Meeting report

Boat: GUSTBUSTERS / AKILARIA 40 RC2.12 / CLASS40 Number : 110

Date : 29th of June 2012-06-29
Location: Marina Portoroz / Slovenia

Were there:

- Mr Gottfried Pôssl (Owner)
- Mr Olaf Rebulla (surveyor for insurance company)
- Mr Christian Kargl (team Celox)
- Frederic Meunier (manager of Akilaria shipyard)
- 2 persons from Ocean Tec shipyard (shipyard who will probably be in charge of repairs). Sorry to do not mention names but I did not get business cards.
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Object:

- A meeting was decided to check keel and boat damage in order to prepare repairs.
- -Frédéric Meunier was supposed to assist workers in charge of keel and bolts connecting fin to bulb removing.
- Check of the keel and keel box after keel removing.

Facts:

- Around half past eight every person mentioned above arrived.
- Not so much tools were available.
- Nobody seemed to be in charge of the main work.
- According with Surveyor we decided that Frédéric Meunier being the boat builder he should manage keel removal.
- We first took off lamination connecting keel to fin in order to have keel plate bolts available.
- We unscrewed slightly keel bolts and saw that front keel head bolt was broken. Unscrewing of front keel bolts was really easy. It could mean that bolts became slightly longer during accident. Aft keel bolts were much harder to unscrew.
- We removed boat from cradle with travel lift and fitted bulb on wooden blocks.
- Then we removed the keel bolts.
- Travel lift took the boat up easily and keel stayed on the floor.
- We inspected keel box and found cracks on each corner from the bottonm going up in the box.
- It seems that the keel plate recess has cracks in the front part.

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- Front keel box bolt is definitely broken.
- Top keel plate has to be unwelded in order to refit a proper bolt. I suggest that both bolts should be changed.
- Last thing we did was to try to remove the fin to bulb transversal bolts. The front one was moving and we finally moved it for 1 cm from portside to starboard. The back one did not move. Main reason why we did not finalize that job was because we were missing the proper tools. The 2 bolts have to be removed. Then after checking if they are broken or bended they should be changed.

Please find below photos of keel and keel box.
I suggest that Mr Rebulla has a new ultrasonic check in the keel box area.

From my point of view total repairs should be in between 300 and 400 working hours depending of the decided method.
A mould should be done of the keel box outside area in order to get the same shape.
Keel casting has to be completely remade after top plate repair.
A special attention should be paid to keel fitting geometry.

Please find attached the following files:

- AKILARIA RC2 keel fin
- AKILARIA RC2 Keel
- AKILARIA RC2 Bulb
- AKILARIA RC2 General structure
- AKILARIA RC2 General structure
- AKILARIA RC2 Hull Lamination
- AKILARIA RC2 Hull Core
- AKILARIA RC2 V2 And Keel fitting
- AKILARIA RC2 V2 structure
- AKILARIA RC2 L30 repair procedure

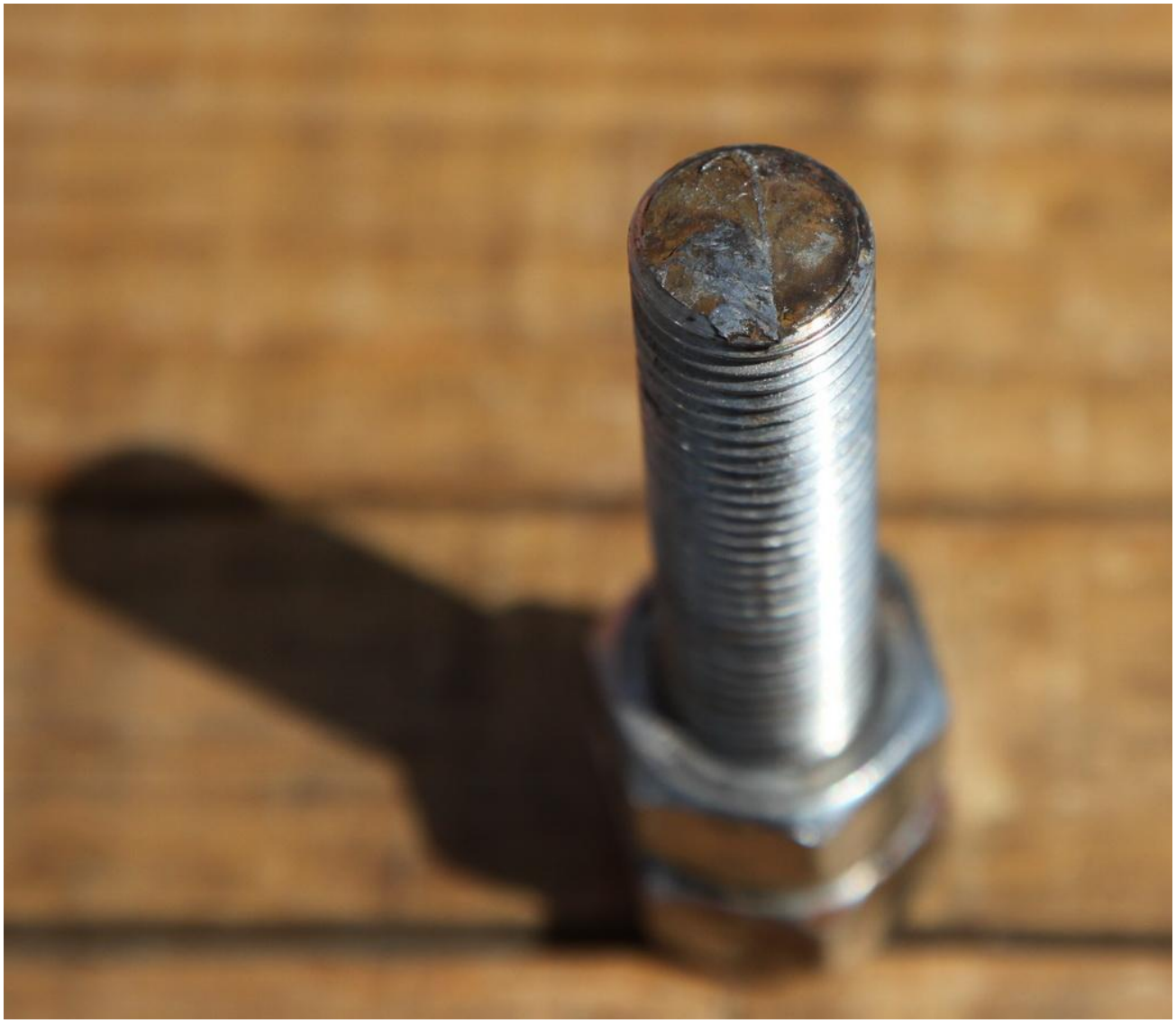
Please note that repairs being not made by our shipyard, responsibility of the boat repairs are transferred to shipyard in charge. Our job will be to assist shipyard in charge of the repairs.

I am available for any further information.

Best regards.

Frédéric Meunier.
General Manager.
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Front keel head broken bolt



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Keel head



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Keel box cracks



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Keel box cracks (colored)



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Keel plate cracks



Keel plate cracks (colored)



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Fin to bulb connection slightly opened



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Fin to bulb bolts Portside



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Fin to bulb bolts Starboard



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