

AMERICAN BUREAU OF SHIPPING



CHARTERED
1862

NUMBER
H-9427444

CERTIFICATE OF CLASSIFICATION FOR HULL

EROTIKA

of FORT LAUDERDALE, FL Description FIBERGLASS REINFORCED PLASTIC SAILING YACHT
Molded Dimensions, Length 65'-0" Breadth 11'-10" Depth 5'-3"
Registered Tonnage, Gross - Net -
Owner RICHARD C. MAULION

of FORT LAUDERDALE, FL
Shipbuilder MACGREGOR 65 CORP.
of COSTA MESA, CA
Year of Build OCTOBER 1994 Hull Number 92

This is to Certify that the above Vessel has been surveyed in accordance with the Rules of this Bureau and entered in the Record with the Class A1 YACHTING SERVICE

15 DECEMBER 1994

Kay Furum
CHIEF SURVEYOR/DIRECTOR
OF CLASSIFICATION

M. C. Adams
ASSISTANT SECRETARY

NOTE: This certificate evidences compliance with one or more of the Rules, Guides, standards or other criteria of American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. The classification certificate is a representation only that the vessel, structure, item of material, equipment or machinery or any other item covered by this certificate has met one or more of the Rules of American Bureau of Shipping. The certificate is governed by the terms and conditions on the reverse side hereof, and governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof.

American Bureau of Shipping

CERTIFICATE NO.

LA23600-X.....

BUILDER'S HULL NO.

92.....



PORT OF ISSUE

LOS ANGELES, CA.

DATE

05 OCTOBER 1994

Interim Class Certificate

THIS IS TO CERTIFY THAT I HAVE SURVEYED THE FIBERGLASS REINFORCED PLASTIC SAILING YACHT "EROTIKA" DURING CONSTRUCTION AT THE YARD OF THE BUILDER, MACGREGOR 65 CORPORATION, COSTA MESA, CALIFORNIA; AND,

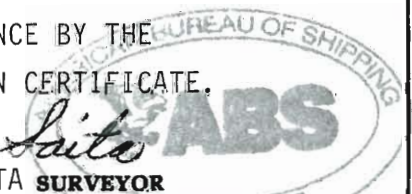
THAT I HAVE TRANSMITTED TO THE COMMITTEE OF THE AMERICAN BUREAU OF SHIPPING, HOUSTON, TX., A REPORT STATING THAT I CONSIDER THIS YACHT FIT FOR THE SERVICE INTENDED; AND,

THAT I HAVE RECOMMENDED THAT THE VESSEL BE CLASSED

+ A1 YACHTING SERVICE

THIS CERTIFICATE IS VALID UNTIL 5 MARCH 1995 PENDING ACCEPTANCE BY THE CLASSIFICATION COMMITTEE AND ISSUANCE OF FINAL CLASSIFICATION CERTIFICATE.

John C. Saita
JOHN C. SAITA SURVEYOR



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**AMERICAN BUREAU OF SHIPPING
SUMMARY REPORT OF CLASS SURVEYS**

VESSEL "EROTIKA" ABSID N.A

REPORT NO. LA23600 DATE 5 OCTOBER 1994 PAGE 1 of 9
DATE SURVEY STATUS N.A. CHECKSHEETS*

AFLOAT DRYDOCK
DATE UNDOCKED _____

OUTSTANDING RECOMMENDATION	CONTINUED	
	COMMENCED	
	COMPLETE	

SUFFIX A,B,C ETC. AS APPLICABLE

<input type="checkbox"/>	(DRYDOCKING) (UWILD) SURVEY.....				
<input type="checkbox"/>	TAILSHAFT SURVEY (PORT) (STARBOARD) (CENTERLINE).....				
<input type="checkbox"/>	ANNUAL SURVEY - HULL.....				
<input type="checkbox"/>	ANNUAL SURVEY - MACHINERY.....				
<input type="checkbox"/>	ANNUAL SURVEY - AUTOMATION.....				
<input type="checkbox"/>	ANNUAL SURVEY - CHEMICAL CARGO FEATURES.....				
<input type="checkbox"/>	ANNUAL SURVEY - LIQUEFIED GAS CARGO FEATURES.....				
<input type="checkbox"/>	ANNUAL SURVEY - INERT GAS SYSTEM.....				
<input type="checkbox"/>	ANNUAL SURVEY - PREVENTATIVE MAINTENANCE.....				
<input type="checkbox"/>	ANNUAL SURVEY - CARGO REFRIGERATION SYSTEM.....				
<input type="checkbox"/>	ANNUAL LOAD LINE INSPECTION.....				
<input type="checkbox"/>	INTERMEDIATE SURVEY.....				
<input type="checkbox"/>	YEAR OF GRACE SURVEY (SSH NO. _____) (SSM) (SSA) (SSLPG / LNG) (SSIGS).....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - HULL NO. _____.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - MACHINERY & ELECTRICAL EQUIPMENT.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - AUTOMATION.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - LIQUEFIED GAS CARGO FEATURES.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - CHEMICAL CARGO FEATURES.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - INERT GAS SYSTEM.....				
<input type="checkbox"/>	SPECIAL (PERIODICAL) (CONTINUOUS) SURVEY - CARGO REFRIGERATION SYSTEM.....				
<input type="checkbox"/>	SPECIAL ANNUAL SURVEY.....				
<input type="checkbox"/>	SPECIAL INTERMEDIATE SURVEY.....				
<input type="checkbox"/>	BOILER SURVEY(S) TYPE: _____.....				
<input type="checkbox"/>	(DD)(TS)(BS) SURVEY EXTENSION RECOMMENDED TO _____.....				
<input type="checkbox"/>	DAMAGE / REPAIR SURVEY REPORT.....				
<input checked="" type="checkbox"/>	<u>NEW CONSTRUCTION HULL (FRP)</u>				

LOADLINE CERTIFICATE : ENDORSED / (PROVISIONAL ISSUED) (EXTENDED) UNTIL _____ PENDING

THIS IS TO CERTIFY THAT THE UNDERSIGNED SURVEYOR(S) TO THIS BUREAU DID AT THE REQUEST OF THE OWNERS REPRESENTATIVE CARRY OUT THE ABOVE NOTED SURVEY(S) ON THE SUBJECT VESSEL AND RECOMMEND(S) THAT THIS VESSEL BE RETAINED AS CLASSED WITH THIS BUREAU. IT IS FURTHER RECOMMENDED THAT THE OUTSTANDING RECOMMENDATION(S), IF ANY, AS DESCRIBED ON ATTACHED SHEET(S) BE DEALT WITH AS STATED THEREIN.

NAME John C. Saita NAME _____
JOHN C. SAITA SURVEYOR(S) TO THE AMERICAN BUREAU OF SHIPPING

REVIEWED BY: Am Culhanda 7 Oct 94 Los Angeles, CA
SIGNATURE DATE PORT

* TOTAL PAGES INCLUDING CHECKSHEETS : PAGE 1 OF 44 (Internal ABS distribution only)

NOTE: This report evidences that the survey reported herein was carried out in compliance with one or more of the Rules, guides, standards or other criteria of the American Bureau of Shipping and is issued solely for the use of the Bureau, its committees, its clients or other authorized entities. This Report is a representation only that the vessel, structure, item of material equipment, machinery or any other item covered by this Report has been examined for compliance with, or has met one or more of the Rules, guides, standards or other criteria of American Bureau of Shipping. The validity, applicability and interpretation of this Report is governed by the Rules and standards of American Bureau of Shipping who shall remain the sole judge thereof. Nothing contained in this Report or in any notation made in contemplation of this Report shall be deemed to relieve any designer, builder, owner, manufacturer, seller, supplier, repairer, operator or other entity of any warranty express or implied.

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1. One (1), 65'-0" cutter rig yacht was constructed in a female mold using fiberglass reinforced plastic.
2. Principal scantlings are as follows:

A. Hull laminate - basic (outside to inside)

Gelcoat

- 1.5 oz. mat
- 1.5 oz. mat - 24 oz. roving
- 1.5 oz. mat - 24 oz. roving
- 1.5 oz. mat - 24 oz. roving
- 1.5 oz. mat - 24 oz. roving

B. Additional Laminate on bottom hull as follows:

- (b1) 1.5 oz. mat-24 oz. roving from 24'-0" forward of transom to bow
- (b2) 1.5 oz. mat - 24 oz. roving from 20' forward of transom to 60' forward of transom (5'-0" wide on centerline).
- (b3) 1.5 oz. mat - 24 oz. roving from 22'-6" forward of transom to 48'-6" forward of transom (5'-0" wide on centerline).
- (b4) Keel foam stringers bonded to hull with 1.5 oz. mat.
- (b5) 1.5 oz. mat - 24 oz. roving built up to a thickness of 2" at centerline tapered outboard. (1'-8" wide in way of forward keel bolts and mast step; 0'-6" wide in way of other keel bolts).
- (b6) 2 layers 1.5 oz. mat - 24 oz. roving, 12'-8"x11'-5" centered on keel stringers.
- (b7) 4 layers 1.5 oz. mat - 24 oz. roving 1'-0"x1'-0",
4 layers 1.5 oz. mat - 24 oz. roving 1'-6"x1'-6",
4 layers 1.5 oz. mat - 24 oz. roving 2'-0"x2'-0",
2 layers 1.5 oz. mat - 24 oz. roving 3'-0"x3'-0",
2 layers 1.5 oz. mat - 24 oz. roving 4'-0"x4'-0"
centered on rudder shaft 3'-4" forward of transom on centerline.
- (b8) 3 layers 1.5 oz. mat - 24 oz. roving centered on transom at rudder post, extending 0'-6" onto hull sides.

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(b9) 3 layers 1.5 oz. mat - 24 oz. roving 2'0"x2'0"
centered on transom at rudder post.

(b10) 2 layers 1.5 oz. mat - 24 oz. roving 1'6"x1'6",
2 layers 1.5 oz. mat - 24 oz. roving 2'0"x2'0"
centered on engine strut 5'6" forward of transom
on centerline.

**C. Hull longitudinals (channel shaped/mold constructed)
consisted of the following layup:**

(c1) Light beams-1 layer 1.5 oz. mat
(all beams aft of b6 bulkhead, upper beams from
stem to b1 bulkhead).

(c2) Heavy beams-1 layer 1.5 oz. mat
3 layers 24 oz. unidirectional (all other beams).

**D. Hull longitudinals were bonded to be shell using the
following layup:**

(d1) 1.5 oz. mat, 1'6" wide
24 oz roving 1'6" wide
1.5 oz. mat, 1'6" wide
24 oz roving 1'6" wide

(d2) 1 to 6 additional unidirectional layers were added
on top of the bond beams in accordance with approved
plans.

**E. Vessel contained a total of seven (7) transverse bulkheads
consisting of the following layup:**

(No.1 bulkhead-forward)

(e1) No.1 transverse bulkhead (W.T.)

Gelcoat
1 layer 1.5 oz. mat-cure
3 layers 1.5 oz. mat-24 oz roving

The No.2 through 6 transverse bulkheads were constructed in two
(2) half sections using the following layup:

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(e2) No.2 and 3 transverse bulkhead (N.T)

<u>Front Half</u>	<u>Rear Half</u>
Gelcoat	Gelcoat
1.5 oz. mat	1.5 oz. mat
	1.5 mat-24 oz. roving
	1.5 mat-24 oz. roving
	1.5 mat-24 oz. roving

(e3) No.4 transverse bulkhead (N.T)

<u>Front Half</u>	<u>Rear Half</u>
Gelcoat	Gelcoat
1.5 oz. mat	24 oz. roving
1.5 mat-24 oz. roving	
1.5 mat-24 oz. roving	
1.5 mat-24 oz. roving	

(e4) No.5 transverse bulkhead (N.T)

<u>Front Half</u>	<u>Rear Half</u>
Gelcoat	Gelcoat
1.5 oz. mat	1.5 oz. mat
1.5 mat-24 oz. roving	
1.5 mat-24 oz. roving	

(e5) No.6 transverse bulkhead (N.T)

<u>Front Half</u>	<u>Rear Half</u>
Gelcoat	Gelcoat
1.5 oz. mat	1.5 oz. mat
	1.5 mat-24 oz. roving
	1.5 mat-24 oz. roving
	1.5 mat-24 oz. roving
	1.5 oz. mat

(e6) No.7 transverse bulkhead (W.T)

Gelcoat
1 layer 1.5 oz. mat-cure
2 layers 1.5 mat-24 oz. roving

(e7) Bulkheads 2 through 6 were bonded together by pressing each half into the last wet layer of mat-roving.

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(e8) The transverse bulkheads were bonded in the vessel by using 2 layers of 1.5 mat-24 oz. 45 degree bi-directional woven roving built up 3" high on bulkhead and 3" long on hull. Bulkhead secured to deck with 6 layers of 1.5 mat-24 oz. 45 degree bidirectional woven roving.

F. Deck Laminate-Basic

Gelcoat

1 oz. mat

1.5 mat-24 oz. roving

1.5 mat-24 oz. roving

1.5 mat-24 oz. roving

1.5 mat-24 oz. roving on cockpit floor, seats and sidedecks.

Additionally locally reinforced pads varying in thickness were installed throughout in accordance with approved drawings.

G. Transverse deck stiffeners (channel shaped/mold constructed) consist of the following layup:

1.5 oz. mat

H. Deck longitudinals were bonded to the shell using the following layup:

(h1) Light Beams-
1.5 mat-24 oz. roving 12" wide

(h2) Medium Beams-
2 layers 24 oz. unidirectional on crown
1.5 mat-24 oz. roving

(3h) Heavy Beams-
2 layers 24 oz. unidirectional on crown
1.5 mat-24 oz. roving
1 layer 24 oz. unidirectional on crown

I. Pad on top of pilot house consisted of the following layup:

1 oz. mat

1/2" balsa

1 oz. mat (3" beyond boundary of balsa)

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3. A 4.5 foot deep, solid lead shoal type keel of approximately 11,200 lbs. was installed and secured to the hull using 1" diameter stainless steel bolts (total of 13 bolts). Faying surfaces were sealed with 5200 sealant.
4. The rudder assembly consisted of a 4.0" O.D. 304 stainless steel rudder stock with welded vertical steel plate to aft side together with six reinforcing pads. The rudder consisted of formed fiberglass pucky covered with gelcoat and three layers of 6 oz. cloth (1 layer unidirectional) as per approved sketches. Upper and lower bronze rudder stock bearings of approved type were installed. Upper bearing secured with eight (8) - 3/8"x2" flat head bolts and lower bearing installed with eight (8) - 3/8"x3" flat head bolts and locknuts.
5. The deck was secured to the hull with 3/8" diameter x 1 1/2" long hex head bolt on 6" centers with 5200 sealant between faying surfaces.
6. The yacht was supplied with an extruded aluminum mast and boom. Stainless steel wire rope was furnished for the standing rigging and Dacron yacht braid/stainless steel rope for the running rigging.
7. The following sails were provided.
 - (a) 2 Main Sails (1 Dacron, 1-Spectra)
 - (b) 2 Stay Sails (1 Dacron, 1-Spectra)
 - (c) 1 Yankee Sail (Spectra)
8. The yacht is provided with two (2) independent electric bilge pumps; Each with a capacity of 2500 gal/hr and (1) manual pump with a capacity of 180 gal/hr.
9. Flexural strength and flexural modulus tests were carried out on sister yacht and approved on 3 May 1993.

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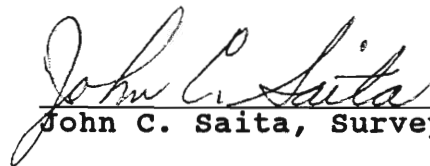
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10. Barcol hardness tests were carried out on the cured hull and deck laminates as per the Rules and all found to be satisfactory. Thickness checks of cutouts in way of through-hull and through-deck fittings (minimum of 1" diameter) were examined and found satisfactory. Records of burn out tests conducted by manufacturer were reviewed and results found satisfactory.
11. All hatches in deck and windows in enclosure over living quarters were hose tested and proven tight.
12. Subject yacht is provided with a Mercury D183 type internal combustion diesel engine with a HP of 150 at 3800 R.P.M. and Hurth reduction gear set with a ratio of 2.5:1.
13. A Sea Trial was conducted during which sails, steering and bilge pumping arrangements were demonstrated and all found in working order.

ABS Americas


John C. Saita, Surveyor