



## Marine Surveys UK

*"Pragmatic Surveys in Plain English"*

[www.marinesurveysuk.com](http://www.marinesurveysuk.com)

[Yacht surveyor](#), Affiliate member

YDSA, Full member BMSE, MECAL

MCA coding surveyor

Marine Surveys UK, Matthew West  
4 Brook Cottages, Mill Lane  
Westbourne, Emsworth  
Hants, PO10 8RT  
07798554535  
[matt@marinesurveysuk.com](mailto:matt@marinesurveysuk.com)

Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Donzi 26 Regazza, 1988 USA built  
Deep V Hull, FRP (Fibre Reinforced Plastic) Sports  
motorboat

Type of survey: Pre-purchase and Valuation

### At the request of:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

This survey was carried out on [REDACTED] 2011, on the hard at MS  
Services boat yard, Exmouth, Devon UK. The above named being a  
prospective purchaser of the vessel



### **Limitations:**

- ✚ Where access is restricted by fixed panels, linings etc. it was not possible to examine and I cannot say those areas are free from defects.
- ✚ This report has been prepared for the use of the commissioning client and no liability is extended to others who may see it.
- ✚ In some cases it is not possible to detect latent and hidden defects without destructive testing which is not possible without the Owner's consent.

### **Scope of Survey:**

- ✚ This is a Pre-Purchase Survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this will be stated in the text.
- ✚ Camera equipment was used in places to view normally inaccessible areas and the pictures analysed to identify any issues.
- ✚ A general inspection of the engine and installation will be made; this is a visual inspection only without running the engine. It should be appreciated that some components may appear serviceable but found to be defective when the engine is run for a long period of time.
- ✚ The vessel was surveyed out of the water and tests carried out as described to ascertain any possible sources of water ingress.
- ✚ The hatches and port lights were not leak tested with a hose.

### **Recommendations and advisory notes:**

- ✚ Recommendations will be restricted to those defects which should be rectified before vessel is used, (or within a given time span if specified), and items which may affect insurability. These will not be made concerning cosmetic or other minor defects, although relevant suggestions may be made in the text.
- ✚ ***Recommendations will be printed in bold italics for quick reference.***
- ✚ The recommendations are contained in the body of report in order that they may be read in context, and are also listed as part of the conclusions at the end of this Report.
- ✚ **Advisory notes** are suggestions to prevent a problem getting worse or general advice and do not have to be carried out before the vessel is used nor should affect the boats current insurability.

### **Conditions of Survey:**

Vessel was examined sitting on two stacks of wooden blocks at MS services Boat yard, Exmouth. The weather was fine.

No special conditions affected the survey other than as described in the text.



Information is reported in the Sections below, followed by recommendations and conclusions.

**Hull, Deck and Structure.**

1. Details of Subject Vessel, (General Description, Dimensions, Registration etc.).
2. Hull below Waterline including keel
3. Topsides above Waterline.
4. Deck Moulding.
5. Coach roof and wheel house mouldings
6. Cockpit.
7. Hull/Deck Join.
8. Bulkheads and Structural Stiffening including Internal Mouldings.

**Steering, Stern Gear, and Skin Fittings etc.**

9. Rudder and Steering.
10. Stern Gear.
11. Cathodic Protection.
12. Skin Fittings and other through Hull Apertures.

**On Deck.**

13. Main Companionway and other Accesses to Accommodation.
14. Ports Windows etc.
15. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays.
16. Ground Tackle and Mooring Arrangements.
17. Other Deck Gear and Fittings.
18. Davits and Boarding Ladders.

**Safety.**

19. Navigation Lights.
20. Bilge Pumping Arrangements.
21. Fire fighting Equipment.
22. Lifesaving and Emergency Equipment.

**Engine.**

23. Engine and Installation.
24. Fuel System.

**Accommodation and onboard Systems.**

25. Accommodation General.
26. Gas Installation.
27. Fresh Water Tanks and Delivery.
28. Heads.
29. Electrical Installation.
30. Electronic and Navigation Equipment.
31. Heating & Refrigeration



**1. Details of subject vessel:**

The boat is a 1988 American built Donzi Regatta with a 5.7 L Mercruiser Alpha one engine and stern drive. It has recently had the cabin recovered in red carpet. It is a deep V solid fibreglass built hull.

**Manufacturers' information from websites (not verified by measurement)**

Length Overall	26'
Beam:	8'6"
Draft:	2'
CE Specification	Pre 1998 RCD

**Boat specific information**

Registration	None found
Number	DMR R D [REDACTED] L788 <i>from hull</i>
Year of Build	1987 1988 model <i>from number</i>

**Advisory note:** The marking stamped in the hull does not have the number 7 but the hidden number inside the boat does. This shows the boat was built in December 1987 and is a 1988 model.

**2. Hull below Waterline including keel:**

- a) Construction of the hull below the waterline is solid FRP (Glass fibre) finished in white gelcoat with deep V shaped planning hull. It has a hard chine (angle in hull between above and below water) and 2 spray rails moulded into the FRP. It is painted in layers a red antifouling.
- b) Light hammer sounding was carried out (not heavy enough to damage the anti-fouling) of the hull at regular intervals approximately 500mm spacing all over to check for possible delamination of FRP.
- c) The antifouling was removed in 40 patches approximately 50mm x 50mm at random around the hull below the water line on spray rails and hull. While scraping I was looking for evidence of wicking or blistering and once removed all patches were checked with 10x magnification as were the length of spray rails.
- d) Moisture readings were taken where the antifouling was removed using a capacitance type moisture meter of Sovereign Quantum type, operating in both shallow and deep reading modes. The meter was first checked for correct calibration.

The readings recorded below are from the meter operating in the shallow and also deep mode on the relative scale 0-100.



The readings are relative and **do not** express moisture content as a percentage of dry weight. High moisture content is not generally a structural defect, and is to be expected in older boats. However where some moisture has been absorbed the likelihood of moisture related problems occurring is higher, and the actual state of the laminate cannot be completely guaranteed without destructive testing followed by chemical analysis. The opinion given in this survey is based on all the evidence available at the time but without destructive testing.

The conditions prevailing when the readings were taken were as follows:

Air Temperature:	<b>26.4°C</b>
Relative Humidity:	<b>35.3%</b>
Time ashore	<b>unknown</b>
In summary the weather conditions for obtaining moisture readings were <b>good</b>	

Readings were as follows:

Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale A, 0-100 Shallow mode	<b>17 – 26</b>	<b>11</b>
Deep Mode	<b>14 – 30</b>	<b>8</b>

These readings need to be considered in conjunction with the period the vessel has been ashore and the weather conditions when obtained. As a rule of thumb you can expect the levels to drop by one range after a few weeks ashore.

The difference between readings above the water line (normally dry) and below should be noted.

The interpretation of the readings in shallow mode range;

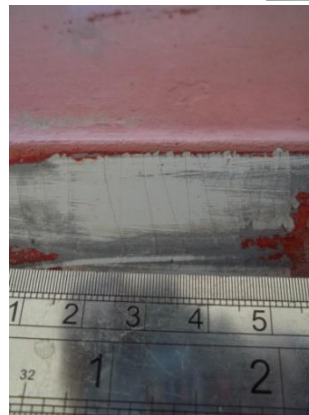
- 0 – 15 : For all practical purposes may be considered dry.
- 16 - 20: Some moisture present at low levels but of no great concern.
- 21 - 30: Considered medium, but those at the top of the range i.e 30 are at the point where the risk of moisture related defects developing is significant.
- 31- 45 Considered high and at a level where the risk of moisture related defects being present but not yet physically detectable is significant.
- 46 – 60 Very High and will usually be accompanied by physically detectable signs. Likely to be accompanied by a significant increase when switching to deep mode.



- 61 – 100 extremely high and indicative of possible laminate damage in addition to osmotic blistering. Likely to be accompanied by a significant increase when switching to deep mode.
- e) The port (left side looking forward, the other side is starboard) upper spray rail in forward section has an area of stress cracking in the gel coat approximately 180mm long.
  - f) Port side lower spray rail has 3 areas of gel coat missing which have been antifouled over and I suspect been in the water like this as the 1<sup>st</sup> layer of laminate is now dry (not solid with resin)
  - g) Starboard side upper spray rail in a position about 1.8m forward has a gel chip.
  - h) Other than noted there are no major damage or repairs noted externally.
  - i) Checked internally the hull is solidly laid up (constructed). There are some areas noted on the inside of the spray rails of un-wetted laminates from build but not significant.



Spray rail damage



**Advisory note:-** The hull condition is generally very good for this age of boat. Always storing the boat ashore out of season to allow some natural drying out to occur will contribute significantly to maintaining condition. The spray rails that are damaged or cracked should be cleaned off, ground back to solid fibre glass. Any laminate should be replaced and coated with epoxy resin. This is to prevent more water getting to the fibreglass laminate and breaking it up.



### **3. Topsides above Waterline :**

- a) The topsides are the area of hull above the water line and below the deck. This is constructed of solid FRP, finished in white gel coat, it appears to have been sprayed at some point. The top half is sprayed red over the original red finish. This finish is generally good with a little paint peeling around vent fittings.
- b) Top side moulding found fair (does not look distorted), it has been polished and there are some minor scratches in the gel coat but not breaking the surface.
- c) The topsides were lightly hammer sounded and no indication of voids found. Moisture readings were taken and recorded as above.
- d) No signs of significant damage or repair noted.

### **4. Deck moulding:**

- a) The deck is of solid FRP moulded in white gel coat with non slip surface moulded in.
- b) The whole deck was carefully tested underfoot for signs of delaminating or other structural defects and none was found.
- c) Access to the underside of the deck was restricted due to head linings except in the sides and aft of the cockpit area.
- d) The starboard aft corner of the deck has been repaired at some point. The repair is solid, the finish acceptable but visible.
- e) No other major damage or repair to the deck was noted.

### **5. Coachroof and wheel house mouldings:**

- a) Included in deck and cockpit descriptions

### **6. Cockpit:**

- a) The sole (Base) is constructed of solid FRP with various locker lids and access hatches in it. The sides are the inside of the hull and deck with material linings attached.
- b) Drainage is via the transom door and via two drains in the aft corners. These are described in section 12 below.
- c) The cockpit sole has some stress cracks in the starboard side near the engine housing.
- d) The two hinged locker lids have had the hinge areas repaired and strengthened with wood laminated in. This is acceptable practice if a bit unsightly.
- e) The engine housing is not screwed in place, not is the passenger seat arrangement. The engine housing seat has been recovered; the base is standard plywood, not marine grade and will rot. It would originally have been hinged to the engine cover. This will be difficult to protect as it cannot be stowed below and cover the engine. Also being wood, it does not afford fire protection.

***Recommendation: The passenger seats should be securely fastened in place to handle fast use and cornering of the vessel or removed before use. The engine cover FRP section***



*should be securely fastened in place. The seat cover for the engine should be lined below with Fire retardant material and hinged in place.*

### **7. Hull/Deck Join:**

- a) This is a mechanical type joint with the deck moulding folding over the hull and screwed in place through the alloy rubbing strip which has a rubber insert.
- b) This is visible internally in the anchor locker forward and under the sides in the cockpit and in the stern areas.
- c) Externally there is only minor damage to the rubbing strip and no damage was noted to the joint.
- d) Internally, no damage was noted, some minor damp stains where it may leak slightly.

### **8. Bulkheads and Structural Stiffening including Internal Mouldings:**

This is a Monocoque (single box) construction and a number of components contribute to the overall structure.

- a) The hull and deck are robustly built in the first place and has box sections bonded to it longitudinally and transversely giving added strength.
- b) The cockpit sole is laminated to the sides of the hull.
- c) All possible access was checked, lockers, under berths and the floors and inner mouldings for signs of delamination and cracks.
- d) Accessed through the port cockpit sole locker, one of the plywood floors has come debonded.



Advisory note: This area that has debonded is more to support the cockpit sole than the hull flexing and while a fairly easy repair, not structurally significant.

### **9. Rudder and Steering:**

- a) The steering is via the stern drive leg. This is moved by the wheel which has a *Morse* cable attached to the steering rack mounted at the inside of transom. This rack is power assisted hydraulically from the engine.
- b) The wheel is well fixed as are the cable attachments. The stern drive could be turned full lock to lock.
- c) The power steering fluid reservoir was empty when checked. No signs of leaks were noted but the fluid has gone. The steering is possible without the power assist.



**Advisory note:** Refill to correct level power steering fluid and check for leaks during operation.

### **10. Stern Gear:**

- a) The stern gear is a Mercruiser Outdrive unit Number 308349. It is fitted with a 3 Blade alloy propeller. The outdrive has marine growth on it and missing paint in sections.
- b) The outdrive was turned fully port and starboard, up and down and checked with mirrors in inaccessible places.
- c) The bottom of the drive has had a new piece welded on which causes it to angle to port slightly.
- d) The exhaust bellows were not clipped to the leg and clearly have not been for a while as there is marine growth and the end is split.
- e) The port side piston wiper has come away from its housing where it is held with a circlip.
- f) The tilt up and down trim worked as did the trailer stowage lift. The reservoir and mounting have come away from the mounting in the engine compartment.



***Recommendation: Stern drive reservoir should be correctly mounted before use. The leg should be painted with anticorrosion paint before launch.***

**Advisory Note :** it is strongly advised that the outdrive units be inspected and tested by a qualified Mercruiser engineer as repairs and even routine servicing are very expensive with these units. The leg needs to be cleaned of all marine growth and painted with correct paint of outdrives. The bellows should be replaced and clipped up. The wiper seal correctly fitted.

### **11. Cathodic Protection:**



- a) The anodes are all on the stern drive to protect against corrosion. The main one is missing, two on the bracket are partially wasted. The one on the bottom is missing.

***Recommendation:- All anodes should be replaced before launching.***

### **12. Skin Fittings and other through Hull Apertures:**

Some thru hulls may not be reported below but will be with relevant systems sections. No skin fittings or valves were dismantled as part of this survey but the following routine tests were carried out:

- ✚ Examination from outside and inside the boat. Checked for de-zincification
- ✚ All valves open and closed to their full extent where possible.
- ✚ Any fixing bolts hammer tested where accessible.
- ✚ Bodies of metal valves or sea cocks tested with a hammer inside the boat and external parts hammer tested outside the boat.
- ✚ Fittings aggressively tested inside the boat for security in the hull.
- ✚ Hose clips inspected and hoses aggressively tested for security. 2 clips correctly fitted below water line on outlet spigot unless noted.
- ✚ Lying fair to hull unless noted

### **Below Waterline:**

- a) There is one fitting below the water line which is the bronze drain in the transom. The plug was removed and not seen.

### **Above waterline**

- b) Engine vents on deck moulding. Both cracked. The port one is facing forwards which will allow water to easily enter the vents. The hoses are not connected to the port vent. Both are damaged.
- c) Starboard cockpit drain – white plastic skin fitting – plastic is UV damaged and cracked.
- d) Bilge pump, starboard side upper aft, white plastic.
- e) Anchor locker drain, starboard forward, chrome.
- f) Galley drain, port side, white plastic UV damaged and cracked.
- g) Port cockpit drain – white plastic skin fitting – plastic is UV damaged and cracked.
- h) Water tank breather, chrome.
- i) Water tank filler – chrome with plastic cap.
- j) Petrol filler, Chrome with plastic cap.
- k) Petrol breather vent, chrome.



**Recommendation:-** Replace plastic skin fittings for cockpit drains x 2 and galley drain before launch. Bung in transom drain fitted before launch. Port engine vent to be turned around to face aft.

### **13. Main Companionway and other Access to Accommodation:**

These were all checked;

- ✚ to be lying fair to the deck
- ✚ fixings were randomly tested with screw driver for tightness
- ✚ frames checked for damage
- ✚ a secure method of closure
- ✚ correctly fitted hinges
- ✚ glazing checked for damage
- ✚ gaskets checked

All found ok unless noted. The hatches were not hose tested for leaks.

- a) Companion way is folding Perspex hinged to starboard a with small lip and drain to bilge in recess. Hatch cover is hinged aft and locks in place.
- b) Cabin has 500mm<sup>2</sup> Bowmar Hatch with Perspex with aft hinge and 2 catches.

Advisory notes: Keep forward hatch closed at sea. Stay on forward hatch is stiff to close. Lock on main companion way key does not work.

### **14. Ports, Windows etc.:**

The same checks as section 14. above were carried out. All found ok unless noted. The ports and windows were not hose tested for leaks.

- a) 4 Chrome framed Perspex windows in the hull below water line. Screwed directly to FRP with no inner frame. Lining has been changed so not possible to see if there were leaks.
- b) Screens around cockpit are glass in alloy frames. All secure. The rubber is perishing slightly.

### **15. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:**

These are tested under full body weight where practical.

- a) Single combined rail and posts, screwed into deck. Underside not accessible due to headlining.



**16. Ground Tackle and Mooring Arrangements:**

- a) One anchor seen, Danforth 4.5KG with 1m x 10mm chain. A number of warps were seen.
- b) Alloy bow roller secured to deck with large washers below.
- c) Stainless steel cleats on bow and transom. Tested with crowbar and found secure.
- d) Mooring post (Sampson Post) bolted through foredeck with wooden pad below.

**17. Other Deck Gear and Fittings:**

- a) Wiper arms and blades are missing and motors did not operate.
- b) Cover – Appears newer than the boat, secures in place.
- c) Bimini on cover seen, not unwrapped.
- d) Search light – could not get to operate or come on.

**18. Davits and Boarding Ladders:**

- a) Vessel has permanently attached stainless steel folding boarding ladder with 3 steps. which extends below the waterline and is securely attached.

**19. Navigation Lights:**

Vessel fitted with lights of correct size, securely mounted and seen working unless noted.

- a) White on stern – working
- b) Port and starboard on coach roof – not working
- c) Steaming light on mast. Not working
- d) Mooring light on mast – aft side only works.

***Recommendation:- Vessel must display correct lights for use at night or poor visibility.***

**20. Bilge Pumping Arrangements:**

- a) Electric submersible bilge pump mounted forward of the engine with a float switch for automatic use. This was operated (with no water) in manual and automatic mode. Discharge is at deck level.

**21. Fire-fighting Equipment:**

- a) There is one automatic Fire extinguisher mounted in the engine cover. This shows green on gauge but has no date of manufacturer or service noted.

***Recommendation:- Service or replace engine fire extinguisher. Vessel should have a 1 KG portable 5A 34B spec mounted in the cabin and also a plugged hole in front of engine cover to this extinguisher can be used as back up to engine fire protection without lifting the cover.***



## **22. Lifesaving and Emergency Equipment:**

The following was noted aboard

- a) None

### **Advisory notes**

- The RNLI operate an excellent free inspection and advice service concerning levels of safety equipment (SEA Check) and can be contacted on 08003280600 or via the RNLI website, [www.rnli.org.uk](http://www.rnli.org.uk).
- The RYA also publishes a booklet, G16, "The Boat Safety Handbook" and this specifies levels of Safety Equipment for different categories of use. Booklet is obtainable from nautical bookshops or direct from the RYA, [www.rya.org.uk](http://www.rya.org.uk).

*Recommendation - this vessel be equipped with safety equipment to the level appropriate to proposed use.*

## **23. Engine and Installation:**

- a) The engine is an inboard petrol engine, Mercruiser V8 Alpha One. Engine number not found. Engine hours on gauge indicate 428 hours.
- b) The engine generally has original paint, some corrosion stains on the block and ancillary items. No obvious water or oil leaks. There is some oil and water in the engine bilge.
- c) The starboard exhaust gasket has been changed recently – clean bolt heads, new gasket, rust cleaning items seen.
- d) The oil in engine was at correct level and quite clean.
- e) The rubber engine mounts forward were tested with a lever and found secure.
- f) The engine was clicked over to make sure it was not seized but not started or run.
- g) The ventilation for the engine is designed to be via flexible hoses with fan in the extract side. The fan works. The intake hoses port side are not connected

## **24. Fuel System:**

- a) Alloy tank mounted under cockpit sole, with access only through two water proof type covers. The tank is securely fitted in place with gaps around sides filled with expanding foam. Only the top surface could be checked.
- b) The top has external corrosion on it which scraped away to shiny metal.
- c) Fuel filler and breather are correct ISO 7840 marine fuel hose and securely fitted.
- d) The fuel feed pipe is braided clear hose attached to a priming pump and then outboard grade hose to the fuel filter and pump.
- e) The tank has a shut off valve located. This fitting top was loose and I suspect will leak fuel and maybe the reason for the primer bulb fitted.



**Recommendation:- Tighten or replace fuel shut off valve on tank. Replace fuel feed hose with ISO 7840 Marine grade fuel hose.**

### **25. Accommodation General:**

- a) The normal vinyl side lining material and cushion covers have been replaced with cloth covers and carpet.
- b) Because of this, no leaks were detected.
- c) The wood of the galley where seen in the lockers is soft and rotting. This is not structural



- d) The stereo did not operate.

### **26. Gas Installation:**

- a) No gas installation.
- b) Cooker is Alcohol fuel Origo 2000. The cover worked correctly, but not tested with fuel.

### **27. Fresh Water Tanks and Delivery.**

- a) The water tank was located behind fixed panels. The filler was intact and secure. There are 3 Taps. Each one has a small electric pump in it to pump the water. None of them were working. The wires were missing from the aft shower one.



**Advisory note:-** The water system will need attention once filled.

### **28. Heads:**

- a) Toilet is a Porta loo type.

### **29. Electrical Installation:**

#### DC circuits

- a) Two 12V batteries mounted in the engine compartment, charged by the engine alternator. There is a 3 way isolator switch mounted in the engine compartment. All circuits have ETA breakers and switches.
- b) The wiring is generally ok, all up behind the dash board. Some has been added to. The batteries are not very well secured, sharing one strap between the two. The terminals do not have insulator covers.
- c) Cabin lights worked. Many other circuits appear not to work.

#### 240v Circuits

- d) There is a socket on the side deck feeding directly to a marine RCD panel with sockets below and domestic socket in cabin.

***Recommendation: Batteries should be secured in place with separate straps before use.***

**Advisory Note:-** Electrical connections will need looking at to get everything working.

### **30. Electronic and Navigation Equipment:**

The following was seen aboard operating

- a) NASA Depth sounder.
- b) Compass – Plastimo Mini B.
- c) Horn mounted under dash – noise a bit feeble. Horns on side did not work.
- d) No VHF fitted, aerial lead fitted, whip aerial missing.

***Recommendation:- Vessel must be fitted with means to convey sound signals. Can be hand held.***

### **31. Heating and refrigeration**

None fitted. Cool box only.



## **RECOMMENDATIONS and CONCLUSIONS:**

### **Maintenance Overview:**

Cosmetic maintenance: For the age of the boat, it is expected that cushions and paint need updating and this has been carried out.

Technical Maintenance: Wiring look to have been modified or added to by a DIY type person and not a professional outfit. There are no service records. The owner said he had just spent £450 on engine and stern drive. If the stern drive has been worked on it was not completed.

### **List of Recommendations:**

The Recommendations made in the Report are listed below with their respective section numbers. *All Recommendations should be carried out before use of vessel or as stated.*

#### **6.Cockpit:**

Recommendation: The passenger seats should be securely fastened in place to handle fast use and cornering of the vessel or removed before use. The engine cover FRP section should be securely fastened in place. The seat cover for the engine should be lined below with Fire retardant material and hinged in place.

#### **10. Stern Gear:**

Recommendation: Stern drive reservoir should be correctly mounted before use. The leg should be painted with anticorrosion paint before launch.

#### **11. Cathodic Protection:**

Recommendation:- All anodes should be replaced before launching.

#### **12. Skin Fittings and other through Hull Apertures:**

Recommendation:- Replace plastic skin fittings for cockpit drains x 2 and galley drain before launch. Bung in transom drain fitted before launch. Port engine vent to be turned around to face aft.

#### **19. Navigation Lights:**

Recommendation:- Vessel must display correct lights for use at night or poor visibility.

#### **21. Fire-fighting Equipment:**

Recommendation:- Service or replace engine fire extinguisher. Vessel should have a 1 KG portable 5A 34B spec mounted in the cabin and also a plugged hole in front of engine cover to this extinguisher can be used as back up to engine fire protection without lifting the cover.

#### **22. Lifesaving and Emergency Equipment:**



Recommendation - this vessel be equipped with safety equipment to the level appropriate to proposed use.

24. Fuel System:

Recommendation:- Tighten or replace fuel shut off valve on tank. Replace fuel feed hose with ISO 7840 Marine grade fuel hose.

29. Electrical Installation:

Recommendation: Batteries should be secured in place with separate straps before use.

30. Electronic and Navigation Equipment:

Recommendation:- Vessel must be fitted with means to convey sound signals. Can be hand held.

**Conclusions:**

The hull is structurally sound, the engine appears OK but will need to be run in the water. For her age, 1988 she is ok but does need some work to make her good. Some maintenance has been shall we say not professionally done. The purchaser should be aware that a boat of this age is going to need constant attention a bit like a classic car.



**Marine Surveys UK**

*“Pragmatic Surveys in Plain English”*

[www.marinesurveysuk.com](http://www.marinesurveysuk.com)