



Mark Lenci

4/4/2022

2005 Beneteau Oceanis 523 "Sunflower"
Inspection Report

Sunflower was taken out of the water and the mast unstepped in the Fall of 2020. She has been out of the water with the mast down since that time. This inspection has taken place at 3 points: 1. Deck hardware, Lifelines, Mast Electrics inspection Fall 2020, 2. Standing Rigging inspection Fall 2021 and 3. Running Rigging inspection Winter 2022.

The mast and rigging were completely replaced in 2011 with the exception of the (V1) deck to spreader lower portion of the Upper Shrouds. These shrouds were subsequently replaced for the sailing season of 2019. The standing and running rigging have been inspected every year since 2011.

FALL 2021

The Rig Inspection took place on 9/24/2021 at the Great Island Boat Yard in Harpswell, ME.

On visual, non-destructive inspection the mast extrusion, masthead truck, spreaders, spreader bases and Leisure Furl Boom are in good condition and show no evidence of corrosion, cracking or dents with the exception of the Leisure Furl Boom mandrel extrusion to the mandrel mast end fitting. This connection showed a moderate amount of corrosion. As of this writing, the joint has been cleaned & repaired and is in good condition. All mast welds were inspected and no signs of cracking were seen. The paint over the welds was intact and not removed for the inspection. The mast and welds are anodized and painted. The gooseneck and Leisure Furl boom drive unit appear in good condition with no evidence of excessive wear. The mast tangs and fasteners appear in good condition with the exception of the port upper tang thru-mast bolt head which has a prominent crack and evidence of rust corrosion. As of this writing the cracked bolt has been removed and a new one fitted to the upper tang. The mast fasteners at the mast splice are secure.

The Leisure Furl mast track is in good condition and properly fitted to the mast. There is expected paint blistering between the edge of the Leisure Furl track and where it touches the mast extrusion. This is cosmetic as the underlying extrusion is anodized and it does not effect

the function of either the track or mast. As a maintenance item, we recommend spraying Sailkote in the mast track while the rig is unstepped.

In several areas along the mast extrusion there were patches where the paint was rubbed through. The areas appear to be at the main halyard shackle position when in 1st reef, 8" below the halyard restrainer on the port side and several other areas where the mast was lying on the mast rack. As of this writing, all areas have been treated and painted.

The standing rigging which includes the upper shrouds, intermediate, shrouds, lower shrouds, backstays, headstay furler and staysail furler all appear to be in good condition with no visual signs of cracks in the swages or corrosion in the wire. The turnbuckles and their threads are in good condition and turn smoothly. As a routine maintenance item, we recommend lubricating threads prior to stepping the mast. The Schaefer furlers on the headstay and staysail stay worked well prior to the mast unstepping in the Fall of 2020. On this inspection the furlers turn freely with no undo resistance. The vang attachments on the mast and boom are secure.

FALL 2020

Fall 2020, at the time of boat hauling and mast unstepping, the lifelines were inspected. The Bowrail, Sternrail and the stanchions are securely fastened. The Lifelines were replaced Spring 2019 and have two seasons of use. They are intact & in serviceable condition with no signs of cracking in the swages or wire corrosion. The toerail lifeline wire is 4 years old and is in good condition. The deck hardware which includes organizers, rope clutches, furling blocks, jib sheet lead cars, toerail blocks, turning blocks and pad eyes all function smoothly. The winches all function well and have been serviced regularly. The running rigging on deck including the mainsheet, traveler control lines, genoa track control lines are in good condition.

All mast navigational lights are in working condition and were illuminated.

WINTER 2022

Running Rigging Inspection was conducted January 2022. The running rigging which included main halyard, jib halyard, staysail halyard, port and starboard spinnaker halyards, boom topping lift, staysail sheets, genoa sheets, spinnaker tackline/pole downhaul and twings are in good and serviceable condition. Details of the Running Rigging inspection are attached.