

H T Bettle & Co



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Marine Yacht Surveyor



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Moody 346



Vessel name: [REDACTED]

Type of vessel: Moody 346 Fin Keel GRP sloop

Vessel Lying: Southsea Premier Marina.

Purchaser: [REDACTED]

Email: [REDACTED]

Date of Survey: [REDACTED]

Survey was conducted for [REDACTED] for the purpose of pre-purchase, condition and valuation by Henry Bettle AMSCMS AMRINA AMIMarEST BEng, Marine Surveyor.

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Vessel Details and principle dimensions:

Name: [REDACTED]

- Type: Moody 346 Fin Keel GRP sloop
- Designer/ Builder: Bill Dixon/ Marine Projects Limited.
- Year built: 1988
- Engine: Thorneycroft T80, 35hp
- LR: [REDACTED]

[REDACTED]

Dimensions:

- LOA: 10.49m (34'5")
- Beam: 3.55m (11'8")
- Draught: 1.52m (5')
- Displacement: 11,200 lb / 5,080 kg

Tankage:

- Fuel capacity: 160L (35G) (one tank)
- Water capacity: 180L (40G) (two tanks)

Sail Area:

- Mainsail - 21.74m² (234ft²)
- Genoa - 40.4m² (435ft²)

*All data and information above has been given by others, obtained by outside sources or publications.

Survey conditions:

The survey was undertaken on the [REDACTED]. The survey took place on the water at Southsea Premier marina, as well as on the hard to inspect the underside of the vessel. The weather conditions on the [REDACTED] were cold and dry.

Survey Limitations:

The mast was stepped; hence, the rig was inspected to head height only. No dismantling of the hull, machinery or furniture took place, other than lifting or unscrewing portable boards and covers.

No dismantling of the engine took place and so the internal condition of the engine cannot be commented upon. Components hidden from view, such as the sump, crankshaft, camshafts, pistons, valves and cylinder head gaskets could not be examined for latent defects. No compression tests of the cylinders took place. Comments can only be made regarding the performance and general condition of the engine on the day of the inspection. No guarantee can be made regarding the life expectancy of the engine.

This report is subject to the conditions set out in the "terms and conditions" section of this report.

Introduction:

██████████ is a Moody 346 fin keel GRP sloop. The vessel has a white hull and a white superstructure.

The vessel's name ██████████ is displayed upon the transom of the yacht.

Condition Report:

Hull External:

Construction: The hull is constructed of GRP that is stiffened by internal mouldings, plywood bulkheads, semi-bulkheads, bonded-in locker dividers, glassed-in foam stringers and floor moulding support beams.

The hull's GRP construction utilises a lay-up of polyester resin, mixed-strand glass-fibre matting and woven rovings finished with pigmented gelcoat. The thickness of the hull increases around the keel area. Deck fittings were found to be reinforced by plywood pads.

The underwater area of the hull was found to be coated with a blue antifoul. This was found to be in a good condition overall. The hull was tapped over at random in its entirety with a small hammer, and there were no signs of any voids or delamination detected.



There were no signs of blistering on the GRP hull. This is a good indication that the hulls' moisture levels are relatively low, and that osmosis is not occurring at this time.

Moisture readings: Moisture readings were taken using a Tramex Skipper Plus randomly over the entirety of the hull. The weather on the ██████████ was dry and cold. Readings ranged from 14 to 22 on the port side, and 13 to 22 on the starboard side (average 16 on port and 16.8 on starboard). Readings of under 18 are considered acceptable and readings below 14 are considered good. There are no signs of blistering forming on the hull below the waterline at this time, which would be a clue that osmosis is occurring. The moisture readings taken on the ██████████ are acceptable, and not an issue to the vessel at this time. I recommend that the moisture readings would be lower if the vessel was left to dry out properly on land for 48 hours. The vessel would benefit from being wintered ashore each year for five to six months, to help prevent the moisture levels within the hull increasing further.

Skin Fittings: All skin fittings below the waterline were found to be in a good condition, with no signs of galvanic corrosion on the fittings.



Recommendations:

- The vessel would benefit from being wintered ashore each year for five to six months, to help prevent the moisture levels within the hull increasing further.

Keel/Skeg:

Description: An iron fin keel is bolted to the hull by steel studs, nuts and backing plates. The keel nuts and studs were not disturbed during the inspection.

Hull/Keel join: The hull-keel join was found to be in a good condition overall. There is a small amount of corrosion emitting from the front of the keel join. This is a minor issue at this time.



The keel has areas of surface corrosion over its entirety. I recommend that the keel is sanded back to good metal, treated with a rust killer, epoxy coated, primed, and then antifouled. This should prevent further corrosion of the keel.

There are no signs of stress cracking or damage to the hull around the keel mounting.



Keel bolts: All keel studs, nuts and backing plates were inspected during the survey and were found to be in a serviceable condition in the most part.

The forward-most keel fastening was found to be heavily corroded and sitting in salt water. This suggests that the keel fastening is "weeping" when under considerable load. The keel fastening should be withdrawn from the vessel, on land, and assessed in its entirety. The keel fastening will most probably need to be replaced.



All other keel fastenings were found to be in a serviceable condition, with surface corrosion covering all of them. I recommend that all keel fastenings, other than the front fastening, are cleaned and painted with a rust killer, to prevent further surface corrosion.



If the keel needs to be dropped in order to replace the front fastening, it may be worth replacing all fastenings at the same time.

Recommendations:

- The keel is sanded back to good metal, treated with a rust killer, epoxy coated, primed, and then antifouled.
- The forward keel fastening should be withdrawn from the vessel, on land, and assessed in its entirety. The keel fastening will most probably need to be replaced.
- All keel bolts, other than the forward most bolt, should be cleaned and painted with a rust killer. A layer of protective paint can then be applied to each.

Stern Gear:

Rudder: The vessel's rudder is a semi-spade, skeg hung type and is constructed of GRP. This is in good condition overall, with no signs of grounding or damage.



Moisture readings were taken at random locations across the entirety of the rudder and were found to range from 27 to off the scale. There are no signs of blistering on the rudder at this time, and high moisture readings are common in this design. I recommend that the rudder is monitored yearly for any signs of blistering developing.

Steering system: [REDACTED] is fitted with wheel steering. This was found to be in a fair condition overall, with little to no play in the system noted. Internally, the steering system is in a fair condition. The wire connecting the base of the steering system to the pear anode has snapped. This is causing the lower bronze section of the fitting to corrode. The anode should be re-attached to the lower steering system, to prevent further corrosion. The corrosion should be cleaned off the rudder post gland.



Propeller: The vessel is fitted with a 2-bladed bronze propeller, attached to a conventional shaft running through a P-bracket and cutlass bearing. There is also a rope cutter fitted. The propeller and shaft were found to be in a good condition overall, with no signs of galvanic corrosion, pitting, or damage due to fouling. The rope cutter was mounted correctly.

The cutlass bearing is in a good condition, with little to no play noted.



The "P" bracket is beginning to show signs of galvanic corrosion.

Anodes: A pear-shaped anode is bolted to the hull on the starboard side. The anode is depleted and will need to be replaced for the next season. The anode should be electrically bonded to the engine block, "P" bracket, battery negative terminals and steering system. I tested for electrical continuity between the anode and the propeller with a multimeter and found no connection. The anode is also not connected to the steering system.

The anode wiring should be checked for issues and replaced if necessary.



Recommendations:

- The rudder is monitored yearly for any signs of blistering developing.
- The pear-shaped anode should be replaced for the next season.
- The anode wiring is checked for breakages and replaced as necessary.

Topsides:

The white topsides, with black and grey boot stripes, and two blue strake stripes, are in a good condition overall. Taptests of the hull in 10 random locations, spanning the whole of the topsides, found that this was in a good condition, with no signs of delamination or weaknesses forming.

Mooring damage /Abrasion: There are areas of minor cosmetic damage over the entirety of the topsides, more notably on the portside amidships. These are not a structural concern. There are no major cracks or scratches on the hull.

The strake stripes were found to be damaged on the portside amidships. This is a cosmetic issue only.



Moisture readings were taken over the entirety of the topsides and were found to average 8 on both sides. These readings are both low and not an issue to the vessel.

Transom: The transom is in a good condition overall. There is an area of gelcoat cracking on the starboard side of the transom. This is a cosmetic issue only.



Deck and Superstructure:

The superstructure consists of a deck, a coachroof and a cockpit in one moulding of GRP. The deck, coachroof walk area and cockpit seats have a balsa core and are stiffened by glassed-in lateral members and fore and aft stringers. Areas of load are backed with plywood pads, which were found to be in good order, where access was possible.

The deck and coachroof of the vessel still have their original white gelcoat. This is in a good condition. The non-slip deck paint applied is in a good condition. There are no signs of pinhead blistering on the topsides.



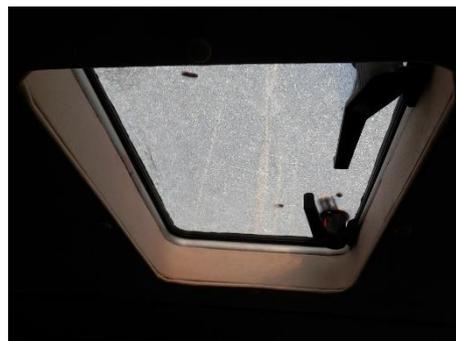
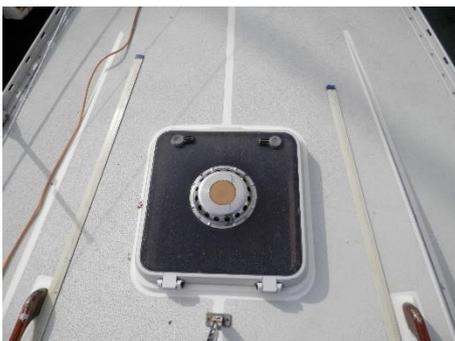
I both walk-tested and percussive-tested the superstructure with a rubber-faced hammer and found no signs of flexing, or degradation of the balsa core. The area of deck around the baby stay, prone on Moody's for becoming weak, was found to be in a good condition.

Moisture readings of the deck and coachroof were taken and found to be good in the most part. The moisture readings surrounding all the chain plates were found to be high. This is common with older vessels. There are no signs of the deck lifting, or degradation of the plywood beneath the chainplates. I recommend that all chainplates are re-sealed, to prevent further moisture ingress.

Hull - deck joint: The hull and deck were joined by an inboard flange joint, which was internally bonded and epoxy-filled. The joint is bolted together at 4" intervals and finished by an aluminium toe rail. The joint and toe rail were found to be in good order and appropriate for the size of the vessel. There are no signs of stress fractures or damage of the joint.

Windows: It was a dry day when the vessel was surveyed. All windows were re-sealed in 2014 and were found to be in a good condition. Internally, there are no signs of leaking around any of the saloon or aft cabin windows.

Hatches: None of the hatches onboard show any signs of leaking or corroding of the frames and were found to be in a good condition overall. The rear berth, saloon and V-berth hatches are all crazed. This is not a structural issue however and merely cosmetic.



Mooring damage/ abrasions: No areas of structural damage to the deck or coachroof was noted.

Recommendations:

- Re-seal all chainplates to prevent further moisture ingress in these areas.

Deck gear:

The following deck gear was found to be present on [REDACTED]

- Two bow cleats.
- Two amidship cleats.
- Four stern cleats (two mounted to transom).
- Pulpit, pushpit and stanchions.
- Six winches (three on the mast [Two Lenmar 7 and one Lenmar 6], and three in the cockpit [Two Lenmar 40 and one Lenmar 16]).
- Timber grabrails on the coachroof (4).
- Main hatch and wash boards.
- Chainplate covers.
- Bow roller.
- 15kg CQR anchor and 10mm chain.
- 10kg Danforth anchor in cockpit locker.
- Manual anchor windlass.
- Boarding ladder.
- Fuel and water filler caps.

All winches would benefit from being serviced.

All deck equipment was found to be in a good condition, other than what has been mentioned above.

Recommendations:

- Service all the winches onboard.

Hull Internal:

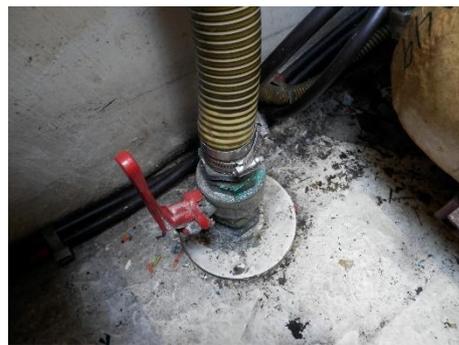
Condition of bilges: Access to the bilge is made by lifting the saloon sole boards, under the rear berth and V-berth, and through the engine compartment. All portable boards were lifted for inspection. The bilges were found to be dry in the most part, with a small area of salt water noted around the forward-most keel bolt. No signs of stress cracks or damage was noted in the bilges. One manual bilge pump is fitted to the portside of the cockpit. This was tested during the survey and found to be working. An automatic bilge pump was not found.

Skin fittings: A table of all the skin fittings onboard is shown below:

Use	Size/Type	Location	Nr of clips	Operational
Toilet inlet	3/4" Ball valve	Below port saloon	2	Good
Toilet outlet	1 1/2" Ball valve	Below cockpit locker	2	Very stiff
Heads sink drain	3/4" ball valve	Below heads sink	2	Good
Engine inlet	3/4" ball valve	Engine bay	2	Good
Galley sink drain	3/4" ball valve	Below galley	2	Seized
Shower drain	3/4" ball valve	Under cockpit locker	2	Seized
Cockpit drain	1 1/2" Ball valve	Under cockpit locker	2	Good
Depth log	Standard transducer	Under saloon	Na	Good
Speed Log	Standard fitting	Under saloon seat (S)	Na	Good
Old speed log fitting	Standard fitting	Under Saloon (S)	Na	Plugged.

*The seacocks were all left as they were found.

The heads outlet seacock was found to be very stiff to operate. The galley sink drain, and shower drain seacocks were both found to be seized. The three seacocks should be either serviced or replaced, depending on their conditions internally.



Stiffeners Attached: The stiffeners strengthening the keel mounting, coated in GRP, were found to be in a good condition.

The marine ply main bulkhead, located forward of the mast mounting, was found to be in a good condition, with no signs of the bulkhead coming away from the coach roof.

The hull is further stiffened by plywood semi-bulkheads in the saloon and plywood locker dividers, all of which are properly attached with glassed-in bondings.

Recommendations:

- An automatic bilge pump should be fitted.
- The toilet outlet, galley drain, and shower pump drain seacocks should be either serviced or replaced, depending on their conditions internally.

Sprayhood, Dodgers and Other Canvas Work:

The vessel is fitted with a spray hood, wheel cover and sail cover. The sprayhood is in a serviceable condition and could benefit from being professionally cleaned and serviced to increase its life span. The sail cover is located in the V-berth of the vessel and was found to be in a good condition. The wheel cover was found to be in a good condition.



Recommendations:

- The sprayhood would benefit from being professionally cleaned and serviced to increase its life span.

Cockpit:

The vessel benefits from a spacious and safe centre cockpit. There is a bilge pump fitted to port of the cockpit. This was tested and found to be working well. Large cockpit scuppers are fitted for drainage. The vessel has wheel steering. One large cockpit locker is to port and is in a clean and tidy condition. The gas bottles are located in a small locker to port of the cockpit.



The cockpit locker contains an inflatable dingy. This was not inspected for damage during the survey.

Interior:

The wooden interior has a two-berth forecabin, a separate heads compartment to stern (port), a rear double berth accessed through a passageway behind the galley, and a saloon. The saloon has a settee seat either side, a chart table to port, and a galley to starboard.



The joinery below was found to be in good order and the finish too being in a good condition.

The upholstery is in a good condition overall. The connecting Velcro was coming away from the starboard side saloon cushions. This should be reattached.



The headlining on [REDACTED] was found to be in a good condition and well attached throughout the vessel.

The galley woodwork is showing signs of UV damage. This should be sanded and re-varnished.

There is an area of water damage to the aft cabin below the portside small hatch. This is a cosmetic issue only.



Machinery:

A Thorneycraft 35-hp marine diesel engine is properly secured to substantial beds and bearers. The engine is original to the yacht. The engine number could not be read. The engine hours are 1906.

The engine was started during the survey. The engine took a while to start but ran well when running. The engine and gearbox oils were found to be at the correct levels. The engine oil is dirty and should be replaced.

Externally, the engine is in a fair condition, with minor areas of flaking paint and surface corrosion noted. The piping and filters on the engine were found to be in a good condition.

The engine mountings, gearbox and shaft were all found to be in a good condition.

The engine wiring looks to be in a good condition, with nothing hanging too close to the engine.

The bilges below the engine were found to be clean and dry.

The exhaust is in a good condition, having been replaced in 2019 (piping, manifold and elbow).



The engine was last serviced in 2018, according to the onboard paperwork. I recommend that the engine is serviced for the next season.

Stern gland: A PPS shaft seal is fitted and was found to be in a good condition.



The outboard motor for the dingy, located on the pushpit of the vessel, would not start during the survey.

Recommendations:

- Have the engine professionally serviced for the next season.
- Have the outboard motor inspected and serviced.

Fuel system:

There is a steel fuel tank fitted in the cockpit locker. The tank is accessible through the cockpit locker. The tank is in a serviceable condition overall. At the bottom of the tank (forward starboard side) there is an area of corrosion. There is no evidence that the tank is leaking at this time. There is a medium amount of surface corrosion covering the majority of the tank.

I recommend that the tank is removed from the vessel, cleaned off and rust treated. The tank can then be painted with a protective paint. If the corrosion on the bottom of the tank is more serious, the tank may need to be professionally repaired or replaced.



All piping and valves were found to be in a good condition and secured properly to the boat. The fuel filter is in a good condition.

No smell or sign of fuel in the bilges or around the tank was noted.

A diesel heater has been fitted to the engine bay of the vessel. This was tested during the survey. The diesel heater fan switched on, but the heater produced no heat. The diesel heater will need to be serviced or replaced.



Recommendations:

- Remove the fuel tank from the vessel. Sand off the corrosion and rust treat the tank. If the corrosion is more serious, the tank may need to be professionally repaired or replaced.
- Service or replace the diesel heater.

Gas systems:

The gas system has a single gas butane bottle located in the cockpit of the vessel in a small locker. There is a spare butane bottle mounted next to this. The locker containing the bottles is self-draining and well ventilated.

The orange gas piping in the gas locker was found to be out of date. This should be replaced. The regulator is old and should also be replaced.

The copper gas piping, where visible, was found to be in a good condition.

The braided hose, located behind the gas cooker, is old and should be replaced.



The Plastimo Atlantic gas cooker was found to be in a serviceable condition, with areas of surface corrosion and damage noted. It may be wise to replace the cooker in the future.



Recommendations:

- Replace the orange gas piping in the gas locker.
- Replace the gas regulator.
- Replace the braded hose behind the gas cooker.

Electrical Installation:

The vessel has two batteries fitted onboard (both 86 AH). Both batteries are located in front of the engine. The batteries look to be in a good condition, with no signs of any leaking. Both batteries are housed and vented correctly. The wiring surrounding them is in a serviceable condition.



A voltmeter was used to check the output of each battery, which found that all batteries were producing a good voltage.

The two batteries are connected to an isolator switch. The isolator switch is mounted on the switch board.

A switch board is located above the chart table.



During the survey, every item on the switch board was tested. There were no issues with the switchboard, and most items worked as they should.

The stern navigation light was not working during the survey. This should be serviced or replaced. The masthead navigation light could not be seen working during the survey due to the bright conditions.



Shore power has also been fitted to the yacht. This was tested during the survey and was found to be working correctly. The onboard battery charger, located in the engine bay, was found to be working well.

The fridge fitted in the galley was tested and works correctly.

Wiring: The wiring on [REDACTED] was found to be in a serviceable condition overall.

Recommendations:

- The stern navigation light is serviced or replaced.
- The masthead navigation light is tested in darker conditions.

Water system:

Two fibreglass water tanks are fitted to [REDACTED]. The tanks are located under each of the saloon seats. The tanks externally were found to be in a good condition, with no signs of water leaking from the tanks into the bilges. The internal condition of the tanks could not be checked.

The piping coming out of the tanks looks to be in a good condition and is well secured throughout the vessel.



The water pump is located under the starboard saloon seat. This is in a good condition and is activated correctly using the taps and control panel switch. The shower drain pump was activated correctly using the switch mounted in the heads.



Hot water: The calorifier is located beneath the cockpit locker. All piping and valves connected to the hot water system were found to be in a good condition.

The engine was running for long enough to allow the hot water system to heat up properly.

Toilet installation:

There is a Jabsco manual toilet system fitted to this yacht. The toilet was found to be in a good condition when tested, with no signs of leaking. The manual pump was found to be in a good condition, with no areas of leaking noted.



The pipework is in a good condition and is sanitary grade. There is no holding tank fitted onboard.

Mast, rigging and sails:

As the mast was stepped for this survey, the mast could only be examined from head height downwards. The mast is constructed of aluminium and has one pair of spreaders.

The mast is stepped by a cast aluminium deck plate and supported internally by a metal kingpost that runs down to the bilge. The mast step was found to be in a good condition, with no signs of cracking, distortion or stress related marks. No compression of the deck was noted. The kingpost and its bilge mounting were found to be in a good condition.



The following stainless-steel wire shrouds with roll-swaged eye toggle terminals were present:

- Forestay
- Babystay
- Backstay
- One lower shroud per side
- One cap shroud per side

The age of the standing rigging is 2012. From head height downwards, the standing rigging looks to be in a good condition.

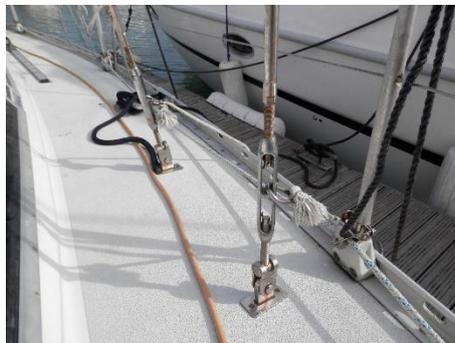
Bottle screws are fitted at the base of each shroud, all of which are correctly fastened with split pins.

The boom was found to be in a good condition.

The chainplates on [REDACTED] include:

- Substantial stem head fitting for the forestay.
- Glassed-in stainless-steel rod for the babystay
- Substantial fitting for the backstay.
- Hull mounted chainplates for the cap and lower shrouds.

The forestay and backstay chainplates were found to be in a good condition. The shroud chainplates are located behind the saloon woodwork and cannot be inspected without removing the interior. I recommend that the woodwork is removed to inspect the chainplates properly.



The running rigging was found to be in a serviceable condition and would benefit from being removed and cleaned.

Mainsail: There is one mainsail onboard, located in a red bag in the V-berth of the vessel. The age of the sail is unknown, but I would suggest original. The sail is in a serviceable condition where visible, with areas of age-related marks noted.

Headsail: The furling genoa, with blue UV strip, was found to be in a fair condition where visible. The blue UV strip was found to be in a good condition where visible. The age of the sail is unknown.

There is a jib located in the starboard side locker of the V-berth. This was found to be in a good condition where visible.

Recommendations:

- The interior woodwork should be removed to inspect the shroud chainplates properly.
- The running rigging would benefit from being removed and cleaned.

Safety Gear and Navigation Equipment:

The following safety and navigation equipment are fitted to [REDACTED]

Item	Location	Condition
Fire extinguishers	1 (Galley), 1 (saloon), 2 (engine bay)	All expired.
Life Jackets	None found	-
Flares	Either side of saloon steps	Expire 2012, 2007 and 1986.
Icom VHF	Chart table	Good
Icom handheld VHF	Chart table	Good
Furuno GPS	Chart table	Good
Target Navtex	Chart table	Very faint display.
Raymarine wind	Cockpit	Good
Stowe depth and speed	Cockpit	Good
Clipper log	Cockpit	Good
Furuno Plotter	Cockpit	No GPS fix
Autohelm 4000	Chart table	Good
Horse show Life buoy (2)	V-berth	Good
Throwline	V-berth	Good
Liferaft	Pushpit	Due a service 2014

All fire extinguishers should be replaced onboard.

A set of life jackets should be purchased for the vessel.

The flares onboard should be safely disposed of and a new set purchased, suitable for the sailing conditions planned.

The chart plotter, mounted to the helm position, would not find a GPS fix. Further investigation into this should be undertaken.

The liferaft will need to be professionally serviced or replaced.

All other equipment was working as it should during the survey.



Recommendations:

- All fire extinguishers should be replaced onboard.
- A set of life jackets should be purchased for the vessel.
- The flares onboard should be safely disposed of and a new set purchased, suitable for the sailing conditions planned.
- The chart plotter, mounted to the helm position, would not find a GPS fix. Further investigation into this should be undertaken.
- The liferaft will need to be professionally serviced or replaced.

Recommendations:

Recommendations have been put into three groups; "1)" is for items that may affect the structural aspects of the yacht and are more serious. "2)" are for recommendations that could affect the safety aspects of the yacht but are not structural. "3)" are for cosmetic and minor recommendations.

1)

- The forward keel fastening should be withdrawn from the vessel, on land, and assessed in its entirety. The keel fastening will most probably need to be replaced.
- The toilet outlet, galley drain, and shower pump drain seacocks should be either serviced or replaced, depending on their conditions internally.

2)

- All keel bolts, other than the forward most bolt, should be cleaned and painted with a rust killer. A layer of protective paint can then be applied to each.
- The anode wiring is checked for breakages and replaced as necessary.
- Remove the fuel tank from the vessel. Sand of the corrosion and rust treat the tank. If the corrosion is more serious, the tank may need to be professionally repaired or replaced.
- Replace the orange gas piping in the gas locker.
- Replace the gas regulator.
- Replace the braded hose behind the gas cooker.
- The stern navigation light is serviced or replaced.
- All fire extinguishers should be replaced onboard.

- A set of life jackets should be purchased for the vessel.
- The flares onboard should be safely disposed of and a new set purchased, suitable for the sailing conditions planned.
- The liferaft will need to be professionally serviced or replaced.

3)

- The vessel would benefit from being wintered ashore each year for five to six months, to help prevent the moisture levels within the hull increasing further.
- The keel is sanded back to good metal, treated with a rust killer, epoxy coated, primed, and then antifouled.
- The rudder is monitored yearly for any signs of blistering developing.
- The pear-shaped anode should be replaced for the next season.
- Re-seal all chainplates to prevent further moisture ingress in these areas.
- Service all the winches onboard.
- An automatic bilge pump should be fitted.
- The sprayhood would benefit from being professionally cleaned and serviced to increase its life span.
- Have the engine professionally serviced for the next season.
- Have the outboard motor inspected and serviced.
- Service or replace the diesel heater.
- The masthead navigation light is tested in darker conditions.
- The interior woodwork should be removed to inspect the shroud chainplates properly.
- The running rigging would benefit from being removed and cleaned.
- The chart plotter, mounted to the helm position, would not find a GPS fix. Further investigation into this should be undertaken.

Conclusions:

██████████ is a fair example of this popular sailing yacht. She is clean, and benefits from a smart interior and relatively new standing rigging. The hulls moisture levels are good considering the age of the vessel.

██████████ will be safe to put to sea once the recommendations in section "1)" of the recommendations have been undertaken. After this, ██████████ should provide her owner with many years of safe sailing.

Valuation:



This valuation has been arrived at after investigating the price of similar vessels on the market and by considering the condition of the vessel together with its rig, mast, engine and sails.

Signed by

A handwritten signature in black ink, appearing to be 'HTB'.

Henry Bettle BEng (Hons) AMRINA AMSCMS AMIMarEST
Marine Surveyor
H T Bettle & Co

Terms and Conditions

1. Definitions

"Surveyor"/"Consultant" is the Surveyor/Consultant trading under these conditions.

"Client" is the party at whose request or on whose behalf the Surveyor/Consultant undertakes surveying services.

"Report" means any report or statement supplied by the Surveyor/Consultant in connection with instructions received from the Client.

"Disbursements" means the cost of all reasonable photography, reproduction of drawings, diagrams, sketches and printing, duplicating and, where applicable, electronic transmission fees, and all reasonable and appropriate expenses including travel, subsistence and hotel accommodation where an overnight stay is necessary.

"Fees" means the fees charged by the Surveyor/Consultant to the Client and including any value added tax where applicable and any Disbursements.

2. Scope

The Surveyor/Consultant shall provide its services solely in accordance with these terms and conditions.

3. Work

The Client will set out in writing the services which it requires the Surveyor/Consultant to provide. The Surveyor/Consultant will confirm in writing that it accepts those instructions or alternatively what services it will perform in connection with the Client's instructions. Once the Surveyor/Consultant and the Client have agreed what services are to be performed (the Services) any subsequent changes or additions must be agreed by both parties in writing.

4. Payment

The Client shall pay the Surveyor/Consultant's Fees punctually in accordance with these Conditions and in any event not later than 10 days following the relevant invoice date, or in such other manner as may have been agreed in writing between the parties. Any delay in payment shall entitle the Surveyor/Consultant to interest at 8% above the Base Lending Rate of the Bank of England prevailing at the time of default.

5. Obligations and Responsibilities

(a) Client: The Client undertakes to ensure that full instructions are given to the Surveyor/Consultant and are provided in sufficient time to enable the required Services to be performed effectively and efficiently and to procure all necessary access for the Surveyor/Consultant to goods, premises, vessels, installations and transport and to ensure that all appropriate safety measures are taken to provide safe and secure working conditions. The Surveyor/Consultant shall not be liable for the consequences of late, incomplete, inadequate, inaccurate or ambiguous instructions.

(b) Surveyor: The Surveyor/Consultant shall use reasonable care and skill in the performance of the services in accordance with sound marine surveying/consulting practice.

(c) Reporting: The Surveyor/Consultant shall submit a final written Report to the Client following completion of the agreed Services describing the Surveyor's/Consultant's findings and the condition and/or quality of the object and/or purpose of the assignment, unless otherwise expressly instructed by the Client not to do so.

(d) Confidentiality: The Surveyor/Consultant undertakes not to disclose any information provided in confidence by the Client to any third party and will not permit access to such information by any third party unless the Client expressly grants permission save where required to do so by an order of a competent court of law.

(e) Property: The right of ownership in respect of all original work created by the Surveyor/Consultant remains the property of the Surveyor/Consultant.

(f) Conflict of Interest/Qualification: The Surveyor/Consultant shall promptly notify the Client of any matter including conflict of interest or lack of suitable qualifications and experience, which would render it undesirable for the Surveyor/Consultant to continue its involvement with the appointment. The Client shall be responsible for payment of the Surveyor/Consultant's Fees up to the date of notification.

6. Liability

(a) Without prejudice to Clause 7, the Surveyor/Consultant shall be under no liability whatsoever to the Client for any loss, damage, delay or expense of whatsoever nature, whether direct or indirect and howsoever arising UNLESS same is proved to have resulted solely from the negligence, gross negligence or wilful default of the Surveyor/Consultant or any of its employees or agents or sub-contractors.

(b) In the event that the Client proves that the loss, damage, delay or expense suffered was caused by the negligence, gross negligence

or wilful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum calculated on the basis of ten times the Surveyor's/Consultant's charges.

(c) Without prejudice to (a) and (b) above, the Surveyor/Consultant shall not be liable for loss of or damage to physical equipment and property placed at its disposal by, or on behalf, of the Client however such loss or damage occurs, unless such loss or damage was caused by act or omission committed with intent to cause some or recklessly with knowledge that such loss or damage would probably result.

7. Indemnity

Except to the extent and solely for the amount therein set out that the Surveyor/Consultant would be liable under Clause 6, the Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and sub-contractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including, but not limited to, legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the Services under these Conditions.

8. Force Majeure

The Surveyor/Consultant and/or the Client shall not, except as otherwise provided in these Conditions, be responsible or have any liability for any loss, damage, delay or failure in performance hereunder arising or resulting from act of God (including, but not limited to earthquake, flood, tsunami, volcano, hurricane, tropical storm, cyclone, blizzard or other similar event), act of war, terrorist attack, nuclear contamination, seizure under legal process, epidemic quarantine restrictions, strikes, boycotts, lockouts, riots, civil commotions and arrest or restraint of princes, rulers or people. Following a force majeure event either party may serve notice on the other to terminate the agreement.

9. Insurance

The Surveyor/Consultant shall affect and maintain, at no cost to the Client, Professional Liability Insurance for such loss and damage

for which the Surveyor/Consultant may be held liable to the Client under these terms and conditions.

10. Surveyor's/ Consultant's Right to Sub-contract

The Surveyor/Consultant shall have the right to sub-contract any of the services provided under the Conditions, subject to the Client's right to object on reasonable grounds. In the event of such a sub-contract the Surveyor/Consultant shall remain fully liable for the due performance of its obligations under these Conditions.

11. Time Bar

Any claims against the Surveyor/Consultant by the Client shall be deemed to be waived and absolutely time barred upon the expiry of 6 months from the submission date of the Report to the Client.

12. Jurisdiction and Law

These Conditions shall be governed by and construed in accordance with the laws of England and Wales and any dispute shall be subject to the exclusive jurisdiction of the English Courts.