

Passport-40 common Issues	How Adagio has addressed issues.
<p>Teak decks need removal.</p> <p>With most teak decks of significant age, the screws holding them down are often a source of leaks and deck rot.)</p>	<p>All deck mounted equipment removed (deck fuel & water fill fittings, genoa sheet tracks, anchor roller, stanchion bases, chocks, etc.) Teak decking removed. Screws removed. Screw holes countersunk and filled with thickened epoxy. New deck surface fabricated with several laminations of GRP. Two-part epoxy paint applied from base of caprail to eyebrow. Old sail track replaced with new.</p> <p>No core moisture issues discovered during entire project.</p>
<p>Deck core is wet.</p>	<p>No core moisture issues discovered during entire project removing teak decking.</p>
<p>Cabin top and side core is wet.</p>	<p>All cabin side wood screws have been replaced with silicone bronze machine screws set in tapped epoxy. Wood screws generate side forces which cause wood to open and leak. Machine screws generate tensile forces alone. Adagio's cabin sides and decks have no leaks.</p>
<p>Embedded mast collar backing plate is rusted through and needs replacement with G10 and new backing plates fabricated.</p>	<p>Backing plate removed and replaced with vacuum packed epoxy GRP.</p> <p>Mast locker disassembled and improved during project.</p>
<p>Chainplate knee cores are rotted and need replacement.</p> <p>The original stainless steel chainplates were of lower quality and subject to leaks and corrosion.</p>	<p>All original chainplates have been replaced and upgraded to 316-L SS. All chainplates pulled and inspected in 2020. Shroud chainplates renewed in 2020. Shroud chainplates modified with additional turnbuckle attached to lower bulkheads for improved rig geometry.</p> <p>Original wood/GRP shroud chainplate knees replaced with solid vacuum-packed epoxy-glass fabrications eliminating possibility of future rot.</p>
<p>Aft stay chainplate is cracked and pulling deck and toe rail up and needs replacement.</p>	<p>All chainplates pulled and inspected in 2020. Any noted weaknesses were addressed and corrected.</p> <p>All replacement chainplates are fabricated with oversized beauty plates that better prevent water penetrating the deck.</p>
<p>Steering riser is rotted and needs replacement.</p>	<p>Steering riser reinforced with glass-epoxy. No corrosion.</p>
<p>Iron ballast is rusting and lifting sole and cabinetry up on starboard side.</p>	<p>All iron ballast under cabin sole has been removed.</p>
<p>Black Iron fuel tanks are rusted and need replacement.</p>	<p>Black iron fuel tanks have been replaced with epoxy grp.</p>
<p>Stainless steel water tanks are leaking and need replacement.</p>	<p>Stainless steel water tanks have been replaced. Annual inspection and maintenance performed. No rust in tanks.</p>
<p>Standing rigging should be inspected and replaced as necessary.</p>	<p>All standing rigging was replaced in 2020.</p>
<p>Mild steel was used in the rudder cage as well as the mast step and both have been sources of corrosion, inspect closely.</p>	<p>Rudder cage has been reinforced with grp. Regular inspection and maintenance have been performed. No current corrosion.</p>
<p>Inferior stainless steel muffler (port side cabinetry) and engine exhaust water locker tubing (in bilge aft of shaft log) leaks.</p>	<p>Muffler replaced with fiberglass Vetus muffler. Stainless tubes in water locker replaced with fiberglass tubing.</p>