

**Delivery Report
Jon Sailor, Owner
Hunter 420 Passage
Ballena Bay to Ventura, CA**

By Peter Pisciotta
USCG 100 Ton Master #899414
www.SeaSkills.com
peter@seaskills.com
415-902-8439 (cell)
877-732-7545

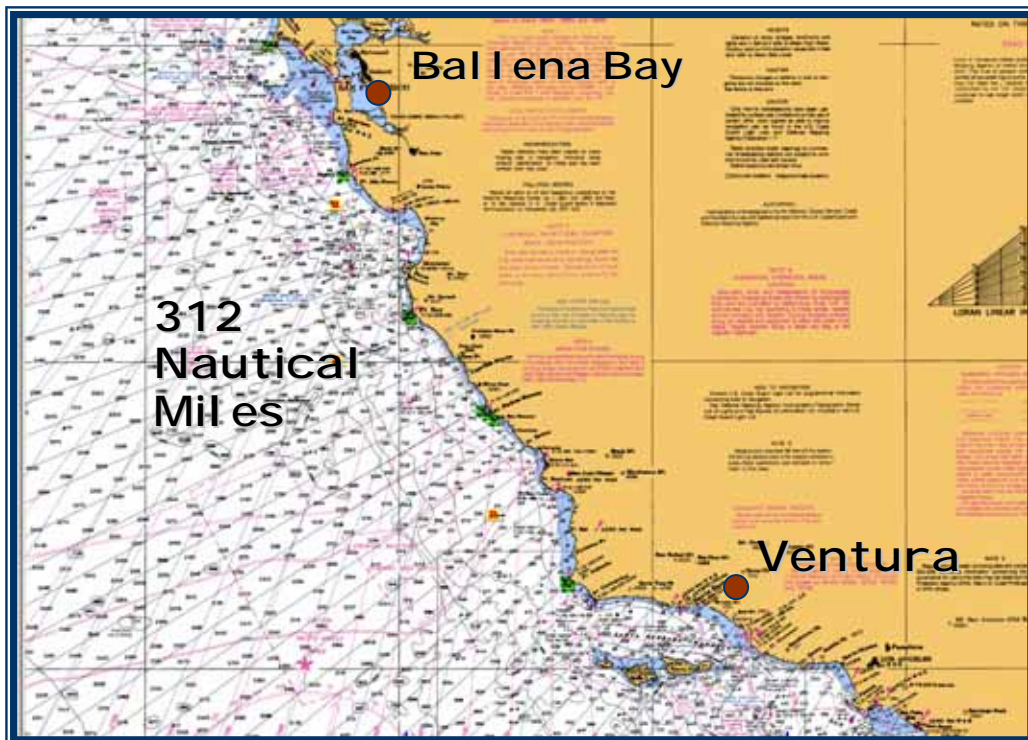


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Introduction

This report serves three primary purposes:

1. Describes delivery activities including daily log
2. Culminates expenses associated with this delivery
3. Provides observations and recommendations for future operation

There were two logs kept aboard while underway:

1. Hand written hourly log filled in by the watch officer at the top of every hour. This log provided basic information on location, course, speed, and trip log. Intent of this log was to provide dead reckoning information in the event of an electronic failure or human error such as mistakenly switching autopilot to Standby mode.

2. Electronic voyage log generated by GPS and interpreted by navigation software.

Voyage Statistics

Trip Origin	Ballena Bay (Alameda), California
Trip Destination	Ventura, California
Start date and time	2100 hrs (local) 29 APRIL 2004
End date and time	1500 hrs (local) 2 MAY 2004
Hours (total and underway)	66 hours as follows: 47 hours underway (71%) 19 hours anchored/stopped (29%)
Distance covered	312 nautical miles
Average Speed	6.63 kts (underway distance/engine hours) 4.72 kts (start to finish – including stops)
Engine hours	46 hours Main Engine
Gallons Diesel	54.5 Main Engine
Median Main Engine RPM	2500
Fuel Consumption	1.17 gallons per hour

Equipment Maintenance

SUMMARY

Only routine maintenance required. Please see “OBSERVATIONS AND RECOMMENDATIONS” Section for more complete detail.

Main Engine

Engine room was checked visually every 60-90 minutes. A thorough inspection was completed ever 4 hours including checking for chafe, leaks, heat, etc. Instruments were scanned and logged approximately every 60 minutes. While operating, oil was checked. ½ quart “make-up” oil was added during stop at an anchorage near Monterey. Some oil consumption for a new engine is normal and this was observed to be well within prior experience.

Steering gear

Daily check of rudder and hydraulic lines. Some slight leakage near rudder deemed to be normal.

Other

Floorboards were lifted and bilges visually inspected daily. Packing gland on main shaft inspected for excess heat every few hours during first several days, then 4-times daily thereafter (no adjustment necessary).

Observations & Recommendations

SUMMARY

Boats are extremely complex pieces of equipment with full systems necessary to sustain comfort for occupants. Even from high quality builders, new boats usually have several “kinks” to work out. This new Hunter was no exception. Many of the issues may have been avoided either through better commissioning project management or more thorough sea trialing, or both:

	Item	Action	Description
1A	Anchor rode tangled	Monitor for future	Anchor rode had not been “spooled” into anchor locker properly. Result was a twisted tangle that could have caused serious difficulty as vessel was attempted to be anchored. Spent over an hour sorting the mess out.
1B	Anchor – chain-rope splice	Renew with more tapered splice – perhaps check with manufacturer of windless or professional rigger. Or install all chain rode, though added weight in bow may cause other problem.	Rope-chain splice did NOT pass through windless hawse pipe easily – needed substantial tinkering. This is potentially dangerous because the anchor will be swinging 20’ below the boat while the foredeck crew fixes the situation. Maneuvering could be difficult.
1C	Anchor swivel	Recommendation – install swivel	All anchors tend to develop some twist in the line. Recommend installing a swivel between the anchor and the chain to prevent twisting of rode
1D	Nylon anchor rode did not retrieve properly	Monitor for future use – may remedy as line becomes more used and pliable	Nylon anchor rode tended to skip off windless drum during retrieval. Be careful and wear gloves!
2	Diesel tank capacity	Monitor for future	Diesel tank is located beneath aft berth, and is polyethylene plastic so contents is visible. Plaque indicates tank capacity of 61 gallons though calculated capacity is about 73 which was confirmed by fuel fill up in Ventura. Recommend continue to monitor to determine true capacity of tank.
3	Diesel tank calibration	Monitor for future	Fuel tank monitor did not seem to be accurate – over ½ of fuel was used before it started to read less than full. Also, the monitor read false-empty several times. Made every effort to fill tank in Ventura, then pressed “Calibrate-Full” button on monitor.

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4	Mainsail furler – sail not properly attached, some twisting of mechanism	Monitor, have experienced rigger check	The foot of the sail has a loop designed to connect to a hook on the furling unit. Was not connected, connected at sea (difficult). Noted a set-screw that was somewhat deformed in the furling unit, near the “hook.” Recommend have this checked before heading offshore.
5	Fuel filter	Recommendation – verify with mechanic	Was unable to locate exact replacement for the Racor fuel filter. Purchased one that is same diameter and thread, though is an inch or so shorter in total length. Should work fine.
6	Engine service	Recommendation	Engine now has 75 hours on it. Should be ready for a full service including shaft alignment.
7	Water pump cycling	Monitor – check lines	Noted periodic cycling of freshwater pump every 20-30 minutes or so. This may indicate a faulty pressure switch or a leak in the system. Did not find a leak – monitor.
8	Mouse shackles	Monitor – check with rigger.	“Mousing a shackle” is a term meaning to wire the shackle pin so it cannot inadvertently back-out. Several of the rigging shackles (traveler for example) should probably be moused before heading offshore. Recommend asking a professional rigger next time you have the rigging tuned.
9A	Raytheon instruments - Autopilot	Recommendation - calibrate	Autopilot was not calibrated to magnetic compass heading – showed about 10 degrees off magnetic north. Recommend repeating calibration sequence.
9B	Raytheon instruments - Speed gauge	Recommendation - calibrate	Attempted to calibrate this unit (initial reading was 3.25 knots under full speed). Got it fairly close, but feel a more qualified expert could do a better job. Seemed to wander a little.
9C	Raytheon instruments - Water temperature	Recommendation–calibrate	Water temperature was way off – showed 65 F degrees in 55 degree water. Recommend re-calibrate.
10	Refrigerator hatch opens	Recommendation	Inboard refrigerator hatch opened on its own several times. Recommend replacing friction latches.