all season.

Standing and Running Rigging and Deck Hardware

There had been reports that the reefing pennants had prevented the mainsail setting properly. New reefing pennants have been installed. The main and genoa halyards had been replaced as had the main and genoa sheets. The majority of the jamming cleats for halyards and sheets were overhauled. The Standing Rigging will be inspected this winter for the Small Commercial Vessel (SCV) Inspection 5 year review/renewal when the mast is lowered.

Mast and Hull

The Mast will be inspected for the SCV and the keel will be dropped to ascertain if there has been any further corrosion of the keel bolts. All the sea-cocks will be checked when Freyja is lifted to check for corrosion and de-zincification.



Sails

The sails were checked and serviced in 2023. They will again be checked and serviced for 2025.

Engine

Although a new impeller was fitted this year during fit-out, it failed during an early cruise and was replaced by the crew. A local (Baltic) engineer was consulted about finding the broken impeller pieces, but no checks were made. Subsequently, on a further cruise, the engine indicated overheating; investigation found quantities of broken impeller preventing cooling. There are now instructions to guide crews on where to look for likely blockages in the cooling system. Overheating of engine re-occurred and a blockage in the exhaust was found – part of the main exhaust systems was replaced. Subsequently, there were further problems and the salt-water pump was replaced along with 3 of the main salt-water pipes. Since then, there have been no further problems.

Gas Cooker and Smoke/CO Detectors

In the early part of the season, there were a number of 'gas' alarm indications. A new gas-pipe to the cooker has become loose and was resealed by the Ipswich Gas engineer. We also found that the original CO detector had failed (and should have been replaced at 5 year intervals). A new CO alarm module was fitted.

General Comments

Maintenance costs for the many items, including new Domestic batteries which had reached the end of life, came to £8,353. Provisional costs for winter lay-up and checks associated with the SCV inspection are estimated at £10,500.

Freyja is now 20 years old; it is not surprising that a number of items have required attention. It is essential that Skippers brief their crews about taking care opening and closing hatches and windows and avoid damage to the teak surround of deck lockers. Where possible, using volunteers, we have contained costs.

We do need a number of volunteers to help prepare Freyja for winter lay-up.

With increasing boatyard costs (some yards are charging £95/hour plus VAT) it is important that a new permanent Yacht Husband is found. During 2024, we have been fortunate that Richard Maxwell, Paul Dunn and John Figgures have all contributed greatly to ensuring that Freyja continues to be operational.

All skippers and crews are asked to ensure that all problems, however minor or trivial, are noted in the Maintenance Log and on the Clearance / Handover forms for each charter or whenever anyone is on-board.

John Figgures
Acting YH
05 November 2024