

Adesso! (means right now! In Italian) is a 1984 Brewer 42. It was built by the Mao Ta boatyard in Taiwan.

S/V ADESSO is a cutter rigged sailing vessel, built to ABS Standards. Refit as of July 15. 2023!!!! Lots of great work has been recently done aboard!

Instruments:

- New instrument cluster, including integrated Depth, Speed, and Wind
- VHF radio to antenna connections were replaced for safety and reliability
- Hull:
  - Stripped bottom paint to bare fiberglass, sanded and faired hull, and applied epoxy barrier coat
  - The swim step was removed, supports inspected and refurbished
  - All seacocks were inspected. Several were replaced, including the main water intake. All seacocks not replaced were serviced.
  - All 12 portlights (8 in the hull 4 in the cabin walls) were replaced with CE approved ports, for increased safety and improved airflow.

Standing Rigging

- Removed mast, inspected, re-stepped
- Refurbished the mast step
- Inspected standing rigging
- Removed all chainplates for inspection. Three chainplates were found to have minor crevice corrosion and were replaced. All chainplates were rebedded.
- Roller furling drums were inspected and serviced

Deck

- Entire deck was checked for moisture incursion. Areas found to be compromised were, opened, the wood replaced and fiberglassed.
- All deck fittings were removed. Spacers were inserted to avoid water incursion. All fittings were rebedded.
- All deck mounted clutches were removed elevated and remounted with proper bedding
- Deck hatches were removed and were raised with coamings to reduce the possibility of water incursion.
- Upon completion of deck restoration, nonskid and paint were reapplied.

- Dorade boxes were redesigned and constructed to provide increased passive air flow.

- All lifeline stanchions, were removed, elevated and reinstalled.

Lifelines were replaced in about 2016.

#### Propulsion

- Engine exhaust hose and exit fitting were replaced.

- The shaft strut was removed, inspected and refurbished.

- The Propeller was removed, inspected and refurbished.

#### Interior

- Complete remodel of the saloon. Aged wood was refurbished and refinished.

- Some of the wooden ceiling was replaced with white fiberglass for a brighter and more modern appearance.

- Worn cushions were replaced.

- Some overhead panels were replaced.

- Shower was rebuilt with a stainless steel shower pan.

- The counter in the forward head was replaced.

- All structural wood was inspected and replaced, as needed.

- Aged interior in the aft cabin was refurbished.

- All house batteries (Six L-16 Trojans) and the engine start battery were replaced.

- The refrigerator compressor was serviced.

Above is what was just completed.

The decks, roof, and cabin sides are built using fibreglass/Balsa cored system. The hull is full Fibreglass. It is well founded and functional. The floor plan below, the open sailing cockpit and deck are well organized and provide excellent use of space, traffic management and emergency exiting.

#### Sails

The mainsail has been replaced. The genoa (jib) was replaced in 2007.

The staysail was replaced in 2011. All are in good condition.

#### Hull Construction

Hull: Balsa Core/fiberglass, Yacht Finish Painted Decks: Same as hull with Anti- Skid Painted Finish Stringers, Braces and Stiffeners:

Fiberglass encapsulated wood Plumbing: copper, PVC. Wire Ways: PVC

## Superstructures Construction

Decks, roof, Cabin sides: Balsa core and fiberglass. Access Doors and Hatches: 5 Bomar hatches, 12 ports, 4 dorade vents and 1 companionway. Roof Top: Same as Decks

Main Engine

Main Engine: Engine new 2014. Volvo Penta D2-55hp.

Hours: 300

Cooling: Raw and fresh

Shaft: Stainless steel

Engine Controls: Sailing Cockpit

Fuel Shut Off: Valves and Electric Solenoid

Alarms: Low Oil and High Heat

Fuel System: Primary and secondary filters

Exhaust: Wet exhaust routed to stern Engine Bed: Welded Steel Prop: 3 Blade Bronze

Shaft Seal: Dripless type

Engine Gages: Sailing cockpit and Engine Room

Fuel: Diesel Tank, 2-Welded Iron.

Capacity: Total 200 USG (Reported)

Management: External Filling

Venting/Overflow: Overboard

Fresh Water: 2- Welded Aluminum

Capacity: 100 Total USG (Reported) Venting Overboard

Holding: Polypropylene

Capacity: 30 Total USG (reported) Manual pump discharge and deck pump out, USCG compliant

Other Equipment and Systems Stereo: AM/FM/CD

Boom Vang: Yes

Solar panels: 6

Bow Thruster: Yes

Water Maker: Cruise 30 GPH RO system AMEC AIS Transponder

Fire extinguisher - inspected Jan 2022

Dinghy outboard - Yamaha, 15 hp

Epirb - there are 2 registrations are current

### Exterior/Interior Arrangements

Topside and full forward is an adequate anchor control system with a double roller. There is a welded stainless steel bow pulpit with double stainless steel wire lifelines and welded stainless steel stanchions leading full aft to a welded stainless steel stern pulpit and welded stainless steel arch with solar panels. There is a stainless steel dinghy lifting and storage system full aft. There are boarding gates to port and starboard and aft. Full forward is an adequate anchor control system with double rollers and 12 volt windlass. There is a large deck area leading to the raised cockpit. The sailing cockpit is large with storage below and easy access to the companionway. Below decks and full forward is a guest suite with a full V berth, with storage above and below. There is a port side door for ensuite access to the forward head. Moving aft there is the forward head access to port with a manual toilet, stainless steel sink and shower. Continuing aft is the large salon with a straight settee to starboard and a large U shaped settee to port with a fold down dining table. Moving aft and up two steps there is a lower helm station to starboard with steering, navigation instruments and electrical panel. Directly across to port is the L shaped galley with a double stainless steel sink, 3 burner propane marine grade stove/oven and a large standup 110/12 volt refrigerator/freezer. Continuing aft to port is a hallway with storage lockers and a 110 volt freezer leading to the captain suite. The captain suite has a full width queen berth and storage lockers to port and starboard. There is a starboard side ensuite head with a manual toilet,

stainless steel sink and full size separate shower. Fresh water pressure is provided by a 12 volt pump and water maker. The engine space is located below the galley sole with easy access and adequate insulation. The interior of the vessel is well lighted, and easily accessed and exited. An Amazing Opportunity