Ben Sutcliffe Marine
YACHT & SMALL CRAFT SURVEYOR

17th November 2023

PERPURCHASE INSPECTION SURVEY
Moody 27
"Miss Moody"
Report by
Ben Sutcliffe-Davies

This is to certify that the undersigned carried out a survey on the above vessel for Mr Rory Johnson for the purpose of reporting on the vessels condition subject to the limitations below. The survey was carried out as per our terms and conditions that are enclosed at the end of my report and can also be obtained from our website www.bensutcliffemarine.co.uk on the understanding that I am only legally liable to the client who commissioned my employ only and not to any subsequent holder of the said report. Such liability must be constructed as a contract under British law and jurisdiction and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the courts of England and Wales.

CONDITIONS/FACTORS LIMITING SURVEY

The reason for the survey was to carry out an evaluation of the general condition of the Yacht prior to purchase. The Craft was ashore at West Solent Boat Yard, initially it was viewed on one of the yard trailers about 4ft off the ground and then lifted and set down on the yards hard standing. I have not viewed her afloat during inspection nor was I able to see the engine operated. None of the crafts parts were mechanically dismantled by myself other than a forward sole board within the saloon, the owner gave permission to the purchaser to lower the forward cabin head linings to access the baby stay anchorage point. No liability whatsoever is accepted for any injury, death or damages arising from those parts of the vessel to which access could not be gained at the time of the survey and on Thursday 16th November 2023 the strength of which I am unable to comment. This survey is not undertaken with any intention to ascertain that the vessel would comply with any rule or code of practice as may be required by any authority under whose jurisdiction the vessel may be operated. Matters of design were not considered to be part of the brief.

"Miss Moody" as viewed on yard trailer at start of survey.

Definition of terms & ratings.

1. The use of the words “unable to inspect” indicates that a very close inspection of that component/system/area was not possible due to constraints imposed upon the surveyor (e.g. no power available, inability to remove panels).
2. The use of the word *serviceable/adequate* indicates that particular system, component or item is sufficient for a specific requirement.
3. The use of the word *good condition* indicates that the component /system is nearly new with only minor cosmetic or structural discrepancies noted.
4. The use of the word *fair* indicates that the component/system is functional as is with minor repairs and should be monitored often to see if its condition further deteriorates.
5. The use of the word *poor* indicates that the component/system is unsuitable as is and will need to be replaced or repaired for it to be considered functional.
6. *Readily accessible* means capable of being reached for operation, inspection or maintenance without removal of any craft structure or use of any tools or removal of any item.
7. Wording in ***Italic bold is a recommendation that should be attended to.*** Wording in just *Italics is a suggestion to help maintain the craft.*

VESSEL PARTICULARS

Moody 27

“Miss Moody"

SSR 12145

Designer; Bill Dixon

Principle Dimensions.

Details from hull scribing’s and Moody associations website with their information unchecked.

L.O.A.	27’8”	**Beam**	9’8”
Built Number	PLY 0357 84 156-52 On transom Yard No. F1173 PLY 480357	**Draft Twin Keel**	3’5”
Disp.	5,750 lbs	**Declared LWL**	21’10”
Ballast	2,530 lbs	**Keel Type**	Cast Twin keel
Built	1984 checked	**Builder**	Marine Projects Plymouth, Devon
Rig	Sloop	**Engine**	Volvo Penta model 2002 17hp Serial Number FL10109

“Miss Moody as viewed from aft Stbd. Quarter before lifted off and set down.

1.1 Overview; At the commencement of survey "Miss Moody" had been lifted from the water the previous evening and set down on one of the yards boat trailers, at about 10.00 the craft was lifted off the trailer and set down on the yards hard standing, this gave an opportunity of tip testing the twin keel arrangements. None of the hull arrangements were obstructed. The mast was stepped and most of the rigging was in place. The Yacht was built by Marine Projects based in Plymouth. She is built to a good specification with both woven roving's and Chop Strand Matt having been used. She has a round bilge with noticeable flat canoe shaped underwater areas. A good sheer stem with slightly forward raked transom with transom hung rudder. She was the twin keel version that gives a good ballast ratio. Her drive provided with inboard diesel and shaft with 2 bladed propeller for auxiliary power. In total there were 162 craft built with the last craft constructed in 1985, her hull number was noted as 156 making her one of the last to be built.

Ref 1.0

Craft ashore at commencement of inspection.

2.2 The Hull. The craft was built in Glass Reinforced Plastic (GRP) using unpigmented polyester resin with a good quality layup using woven roving's and chop strand matt evident during inspection. The top sides were in white gel coat and not been painted. There were several painted stripes laid onto the top sides that would have been originally all tape. Generally presented in fair order with a few minor noticeable marks and scratches visible. The most noticeable recorded as to Stbd. a small poorly made gelcoat chip and a small area of vertical gelcoat fracture that was likely on a bulkhead. Some deeper scores to her forward Port quarter. There were several obvious repairs to the stem area including one where the gelcoat has faded off. On use of a moisture meter some elevated moisture in the repair noted. The hull was substantially stiffened throughout by using glassed in foam core stringers and frames that were well bonded in, there were also c12mm plywood frames with well match Teak faced bulkheads. There was clean faced teak fit out using 12mm lateral plywood stiffeners. Further set of reinforcements to stiffen her hull arrangements within the bilge areas around both of her keel attachment that produce a well-supported hull throughout. The Stbd. set were partly obscured by the water tank moulding. Some introduced expanding foam has been used in what was considered an attempt to seal her saloon side lockers from her bilge that were found wet. One small tear to tabbing in the aft Stbd. end of the support of her reinforcement that will require the failed tabbing grinding back and repairing. ***Make good torn tabbing in aft Stbd saloon bunk area for keel support.*** *Try and remove retro fitted foam, suggest make good small gelcoat repair to Stbd. midships and monitor small vertical gelcoat hairline fractures. Monitor old stem repairs.*

Below Ref 2.1

Builder's Stbd. identifications.

Ref 2.2

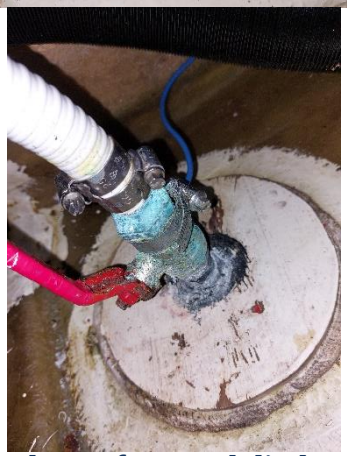
Re tab torn laminate as noted.

2.3 The hull had good symmetry and fair with no signs of bulkhead distortion externally. There were some areas where the craft has inner hull mouldings fitted. In these areas I had limited access to the main hull moulding. The hull has a production number moulded into the Port side of the transom. There was also a builders plate internally fitted to the navigation area with a further yard number and Lloyds certification plate. There was also a SSR Number on the internal transom moulding. On testing topsides and underwater laminate externally with a small pein hammer no areas of delamination was identified. For her age there were very few faults noted. *With gelcoat crazing to her topsides from fender issues it is a difficult decision as to whether to remove the small affected damage gelcoat and try and reinstate matching pigment or just maintain and attempt to preserve the status quo by regularly rubbing polish into the damaged coating. Currently there was some moisture held within the affected areas and if not addressed there is a risk of laminate failure in heavy sub zero winter temperatures. Currently I suggest monitor gelcoat and try and work polish into gelcoat with a view to repairs if it deteriorates. Try not to position fenders in the affected area or to one side of bulkheads in the future.*

2.4 The vessel has in a previous ownership had a copper coat system applied, age of the coating unknown. At time of inspection the coatings found well attached. The system was well keyed to the hull. The effectiveness of the system has not been verified as I have not seen the craft as recovered from the water, generally the system will work for about ten years. It will need light abrasion each season to reactive it.

2.5 Skin Fittings. The craft had five under water skin fittings and an anode bar to her aft Port quarter near the "P" bracket. She also had four above water line through hull skin fittings covered in **2.5.** There were four underwater metal seacocks fitted. The remaining one was for a through hull log fitting. To the rear of the engine to Port there was one DZR brass ball valve seacock with PVC basket strainer for the engine intake valve. As viewed in serviceable condition, age reported as circa 3 years old. To Port under the aft end of the saloon bunk arrangement was a DZR brass ball valve for the head intake, corrosion around skin fitting and hose tail, it will require replacement of the whole assembly. Within the heads sink cabinet a sink discharge viewed with ball valve, the skin fitting viewed with obvious corrosion. This will require replacement. Within the aft Port cockpit locker a further DZR ball valve for the heads WC discharge. High corrosion viewed from the skin fitting hose tail connection, again recommend full replacement. all valves noted as bonded. ***I recommend to replace the three complete seacock assemblies for heads intake and discharge plus heads sink, carefully monitor ongoing condition of the engine intake. Remove bonding of valves, see 10.1***

Ref 2.5



Discharge for Head discharge and intake both in poor condition. Note bonding.

2.6 Skin fittings above waterline. The craft as noted had 4 above waterline skin fittings to her topsides. There were a pair of cockpit drains out through her transom. Internally very poor visual access to verify hose condition. The cockpit aft Port discharge hose considered old. To aft Port quarter a diesel heater discharge and bilge pump discharge noted. To Starboard her galley sink, a brass DZR ball valve fitted. A stainless-steel clamp fitted to attempt to bond the valve was failed. ***See 10.1.*** *Suggest replace cockpit hose and clamps.*

Ref 2.6

Cockpit hose drain as viewed may be in poor condition.

3.1 Hull Moisture. I used both my Tramex Moisture meter and Sovereign Quantum moisture meters on the hull areas. With both meters I use, one does not always need to remove antifoul, once levels are established to work from. The meters both provided a resistance reading on a scale of 1-100. On taking a comparative set of readings with both meters the top sides were recorded on the Tramex at 17-30 and the underwater areas recorded readings between 40 and 50. There were some areas that were between 60 to 80 but most of these readings on internal inspection were in areas where damp items stowed or small amounts of moisture trapped within the aft bilge and bunk and cockpit locker areas. The levels as found were higher than desired, the craft has only been out the water around 14 hours before readings were taken, I have not removed the epoxy copper coating to take readings directly off the laminate. From taking readings internally in areas below the water line there were noticeably lower readings obtained that provide reasonable evidence that the was moisture held within the external laminate and considered predominantly behind the epoxy copper coating system. As noted, from hammer testing with a small ball pein hammer no areas of laminate softening were identified. Trying to keep lockers and bilges dry along with allowing her to seasonally dry out ashore plus the use of a marine dehumidifier should be considered. *Dry Lockers and Bilges. Consider good venting of lockers and possible use of proper marine dehumidifier in the winter.*

3.2 The fact the craft has been out the water for a short period of time should also be taken into consideration. It is quite normal for a craft of this age made from polyester resins to hold moisture for long periods. When epoxied there is a risk of water being trapped between laminate and epoxy.

Ref 4.1

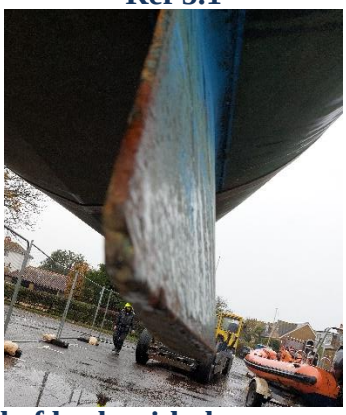
Rudder blade tip base damage.

4.1 Rudder. The rudder was transom hung and was presented in a reasonably clean, well faired and balanced condition. The bottom of the blade with contact & tip damage, evidence of previously repaired to the tip noted. It is controlled from a solid ash tiller that is suitable for purpose but requires varnish stripping back and reapplication in the near future. The rudder blade was made from GRP, with the two-side compressed together. The gudgeon and pintles were in fair condition. All from Stainless steel. Internally from a candid photo moisture ingress through the lower fastenings noted. There was no significant play in the bearings detectable at present. ***Repair tip of blade. Attend to lower fastenings.***

Lower gudgeon fastening with possible weep to fastening with corrosion.

4.2 The blade moves freely. I used my meter and found typical high moisture within the blade. I recorded over 50 on my meter. I did not find any blisters on the surface of the blade. I hammer tested the blade and did not note any poor reverberation. Rudders frequently hold moisture due to their design of split moulding. *I suggest the monitoring of the blade and skeg.*

Ref 5.1



End of keels with damage noted.

5.1 Keels. Externally the keels look in fair order they were made from cast iron with some minor signs of corrosion. both keels had some light corrosion and tip damage to the rear ends of both castings noted. Most likely from regular grounding at a tidal mooring in the past. There was some external disturbance of the mastic as applied to both sets of hull to keel joint noted. Were viewed some light surface corrosion in the abutment of the hull to keel joint developing. Internally not all fastenings were viewed due to the Stbd. set partly obscured by the GRP fitted water tank arrangements. Where viewed all were 1" sized iron fastenings with suitable nuts Port side was considered retro fitted with stainless steel large plate washers. A historic flow coating applied to the fastenings that has generally all failed allowing corrosion to most of the fastenings. No lock nuts were fitted. *The Studs were considered the originals with possible replacement nuts. With the indications of corrosion within the hull to keel abutments and the general internal condition of the fastenings.* ***It is therefore recommended to clean and protect keel housings and deep clean and protect all internal fastenings.***

Obvious corrosion to Stbd fastenings.

6.1 Deck and cockpit areas. The deck and superstructure mouldings were finished in white gelcoat with most of the side decks and working areas having course grit moulded nonslip surfaces. Finish generally in fair order. The cockpit areas also had the same finish. The side decks were uncluttered. The decks were considered as reinforced with Balsa core and plywood pads in high load areas. There are several fittings that were fitted through the top side mouldings. Attention is needed that a good seal to any deck fittings is maintained with regular inspections undertaken as moisture can ingress very easily. One small deck repair that may have been a hole saw for a fitting that was incorrectly position made good, to Port side of the coach roof some light damage and poorly finished with some light gelcoat crazing that could be easily refinished. I only found a few areas where the deck moisture readings were high. There were around the mast step arrangement with some evidence of light sloping aft of the deck plate, around both sets of chain plates to both sides and the baby forestay deck chain plate. As noted, the forepeak head lining was removed and evidence of moisture ingress was clearly identified. Aft to Stbd, moisture found in aft bunk lockers, found from failed cable gromet where wire has been removed. Deck and instrument deck plugs are notorious for allowing moisture into deck make ups and should be regularly checked.

Ref 6.1

Attend to moisture ingress to baby stay and balsa core

Cont. There was an anchor locker provided forward. Some high readings found in the ply bulkhead that are likely from long term damp of anchor warps stowed. Corrosion of the galvanized coach bolts used at time of build noted with corrosion. *Due to the internal fit out no visual inspection of any fastenings could be viewed.* ***It is recommend refitting of the external chain plate covers with good quality flexible rubber compound to provide better sealing.*** *Monitor deck fittings.* ***Attend to the moisture ingress into the balsa core around baby stay. Ensure deck sockets etc sealed.*** *Monitor internals for water ingress.*

6.2 The deck moulding has a coach roof raised area for the accommodation, the mouldings were generally in fair condition. Small gelcoat chip to the rear of the mast step moulding. The mast step moulding with some evidence of slight slumping, this would be most likely to the plywood pad starting to fail due to high moisture from leaking deck sockets etc. There is a further small, raised area to the cockpit combings with a companionway hatch forward of the cockpit incorporated within the moulding. There were grab rails in Burmese Teak. These were secure and showed no signs of movement. Within the hatch way was a wash board system suitable for purpose no independent means of securing boards independently. The hatch cover fitted to a set of slides moved freely. ***Monitor slumping of mast step.***

6.3 The cockpit area was well designed with good combings and well positioned Lewmar winches. The gel coat in most of the cockpit is in good condition **See 6.1**. The port side locker is quite large and provides plenty of stowage. To the aft end of the cockpit to Starboard was a small gas locker fitted. The cockpit sole has been modified with a large hinged hatch that give good access to the rear of the engine, stern gland, engine coolant feed seacock, inline filter and part of her exhaust system. The whole cockpit was self-draining by means of two rear drains. The hoses run to separate skin fittings that are fitted through the transom they were not accessed. The cockpit would quite quickly drain should the craft get knocked down. The introduced deck hatch seal should be regularly checked and ensure it remains watertight. The gear controls fitted on the side of the port locker. There were two safety harness points within the cockpit. The sliding track for the main sheet is well attached. The stops are in good order. The mainsheet horse traveller was in fair condition but some wear noted. The tiller was positioned aft with an option for a tiller extension that was not fitted. Shore power fitted in cockpit combing.

6.4 Cockpit lockers. There was one large cockpit locker fitted to Port and a small gas locker to the aft Starboard side. The Port locker has a moulded deck lid fitted. There was no rubber sealing of this locker but relies on the deep mouldings and side channels to either side for drainage. The lid was fitted within the moulding with a means of locking.

Cont. The locker is fully sealed to the rest of the hull. There was a diesel heater within this locker that can be vulnerable to the elements and covered in *9.5*. The gas bottle locker to Starboard has stowage for two small gas bottles, I noted that the locker drains into the cockpit and relies on drainage overboard from the cockpit drains. It is important that the retro fitted deck hatch is suitably sealed. Satisfactory**.**

6.5 Anchor locker. Fitted within the bow moulding area was a suitable space created for stowage of the anchor and chain. There was no winch fitted. There were no stress cracks visible in the area. The locker has overboard drainage via a small hole in the bow of the locker. It is important to regularly check this does not get blocked with mud or dirt. The lid for the anchor locker was in fair condition. But has had the relief for the chain filled in. A means to secure the cover provided. Some high moisture to the rear plywood bulkhead noted from both within the locker and from within the forepeak. This may be partly caused from wet rope stowed in locker. A number of steel bolts for additional securing in the frames corroded. *Try and keep rope and chain off the bulkhead, ensure drain is kept clear. Protect or replace the old steel fastenings.*

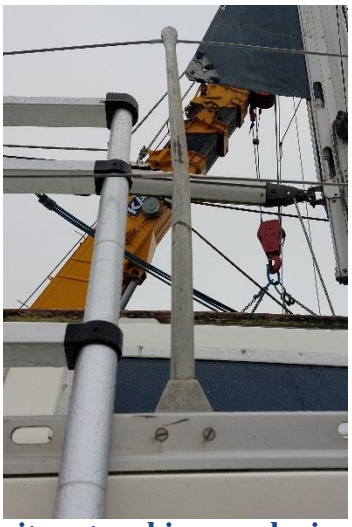
6.6 Rubbing strake/ Toe Rail. This was produced from brushed anodised aluminium and was correctly fitted with stainless steel bolts. All satisfactory. There were stanchions bolted onto the toe rail and all were suitably housed. There was very little flexing to the stanchion bases. All satisfactory. Midships there were a pair of spring cleats fitted, it was noted that internally some moisture ingress, this could be from either the seal of the toe rail on deck failed or the fitted glazing that was in the same proximity. *Monitor fastenings of alloy castings with stainless fastenings. Check sealant of toe rail under spring cleats.*

6.7 Guard Rails/Stanchions. There were three stanchions fitted to each side, the central stanchion to Stbd. and the rear one to Port side were bent. There is very slight flexing at the bases, but acceptable. The guard rail wires were in fair order. Age not confirmed. There was slight wear to the holes the wire passes through. Evidence of wires having been previously PVC coated. ***Closely monitor stanchions and wire.***

6.8 The pulpit and push pits were both in stainless steel and are secure and in good condition. The deck cleats were made in anodised alloy; they were all-secure and show no signs of wear or movement. There were spring cleats fitted mid ships to both sides. These were bolted to the Toe rail and found secure. As noted, some evidence of typical flexing of the toe rails by the spring cleats when loaded noted.

6.9 To both sides of the companion way there was a winch for different mainsail in mast lines fitted. There was a set of suitable jam cleats provided all are secure. To both Port and Starboard side combing area's there were a pair of Lewmar 16's Genoa winches and a pair of 8's for spinnaker sheets.

Ref 6.7



Monitor stanchions and wire.

Cont. All winches were found in good order. The combing areas were suitably reinforced for the winches. All satisfactory.

6.10 Deck hatches. There was a recently fitted deck hatch that was made by Lewmar. Aft facing, the rubber seals of frame to deck unit are in fair order and likewise suitably lock. There was a vent fitted. Cover provided to the hatch for when not on board, no provision for vent provided.

6.11 Port light/ porthole units. The saloon has a pair of acrylic glazing to each side fitted within alloy frames, evidence of weeping to most sections. Some UV light deterioration also noted to the acrylic developing.

6.12 Boarding Ladder. A stainless-steel boarding ladder was bolted to the transom. It is hinged and the ladder frame was secure. All satisfactory.

7.1 Internal hull inspection. The general condition of the internals of "Miss Moody" at time of build were to a high standard of fit out using a light teak faced marine ply that has been suitably sealed. There were internal mouldings and good quality joinery work that give little access to much of the internal hull make up. All sole boards were secured, the very forward within the saloon was unscrewed with permission to inspect the compression post. I was able to also lift a small bilge inspection hatch to the aft end of the saloon. The craft being a twin keel version the fastenings were under the side bunk arrangements; I was not able to see all of the keel studs as noted in **5.3.** There were a few areas of hulls under water bilge arrangements that I was unable to access. Where I was able to inspect, they were on the whole clean and dry. Some moisture noted to the aft Stbd. side of the saloon bunk that was likely coming from either the toe rail or saloon fixed window units. To the rear of the pilot bunk locker further damp observed with some water noted entering from the aft deck moulding that was likely an unsealed gromet fitting. There was very little water or oil contamination under the engine either. There were several basic double mouldings within the craft that no access to inspect behind was possible. *Investigate moisture ingress into the craft is important. Ensure deck fittings are sealed.*

7.2 Saloon/ Galley areas. Entry is from the deck through companion way with suitable grab rails provided. There were wooden treads fitted to the front of the engine box panel. The casing is secured with four-barrel bolts, lower Stbd. does not fully locate. No fire port provided. A leaf table was securely fitted to the cabin sole.

7.3 The upholstery and fitting out was reported as replaced by a previous owner and was to a fair standard. The saloon area was well presented. There was plenty of storage in the lockers under the Port seating. A DZR brass seacock under the rear end for the feed to the WC. The water tank was fitted under the Starboard bunk. The cushions were made from foam, I did not find any labels to establish if it is fire retardant.

Cont. Side linings likewise have been replaced with a blue cord carpet in fair condition. *Consider using a fireproof spray.*

7.4 The galley arrangement was aft to Starboard and was within a framed unit. There was a gimbled cooker fitted, **See 8.3.** there was a basic cool box under the worktop, drain considered runs directly into the bilge. A stainless-steel sink with Whale hand pump. Drain from sink with discharge and a DRZ brass ball valve viewed directly behind the cooker arrangement.

7.5 To the Port side opposite the galley was a small navigation station, most of the electrical switch gear to aft side of the galley. The saloon half and full bulkheads along with the two forward of the saloon are from Teak faced ply. All bulkheads were viewed as a combination of bolted and neatly glassed into the hull. All bulkheads were well bonded into the hull. There were GRP floors bonded into the hull to spread the loading of the engine, all were in fair order. The cabin head linings were in fair condition. As noted, small tear to the tabbing within the Stbd. keel support arrangement.

7.6 The Head compartment fit out. The heads were fitted aft of the navigation area to Port with a Jabsco hand pump with small wash hand basin and small stowage with access to the sink valve under. The door was suitably hinged. There was no access under the pre moulded linings or sole.

7.7 Forepeak cabin. The forward cabin has good storage under the Vee bunk. Access to the hull was limited. Where I was able to view all was in good order. Several sails and ropes stowed that were found damp. The fore peak cabin head linings were in fair condition. Damp to the area under the baby stay identified, as reported this was removed with permission and found with moisture ingress into the deck core. ***As noted, the baby stay needs the core around it removing and replacing.***

7.8 Port & Starboard chain plate installations internal inspection. All of the side deck chain plates were internally fitted behind some typical saloon joinery that would require substantial dismantling to view. I was able to use a moisture meter on all timber finishes within the area with no issues found. I likewise did not find any visual movement. All the chain plate covers on deck show no sign of issues. As noted in **6.1** externally some moisture readings were around the deck fittings. It is recommended to re-bed the external plate fittings. Back stay as viewed a stainless-steel strap that is off centre to Stbd. as viewed secure. No obvious movement to the fitting. Forestay anchorage within her stainless-steel stem cap. As viewed all secure. Split pin correctly fitted to outside of the roller. The hole used as viewed was in fair condition. *Suggest lifting the deck plates and ensure where chain plates are fitted through the deck are properly sealed.*

8.1 Installed Systems. Water fresh and grey. The craft has one water storage tank fitted; it was under the Starboard bunk as noted. It was sealed and I was unable to view internally. I am concerned if it is made from GRP, it is no longer recommended to use GRP tanks for drinking water for health reasons. Lid of tank with high readings would suggest there may be blisters developed internally. The system was hand pumped to the galley sink and Head. Water was drawn from both pumps. There was as noted one grey waste skin fitting to Starboard behind the cooker and one within the heads to Port for the sink. **See 2.4**. The water filler was deck mounted to forward Starboard and in fair condition. *I suggest occasional flushing of tank. May be prudent to open and inspect. Use bottled water for drinking.*

8.2 Head area. The head was situated to the Port side of the craft in a separated cabin aft of the Navigation area. The WC was a Jabsco sea toilet with no holding tank. It was secure, and fair good condition. The skin fittings for the services were as noted in **2.4** situated with intake under the Port side berth locker. The discharge in her Port cockpit locker. There was a swan neck loop made behind the mouldings to prevent possible back flooding of the bowl when at sea. *If the craft is used within restricted discharge areas you should not use this without the means of a suitable holding tank.*

8.3 Gas Installation. There was a gas system fitted on this craft. I would recommend occasionally a qualified engineer checks the system. There was a Plastimo Neptune 2500 LPG twin burner, grill and oven cooker that had thermo cut outs fitted. The rubber gas pipe at the bottle end of the system was just in date. The armoured flexi hose to deliver the gas to the cooker was likewise just in service date 04/19. The copper pipe run where viewed was mostly in fair condition, however several areas of surface corrosion noted, especially from a candid photo under the cockpit aft, the pipework was not correctly supported through the engine compartment either. As noted, the bottle storage has a single vent overboard through that in the first instance discharges into the cockpit. There was no gas bilge alarm fitted to the craft. ***Ensure the flexi rubber hoses are replaced and system tested before use. Copper gas pipework should be correctly supported. Clean pipework.*** *Generally, recommend hoses should be changed every five years, but exposure to UV light or tight turns in the hose can reduce serviceable life.*

Ref 8.3

Gas pipework not supported and with corrosion.

Corrosion and unsupported gas pipe under cockpit.

8.4 Engine Installation. The craft has an inboard diesel engine fitted. It was considered the original, it was a directly water cooled 2-cylinder Volvo 2002 model that is rated at c17hp with serial number FL10109. I did not start the engine or see it running ashore. No serious oil leaks found, one very minor rocker gasket leak potentially to Port forward that has run down over the forward engine mount. Under the engine and around the sump box it was reasonably clean.

Cont. The engine oil level was on the correct mark on the dipstick. The oil was clean with no contaminants visible. I was able to check the gear box oil, this was likewise in clean. The engine beds as viewed were in fair order. The aft Stbd. mount top nut loose. The actual engine mounts were considered well over 10 years old, some easy movement of the engine on heaving that suggested they need replacement. The engine has one drive belt to water pump and alternator. This was slightly under tensioned. The engine output is delivered via a Volvo water cooled gear box. See Ref **8.7.** The engine box locker also forms the companion way. It has sound with some basic fireproofing. I understand the engine was not winterized at point of survey. *I strongly suggest see engine is briefly run ashore and suitably winterized for winter. Carry spares.* ***See engine run underload to verify condition if engine mounts require replacement. Attend to rear Stbd. nut. Attend to oil drips and try to prevent oil making contact with mounts.***

Ref 8.4

Attend to loose mount nut and further check engine mounts underload as considered soft.

8.5 The water intake is via the seacock that was located under the cockpit sole. An inline PVC strainer fitted. The exhaust water was discharged through the exhaust system. The exhaust hose was run aft to a stainless-steel drum silencer fitted behind the engine before run back to the transom and swan necked before discharge to Port. Some corrosion and possible weep from hose joint noted. The system was not fitted with an anti-siphon device as such but a "tell tail" that was turned within the rear of the cockpit. *Consider fitting an anti-siphon valve on system instead of tell tail.* ***Check discharge hose skin fitting seal and clamps.***

Check exhaust hose clamps.

8.6 Fuel. The tank is made of steel its condition could not be confirmed, I believe it holds about 17 gallons. Obvious corrosion breaking through paintwork. The filler is from a deck fitting to Port. There was an inline visual bowl fuel filter fitted. There was an isolator tap fitted to the tank that moved freely. Copper pipework with corrosion, copper pipes were not correctly passed through the bulkhead to prevent fatigue. The flexi hoses were found in poor condition and should be replaced. Fuel supply and return fitted along with a feed for the diesel tank. *I recommend with the introduction of biofuel, the filter should be regularly checked for contamination. Tank should be regularly drained off from the bottom and kept fully pressed whenever possible. Strongly suggest replacing fuel tank.* ***Replace fuel lines.*** *Monitor filler seals.*

8.7 The engine drive is through a Volvo gear box. The model MS2B-KGMS2B serial number 102432371 that was considered as replacement box some time ago. to a drive shaft through a traditional stuffing stern gland with greaser onto a flexi hose. Clamps secure but hose slightly swollen. The gears and engine engagement have not been proven. The controls are suitably fitted at the engine end. Oil level as noted checked and found clean. *Monitor oil levels etc. Monitor gland flexi hose coupling.*

8.8 The craft has a stainless steel 1inch shaft fitted to a two bladed c17in RH Radice propeller fitted. There was a two bladed rope cutter fitted. The "P" bracket was found slightly loose and will require attention. As inspected the bronze casting was in fair condition. The bearing in the "P" bracket with very slight wear but not sufficient play at time of inspection for replacement yet. ***The "P" bracket needs resecuring.*** *I suggest monitoring the cutlass bearing with possible replacement required of bearing at end of next season depending on amount of use.*

Ref 8.8

Attend to loose "P" bracket.

9.1 Crafts Electrics. In general, the electrics on this craft were to a fair standard. There were both DC 12v and a basic AC 240v systems on board. The DC isolator was a dial unit located to the side of the Stbd. side pilot bunk. The AC deck connection was viewed within the Cockpit Port side combing.

9.2 There were 2 x 12v one 105ah and one 113ah, both were considered as leisure batteries and not a dedicated cranking battery. Mixed ages reported with one in 2023 and one circa 4 years old. Both stowed under the aft pilot bunk to Starboard. They were suitably stored and secured within the GRP dedicated boxing. Straps provided but not tight. There was some natural ventilation in this area. There was as noted a suitable dial isolator fitted by the navigation area. I noted that all cables were securely fitted. Covers for batteries were the bunk covers. There were no terminal covers provided. *Consider fitting terminal covers. It is not ideal to mix ages of batteries. Tighten straps.*

9.3 I was able to test some of the navigation and general systems, those tested e.g. GPS, echo sounder, Auto helm that was a little noisy, VHF and cabin lights worked. I was able to see the nav lights other than the mast head ones worked in daylight. The batteries I believe are charged from the engine alternator, when in a marina there is an option for using a portable battery charger. The switchboard to the front of the Pilot bunk was suitably laid out and clear. It is important to understand that with age there is a likely hood of wires becoming corroded or brittle. *Monitor wiring condition. Check mast head lights in evening. Check auto helm motor.*

9.4 There was as noted a basic 230v shore power system fitted. The RCD was noted within the heads, if fitting a shower within the heads it will need relocation. All wiring for 240V systems were noted as suitable flexible cable. The system was tested during the survey with a standard plug-in tester. No issues noted.

9.5 Heating system. Within the port locker there was diesel air heater noted as manufactured by Parking Heater-Air heater with model No. ZM5001 1-5Kw fitted. The units support bracket was poorly glued to the hull laminate, there were a number of safety issues noted with the unit that need attention before use including the poorly insulated insulation and distance away from hull laminate of the exhaust run.

Cont. I did not see the system run. Fuel line of PVC that is not appropriate. The exhaust discharge out to Port topside, care should be taken with the position of the outlet with fenders etc. as the outlet will become very hot when in use. I also noted there was a carbon monoxide alarm fitted. ***The unit should be correctly installed before further use.*** *I suggest getting a professional inspection.*

Ref 9.5

Attend to diesel heater installation.

10.1 Sacrificial anodes. There was one tear drop zinc anode to the aft port hull area. The rear through hull stud was internally noted as corroded. I was unable to get any good resistance signal from the main anode. A shaft anode was almost fully worn which further endorses that the hull anode was not active. There was an earth wire connected to the "P" bracket. Many of the sea cock assemblies were found bonded to the anode, with bonding issues as noted the skin fittings have partly become the anodes and as noted will require replacement. ***Further check bonding. Check anode fastenings further.*** *Suggest using aluminium anodes.*

11.1 Mast The rig was a masthead rig. All sections were made by Kemp and were of silver anodised. A retro fitted Easy Reef main sail furler fitted. mast serial number noted 329x8. All fittings secure. The spars were all clean and fair with no signs of impacts. The gooseneck fittings have worn out due to spacer washers missing. In mast furling not proven. The roller reefing was considered a Profurl system and as viewed in serviceable condition. The forward PVC lock needs turning upwards. Foils as sighted in fair condition. ***Fit spacer washers to gooseneck.*** *Check in mast furling is working satisfactorily. Ensure roller PVC locks correctly positioned.*

Ref 11.1.

Attend to wear in gooseneck By fitting washers.

11.2 The main halyard and much of the running rigging was in fair order. The main sheet and mainsail roller outhaul and return sheets were noted with high wear and in need of replacement. The blocks the Genoa sheets were led through were in fair condition. ***Replace sheets as noted.*** *Monitor remaining running rigging.*

11.3 Standing Rigging. The majority of the standing rigging was considered in fair order. I noted that from information given it was replaced in 2019. I also noted that all seizing pins were in place. *I would always suggest getting professional riggers to check and test rigging at five years to ensure no areas of fatigue are developing.* **NOTE;** No one can visually detect defects in Stainless Steel. It is recommended to look at main rig with a view to replacement of essential standing rigging every 10 years.

11.4 Sails. The main suit of sails was briefly viewed. The Genoa was within the cabin having been removed the day before from the foil, noted as manufactured by Kemp, considered at least 10 years old. The UV strip was faded with some repair work required. There was also a work genoa manufactured by Lucas, both were both in fair condition and serviceable. The Mainsail has not been viewed within the mast furling system.

Cont. A spinnaker was viewed, consider over 20 years old and damp within the sail bag. *Suggest see main unfurled, have sails valeted.* ***Repair or replace UV strip on main Genoa.***

11.5 Spray hood There was a spray hood fitted. It was in fair condition and fit for purpose. It gives good protection for crew within the cockpit. All fastenings were into the deck moulding the Starboard fastening may require resealing. *Check fittings security.*

12.1 Safety Equipment Overview. The craft has a basic level of safety equipment on board with several items out of date, there has been no formal inventory provided. There were two small harness points within the cockpit. A set of multi plat lifelines. She also has a single horseshoe life buoy but no floating light found. She also had no radar reflector fitted. *Check inventory for radar reflector and obtain floating light.*

12.2 Fire Prevention. There were two 1kg dry powder fire extinguishers on board, both considered over 5 years old. No fire blanket or provision for an auto fire extinguisher within the engine compartment. ***I recommend obtaining new fire extinguishers***. *Create a fire port for the engine compartment.*

12.3 Flares. The craft has a set of flares on board that have expired. ***I would recommend new obtain new pyrotechnics suitable for where you are planning to sail at the start of next season. Do not stow out of date flares on the yacht they can present a fire hazard.***

12.4 Bilge pumps. There was a manual pump mounted to aft end of the cockpit as noted. The hose ends under the forward saloon area. Strum box fitted. There was no auto 12v pump *I suggest regularly test the bilge pump. Consider fitting an auto 12v pump.*

12.5 The yachts main anchor is a 10kg galvanised Delta plough anchor and was considered suitable for this type of craft. She has a run of galvanised chain running to multi Platt warp that in total was approximately 45m. It was fastened off within the locker.

12.6 I was able to find a 5kg Bruce type anchor that was being used as a kedge with some chain and warp attached. It was stowed within the Port cockpit locker.

12.7 The cockpit has a Plastimo Contest compass fitted to the Starboard side of the companionway. It was readable. *I would suggest making a deviation card and occasional checking its accuracy.*

12.8 Spare equipment. During the inspection some basic stowage of equipment including bungs, wiring, warps engine spares, no inventory provided.

Conclusions and Recommendation

The reason for the inspection of this craft was to report the general condition for the current owner. “Miss Moody” was structurally in good condition. My only areas of real concerns were reported above but priority to drying laminate, attend to “P” bracket, along with sealing and prevention of corrosion around the keel joint and fastenings is essential.

Likewise attending to the cathodic protection to the propeller and drive is also very important, overhauling of the diesel heater, gas system, running rigging etc. All are very rectifiable. Careful monitoring and proper winterisation of the craft each season will help address the current moisture levels. The work needs to be carried out as I feel it would benefit the craft and would protect your investment and long-term resale in the future.

Most of the finding in my report must be read carefully and acted upon. Many of the other items noted are very minor and would in general be the type of things I would expect to find on many craft of this size and age. The crafts general safety and value may be improved if all the items noted were carried out. From an insurance point of view it is important to document any repairs and upgrading of the craft when undertaken,

Please be aware that consideration should also be given when insuring for extra equipment along with personal possessions that will need to be included. I confirm these are my findings and recommendations at the time of survey.

Ben Sutcliffe-Davies

Ben Sutcliffe-Davies
A Fellow Full Member of the YDSA
A full member of the SCMS, RYA and BMF.
An MCA-CA surveyor for YDSA, SCMS and RYA.

Terms of Business

Please Note I am a member of the BMF, RYA, SCMS and YDSA and I only use the YDSA Surveyors' Terms of Business and Insurance cover.

IT IS AGREED that:-

A. These YDSA Surveyor's Terms of Business (March 2010) shall form part of the Agreement between the Surveyor and the Client; B. The Surveyor shall perform the Scope of Work as set out in the Agreement subject to the following terms:

1. Services

1. The Surveyor shall undertake the services to which these terms relate with reasonable care, skill and diligence.
2. The Client's instructions and the scope of the Surveyor's services hereunder, are as defined in the Scope of Work. Any subsequent changes or additions to the Scope of Work must be agreed in writing by the Parties.
3. The Client undertakes to:

- Ensure that full instructions are given to the Surveyor and are provided in sufficient time to enable the required services to be performed effectively and efficiently. The Client agrees to disclose to the Surveyor all relevant information of which they have knowledge, or to which they have access, in relation to the Vessel to be surveyed;
- In consultation with the Surveyor, procure all necessary access to premises and vessels (including lift-out, trials and facility for inspection ashore and afloat as appropriate) for no less than such a time as shall in each particular circumstance be reasonable to enable all appropriate inspections and tests to be undertaken or performed; and
- ensure that all appropriate safety measures are taken to provide safe and secure working conditions provided always that in the event of any breach of the requirements of Clauses 1.3.1 to 1.3.3 causing any failure on the Surveyor's part to undertake the Scope of Work the Client shall be responsible for all consequential costs incurred by the Surveyor and in respect of any element of the Scope of Work undertaken.

4. Pursuant to the Scope of Work, the Surveyor will inspect the Vessel as thoroughly as is practicable and endeavour to comment on the more important items where, in the Surveyor's reasonable opinion, major costs consequences are considered likely to arise. It follows that the Surveyor cannot comment on every minor matter but the Surveyor will try to point out where small factors may become more serious.
5. The Surveyor's intention is to report on the condition of the hull(s), superstructure and fixtures (if any) of the Vessel so far as can reasonably be ascertained from a visual inspection of the Vessel at its location at the time of survey. The Client accepts that the Surveyor's survey report(s) cannot cover hidden, unexposed or inaccessible areas of the Vessel, neither can the Surveyor undertake to investigate areas that the Surveyor believes to be inaccessible at the time of inspection. Where the Surveyor is unable to gain access to areas commonly accessible, the Surveyor will endeavour to point this out.
6. In every case, the Surveyor recommends a full survey of a Vessel, to include inspection of the Vessel while lifted out and while in the water. Where the Surveyor accepts instructions to survey a Vessel solely on the basis of an inspection of the Vessel out of the water, the Surveyor makes no representation and gives no warranty as to the watertight integrity or buoyancy of the Vessel.

2. Valuations

1. All valuation work undertaken shall be in accordance with the Scope of Work and, unless otherwise stated in writing, such work relates solely to the date and place referred to. Valuations are based on opinions only and are not representations of fact, nor do they carry with them any guarantee of the particulars or information on which opinions are based. Valuations assume a willing buyer and willing seller and market conditions applicable at the time of valuation or such other date as is expressly referred to.

3. Fees

1. The fee agreed between the Surveyor and the Client for the services to be provided by the Surveyor under this Agreement ("the Survey Fee") shall not include the costs of travel, subsistence and accommodation which will be charged in addition and in accordance with this Clause 3.
2. The Survey Fee and all expenses shall become due and payable on such terms and in such amounts as shall be agreed from time to time. VAT or other EU equivalent shall be payable, if applicable, in addition to all fees and expenses. Invoices will be submitted in respect of all fees and expenses when due and the amount of each invoice shall be settled within 28 days of the date of the invoice. Thereafter, interest shall be payable on all sums owing and unpaid at a rate of 3% over Barclays Bank plc (London) base rate.

4. Limitations

1. The Surveyor shall not be liable under this Agreement for any loss or damage caused in circumstances (i) where there is no breach of a legal duty of care owed to the Client by the Surveyor or (ii) where, notwithstanding any such breach, any loss or damage is not a reasonably foreseeable result of such breach.
2. All services and reports are provided for the Client's use only. No liability of any nature is assumed towards any other party and nothing in these terms, or the relationship between the Surveyor and the Client, shall confer or purport to confer on any third party a benefit or the right to enforce any provision of these terms. The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Agreement and any person who is not a party to this Agreement shall have no right under that Act to enforce any term(s) of this Agreement.
3. The Surveyor shall not be responsible for loss or damage or any increase in loss or damage resulting from any material breach by the Client of any term of this Agreement.
4. Any claim by the Client in respect of any breach of the Surveyor's obligations under this Agreement must be notified to the Surveyor as soon as is reasonably practicable after the Client becomes aware of the breach. Where any breach is capable of remedy, the Surveyor must be afforded a reasonable opportunity to put matters right at his expense.
5. The Client agrees that, for reasons of commercial practicality, it is necessary to limit the Surveyor's potential liability in respect of loss or damage suffered by the Client as a result of any breach by the Surveyor of any of the Surveyor's obligations under this Agreement. As such, the Client agrees that no liability howsoever arising whether under this Agreement or otherwise shall attach to the Surveyor except insofar as such liability is covered by the professional indemnity insurance referred to at paragraph 4.6 and such liability (including Claims Expenses) shall in any event be limited to £250,000 or such higher sum as the parties shall agree in writing prior to commencement of the services to which these terms relate (hereafter referred to as "the Agreed Indemnity Limit").
6. The Surveyor shall maintain professional indemnity insurance in the amount of the Agreed Indemnity Limit throughout the period of the performance of the Surveyor's duties hereunder provided that such insurance shall remain available at reasonable market rates.
7. The Surveyor's liability shall not extend to particulars, data and other information given to the Surveyor by others or obtained from outside sources, publications and the like reasonably relied upon by the Surveyor, including Class records, registry details or other such information and no assurances can be given regarding the accuracy of the same.
8. Unless otherwise stated in writing, all services and reports are provided on the basis that they carry no guarantee regarding ownership or title, freedom from mortgages or charges, debts, liens or other encumbrances, or vessel stability, performance or design.
9. The Client shall be responsible for any losses, expenses or other costs reasonably incurred by the Surveyor that are caused by a breach of the Client's obligations to the Surveyor hereunder.
10. The Surveyor shall not be liable in respect of any breach of his obligations hereunder resulting from unforeseeable causes beyond the Surveyor's reasonable control.

Business or Commercial Operations

11. Notwithstanding any other provision of this Agreement, where the Client is acting in the course of a business or commercial operation:

1. The Surveyor's liability shall expire twelve months after the Survey Report is delivered to the Client and The Surveyor shall thereafter have no further liability whether in contract, tort or otherwise; and
2. the Surveyor shall have no liability whether in contract, tort or otherwise for:
3. any consequential or economic loss or for loss of profit or turnover or loss of use suffered by the Client howsoever arising, whether under this Agreement or otherwise, and without prejudice to the generality of the foregoing the Surveyor shall not be liable for any consequences of late performance of any survey and/or late delivery of any survey report;
4. any breach of his obligations hereunder of which written notification shall not have been given within 14 days of the date on which the Client ought reasonably to have become aware of the existence of such breach;
5. any loss, injury or damage sustained as a result of:

- any defect in any material or workmanship;
- an Act of God or other circumstances beyond the control of the Surveyor; or
- the act, omission or insolvency of any person other than the Surveyor;

and the Surveyor shall have no liability to indemnify the Client in respect of any claim made against the Client for any such loss, injury or damage;

12. Notwithstanding any other provision of this Agreement:
13. unless otherwise stated in writing, no guarantee is given against faulty design, latent defects or of suitability of any vessel or other item for any particular purpose or of compliance with any particular local, national or international requirement or code, and opinions are given without the benefit of running of machinery or opening up or other dismantling whether of interior linings, machinery or other items or systems;
14. The Surveyor shall have no liability whether in contract, tort or otherwise in respect of the consequences of late, incomplete, inadequate, inaccurate or ambiguous instructions or the non-disclosure by the Client of relevant information.

5 Law and disputes

1. This Agreement shall be construed in accordance with and shall be governed by English law. All disputes arising out of or in connection with this Agreement shall be submitted to the exclusive jurisdiction of the Courts of England and Wales.

6. Miscellaneous

1. The Surveyor may terminate the appointment forthwith if the Client fails for more than 28 days to pay any sum due when demanded, or if the Client fails to respond promptly to requests for information and/or instructions and fails adequately to respond to 28 days' formal notice of such failure, without prejudice to the Surveyor's accrued rights.
2. Without prejudice to the accrued rights of the other party, either party may terminate the appointment forthwith by notice if the other party shall become bankrupt or insolvent, or make any arrangement or composition for the benefit of creditors, or have anything analogous to any of the foregoing under the laws of any jurisdiction occur to it, or cease (or threaten to cease) to carry on business.
3. No exercise or failure to exercise or delay in exercising any right or remedy vested in either party shall be deemed to be a waiver by that party of that or any other right or remedy.
4. Neither party shall transfer or assign its rights or obligations under these terms without the prior written consent of the other.
5. In the event that any provision of these terms is held to be a violation of any applicable law, statute or regulation, such provision shall be deemed to be deleted from these terms and shall be of no force or effect and these terms shall remain in full force and effect as if such provision had not been contained herein. Notwithstanding this, in the event of any such deletion the Parties shall negotiate in good faith in order to agree the terms of an acceptable alternative provision.
6. Except where expressly stated to the contrary in a written document signed by the Parties on or after the date hereof, these terms form the entire agreement between the Parties and supersede all previous agreements and understandings between the Parties, and no warranty, condition, description, term or representation is given or to be implied by anything said or written in negotiations between the Parties or their representatives prior to the communication of these terms.
7. References to "the Surveyor" include the Surveyor's employees and persons, firms and companies appointed or engaged by the Surveyor as the Surveyor's agents for carrying out any work or services under these terms, all persons, firms and companies to whom performance of any work or services under these terms is sub-contracted or delegated by the Surveyor, and all agents and employees of persons, firms and companies referred to in this clause.
8. Any communication required to be given under these terms by either party shall be in writing and shall be sufficiently given either by letter, fax or electronic mail (provided the same is capable of being recorded by the recipient in durable form) sent to the other at the contact details previously notified and any such notice shall be deemed to have been given at the time at which it would in the ordinary course of transmission have been received.
9. Each party undertakes to maintain the confidentiality of all information supplied by the other and not to divulge such information to third parties without the prior written authority of the other.
10. Words denoting the masculine include the feminine and neuter and vice versa