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Survey Report no: [REDACTED]

Name of Vessel: "[REDACTED]"

Type of Vessel: Halcyon 27, FRP constructed, long keel, Bermudian Sloop rig sailing vessel. Circa 1970

At the request of:

Frank Murphy

11 Sylvan Lane

Hamble

SO31 4QG

This survey was carried out on the hard at MDL marina Port Hamble. The above named being the owner of the vessel.

PLEASE NOTE THIS IS A BASIC INSURANCE SURVEY only and contains considerably less information than a Pre- Purchase Survey. Therefore no liability is accepted to any party who may rely on information herein when deciding whether or not to purchase 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 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.
- ✚ The vessel has been built on design drawings and stability has not been assessed by the surveyor.

Scope of Survey:

- ✚ This is an Insurance Survey and its purpose is to establish the structural condition and safety 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, but 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.
- ✚ The vessel was surveyed out of the water and tests carried out as described to ascertain any possible sources of water ingress, however, the vessel was not surveyed in the water and when launched, best practice is to thoroughly check for any leaks.
- ✚ Hatches and Port lights were not tested for leaks 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.
- ✚ ***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 on hard standing at MDL marina, Port Hamble. The yacht was well prepared for survey with all lockers emptied and cleaned. 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. Keel.
3. Hull below Waterline.
4. Topsides above Waterline including Rubbing Strake etc.
5. Deck Moulding.
6. Coach roof.
7. Cockpit.
8. Hull/Deck Join.
9. Bulkheads and Structural Stiffening including Internal Mouldings.

Steering, Stern Gear, anodes and Skin Fittings

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

On Deck.

14. Main Companionway and other accesses to accommodation.
15. Ports Windows etc.
16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays.
17. Rigging attachment points.
18. Ground Tackle and Mooring Arrangements.
19. Other Deck Gear and Fittings.
20. Davits and Boarding Ladders.

Rig.

21. Spars.
22. Standing Rigging.
23. Running Rigging.
24. Sails and Covers etc.

Safety.

25. Navigation Lights.
26. Bilge Pumping Arrangements.
27. Fire fighting Equipment.
28. Lifesaving and Emergency Equipment.

Engine.

29. Engine and Installation.
30. Fuel System.

Accommodation and onboard Systems.

31. Accommodation General.
32. Gas Installation.
33. Fresh Water Tanks and Delivery.
34. Heads.
35. Electrical Installation.
36. Electronic and Navigation Equipment.
37. Heating & Refrigeration



1. Details of subject vessel:

The Halcyon 27 was designed in 1968 by Alan Buchanan, as a development of the earlier 'Diamond II' design, and about 200 were built by Offshore Yachts, Royston, England, UK. With a full keel and transom-hung rudder, they are a solid cruising boat with good sailing performance in all conditions *Source Yachtsnet.com* The owner advises Mistral is Circa 1970.

Manufacturers' information from websites (not verified by measurement)

Length Overall	27'
Length of waterline	20'3"
Beam:	7'8"
Draft:	4'
Displacement	6720lbs
CE Specification	Built before requirement



Boat specific information

Registration	No details given
Number	None found
Year of Build	C1970

2. Keel

- a) FRP encapsulated long keel with 3000lb lead ballast.
- b) Coated in black antifouling over brown coat possible epoxy, well applied.
- c) When scraped small raised "pimples" approximately 2mm – 10mm in size were seen in places on the keel. See Section 3 where further explained.
- d) Moisture readings 27 - 31 shallow and 28 - 33 deep. See section 3 for explanation.
- e) There are no signs of damage or major repair to the keel. No leaks or stains noted.

3. Hull below Waterline:

- a) Construction of the hull below the waterline is solid FRP in white gel coat. Coated in black antifouling over a brown coating that appears to be epoxy in 2 layers.
- 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 delamination.
- c) The antifouling only was removed in patches approximately 50mm x 50mm at random around the hull below the water line. While scraping I was looking for evidence of wicking or blistering and once removed all patches were checked with 10x magnification.
- 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:	21.9°C
Relative Humidity:	36.6%
Time ashore	12 hours
In summary the weather conditions for obtaining moisture readings were good	

Readings were as follows:

Meter	Range below waterline.	Range above waterline.
Sovereign Quantum, Scale A, 0-100 Shallow mode	29 - 47	14 - 32
Deep Mode	29 – 42	14 – 32

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) Raised pimples were found ranging from 2mm – 10mm in size. One was pricked with a spike. A small amount of vinegary smelling liquid came out. I cut this blister off with a chisel and found that the void is in the top layer of laminate. The blisters are largest on the aft quarters.
- f) There are some minor scuffs and repairs noted.

Advisory note:- It is not unusual for a boat of this age and construction to get affected with blisters coupled with the higher moisture readings. This should not affect its insurability but will affect its resale value. Peeling the gel coat should only be considered as a last resort and if this is considered then also consider HotVac treatment to fully cure any uncured resin. Individual blisters can be tackled with a chisel and epoxy filler. Always storing the boat ashore out of season to allow some natural drying out to occur will contribute significantly to improving condition.

4. Topsides above Waterline including Rubbing Strake:

- a) Constructed of solid FRP finished in white gel coat.
- b) Top side moulding found fair with one minor stress crack port side, 1.8m aft of bow approximately 150mm long.
- c) The topsides were lightly hammer sounded and no indication of voids found. Moisture readings were taken and recorded as above.
- d) There is wicking and minor blistering on the waterline.

Advisory note:- Same comments as hull.

5. Deck moulding:

- a) The deck is of solid FRP in blue gel coat with moulded non slip pattern.
- b) The whole deck was carefully tested underfoot for signs of delaminating or other structural defects.
- c) Access to the underside was restricted by FRP headlining mouldings. Visible through front of forepeak and deck sides and cockpit lockers.
- d) There is slight flex in the starboard foredeck. There is a repair on the port side toe rail area clearly visible. There are minor stress cracks around pulpit and safety line bases. These are cosmetic issues only.
- e) Moisture readings were taken and were 11 shallow and 13 -17 deep.



6. Coachroof:

- a) Constructed as part of same moulding as deck.
- f) The whole area was carefully tested underfoot for signs of delaminating or other structural defects.
- b) Hand rails were tested with a lever
- c) No significant faults found.

7. Cockpit:

- a) Constructed as part of deck moulding. There is a lazarette locker aft with a wooden hatch and a locker to port, also with wooden hatch. The wooden cockpit sole has a plastic watertight inspection hatch which closed tightly.
- b) Drainage is via two adequately sized drains at aft end. The hoses crossed over correctly and exit the transom. All clips on hoses secure.
- c) Locker lids have large drainage lip and are securely fitted.
- d) No significant faults found.

8. Hull/Deck Join:

- a) This is a mechanical and bonded joint. The deck moulding lips over the hull, and this is laminated from the inside. A wooden rubbing strake is bolted on.
- b) Where viewed internally no leaks or damage were noted. The teak fixing screws are corroding slightly viewed internally.
- c) No significant damage to the rubbing strip. Slight gap in wood at port aft quarter.

9. 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 laminated together. Box stringers and floors are laminated to the hull. The bulkheads are laminated to the hull, not deck.
- b) Bulkheads were carefully hammer sounded near the deck, hull and floors for signs of debonding
- c) All possible access was checked, lockers, under berths and the floors and inner mouldings for signs of delamination and cracks
- d) No faults found.

10. Rudder and Steering:

- a) The rudder is FRP moulded transom hung and keel supported.
- b) The rudder was leant on with full body weight in either direction and did not give or any split open up.
- c) All fixings were tested with hammer and lever and found secure.
- d) Starboard side a round filled area was leaking water from it just below the water line.



- e) Moisture readings were high at 60 – 76 shallow and 38 – 32 deep but she has just come out of the water.

Recommendation:- I suspect that the rudder is filled with water and feels heavy. Drill 3mm test holes towards base of rudder and leave to drain. Fill with epoxy filler. Repair filled area to prevent further ingress.

11. Stern Gear:

- a) Propeller is 3 blade on stainless steel shaft secured with stainless nut and tab washer. Bronze bearing holder bolted and laminated to keel. Bronze stern tube laminated at aft end to hull and supported in board end by rope gland bolted to floor which in turn is laminated to the hull.
- b) Propeller surface has signs of pitting from dezincification, cleaned up to shiny metal. One blade edge has chips but when struck with side of file hard no chips came away.
- c) Lower fixing bolt of bearing holder has dezincified and head broke away when tested.

Recommendation:- Drill out and replace fixing bolts of stern bearing holder. Suggest replace with bronze coach bolt as access to underside inside is restricted. See also recommendation in cathodic protection.

12. Cathodic Protection:

- a) There is no underwater anode fitted. There are fixing bolts through the hull but these are not connected internally to anything.
- b) The bearing holder bronze bolts have lost zinc and are disintegrating. The propeller has signs of pitting also caused from cathodic action.
- c) No play in bearings noted.

Recommendation:- Fit hull anode using anode fixings studs rather than the bolts fitted. These are made to remain in place on the hull and the anode can be changed without disturbing them. Connect inside the boat to the anode studs, the stern tube and engine (so prop shaft is in circuit).



13. 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. Best practice is for 2 clips correctly fitted below water line on outlet spigot unless noted.
- ✚ Lying fair to hull unless noted

Below Waterline:

- a) 2 bronze skin fittings at water line transom for cockpit drains reported above. 1 clip only.
- b) Galley sea water, access through cockpit sole hatch, bronze skin fitting, ball valve of unknown material, surface corrosion. Single clip.
- c) Engine sea water intake, access through cockpit sole inspection hatch, bronze skin fitting, ball valve of unknown material, single clip.
- d) Toilet outlet pipe, access under heads, Bronze skin fitting, ball valve possibly of DZR, shiny looks new, single clip.
- e) Toilet inlet pipe, access under heads, Bronze skin fitting minor de-zincification, ball valve possibly of DZR, shiny looks new, single clip.
- f) Echo sounders port and starboard, plastic fixed through hull - port external wood fairing block allowing sounding to sit flush has been eaten away leaving sounder exposed to damage.
- g) Log, mounted in keel, plastic fitting. Alignment of impellor is vertical not horizontal.

Recommendation:- Replace wooden fairing block on port depth sounder to prevent it getting snapped off.

Above waterline

- h) Transom bronze skin fitting for manual bilge pump.
- i) Transom plastic skin fitting for electric bilge pump.
- j) Transom Bronze exhaust fitting, hose looped to deck.
- k) Port side topside, metal fitting near deck level. Blocked off gas diesel breather.

Important note: Some of the ball valves used in this boat are believed to be made from forged brass to the European standard CW617N. Whilst these valves are in very common marine use ordinary brass such as this is subject to dezincification in seawater.



The ISO standard relating to metallic valves and skin fittings below the waterline, ISO 9093-1, only requires the valves and associated fittings to have a service life of 5 years in terms of corrosion resistance. The valves and fittings here passed all the tests described above but consideration should be given to replacing them with DZR (dezincification resistant brass) or bronze both of which have a much longer potential lifespan. The through hull fittings to which the valves are attached did not show signs of dezincification when scraped back bright externally and are thus assumed to be DZR or bronze except where noted.

14. 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 – wooden hatch, two storm boards. No faults found.
- b) Fore hatch – Plastic framed Perspex hatch, forward hinged. No faults found.

15. 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) Fixed Perspex in alloy frame in coach roof. No faults found.

16. Pulpit, Stanchions, Pushpit, Lifelines and Jackstays:

These are tested under full body weight where practical, terminal ends checked, type of wire tested. Life line attachment points are tested with a crow bar levered against a wooden block. No faults found unless noted.

- a) Stainless tube framed pulpit and push pit, twin guard wires with bottles screws ether end.
- b) 1 x 19 wire jackstays with copper ferrule swage.
- c) Stainless steel stanchion posts in alloy bases. 2 post slightly bent.

17. Rigging Attachment Points:

- ✚ All attachment points were tested visually with 10 x magnification
- ✚ Nuts and bolts struck with hammer against sheer where possible
- ✚ Checked with magnet for quality of steel where possible
- ✚ Fittings tested with a substantial crowbar on wood block

Unless noted below, no movement found. No sign of seepage via deck fittings.

- a) Forestay – Stainless steel stemhead fitting with 7 bolts in tension and 3 in sheer
- b) Shrouds – 3 U bolts either side deck, stainless plate underneath and nuts.



- c) Twin back stays – unbolts through aft deck with plates below and nuts.

18. Ground Tackle and Mooring Arrangements:

- a) Main Anchor – Iron plough with 6mm chain. Chain not fully removed anchor and chain adequate amount and size. Bitter end not checked.
- b) Mooring bollard on foredeck, stainless bolts and plates below.

19. Other Deck Gear and Fittings:

- a) Turning blocks and jammers all found of adequate size and securely through bolted, although inspection from under limited by linings.
- b) The genoa winches fitted were all tested as far as possible but not under load and found no play on base and were free to turn.
- c) Genoa and main sheet tracks and cars operated correctly. No faults found.
- d) The wooden mounting for the Tufnol cleats and winches is slightly weathered.

20. Davits and Boarding Ladders:

- a) No ladder seen

21. Spars:

Mast & Boom

- a) Main mast and boom made by Sparlight, gold anodised, anodising mainly gone now. No signs distortion or corrosion around rivets. Fixings secure.

22. Standing Rigging:

- a) Rigging is 1 x 19 all with copper Ferule swages, closed bottle screws.
- b) Rigging was examined where the wire enters the terminals under 10x magnification, no broken strands visible nor excess corrosion seen. The angles they enter the mast appears in line with rigging.
- c) The rigging screws examined under 10 x magnifications. The starboard forward locking nut is cracked.
- d) There is no lower lock screw on the forestay.

Recommendation:- replace locking screw on starboard bottle screw, fit lower locking screw to forestay.

23. Running Rigging:

- a) Running rigging some is brand new and some original.

24. Sails and Covers etc:

- a) Main and hank on genoa, blue, seen in boat, fair condition.



25. Navigation Lights:

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

- a) White on stern
- b) Port and starboard on coach roof
- c) Steaming light on mast.
- d) Mooring light at mast head – could not see if lit.
- e) Tri Colour – could not see if lit.

26. Bilge Pumping Arrangements:

- a) Manual whale pump in lazarette locker, clips all tight, pick up from main bilge, no strum box fitted. Discharge over transom. Tested.
- b) Electric submersible V1250 in front of engine, operated. Discharges through transom.

27. Fire-fighting Equipment:

- a) One Drypowder USA type of at least 1KG mounted by companionway. States on it discard after 12 years. Looks younger. Showing green on gauge.

28. Lifesaving and Emergency Equipment:

The following was noted aboard

- a) Horse shoe life buoy

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.
- 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.

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

29. Engine and Installation:

- a) Engine is SABB 10hp single cylinder. No engine number noted.
- b) Slight weep on exhaust hose to manifold connection.
- c) No issues with water supply
- d) Throttle cable outside sleeve is corroded in cockpit but operates.
- e) Solid mounting to FRP bearers on hull. Some corrosion on engine.
- f) No significant oil or water leaks.



30. Fuel System:

- a) Stainless steel tank in cockpit locker, very clean, no corrosion. Filler directly above. No breather noted.
- b) Fuel shut off Valve below tank
- c) Hose is clear pipe not ISO 7840 hose at tank, no leaks seen.

Advisory note:- Fuel hose should be ISO 7840, when any hoses need replacing replace with this.

31. Accommodation General:

- a) Cushions in good order, boat does not feel damp, clean and tidy.
- b) Plastic inner mouldings for headlining in saloon and forepeak.

32. Gas Installation:

This vessel has not been MCA coded. It was not built RCD/CE compliant as too old.

Irrespective of the above all gas systems are subject to the checks listed below as part of this survey. Recommendations will be made where there is an obvious serious safety issue and these must be carried out before use. Suggestions will also be made where appropriate to enhance safety criteria, particularly with systems where there is no mandatory requirement to conform to a standard. It must be understood however that some Insurance companies require a declaration from the assured that the gas system conforms to *current* standards and if that is the case here upgrading may be required as a condition of the insurance policy.

Sources of further information:

www.calormarineshop.co.uk/rules-regs-answer.htm Comprehensive information on standards and best practice. www.boatsafetyscheme.com Even if your boat is not required to comply with this standard it contains much sensible advice and the manual can be downloaded.



Gas Observation and action table

Item	Result	Action required.
Condition and efficiency of self draining bottle storage	Gas bottle stowed in cockpit locker, leaks can go into boat, bottle not fixed in place.	<i>Strap bottle in place and turn off whenever not in use. Relocation would be difficult.</i>
Age and condition of flexible hose at bottle.	Hose is marked 2000	<i>Replace hose at bottle</i>
Age and condition of regulator	fair	
Connection to copper pipe	Good	
Condition of copper pipe where accessible	Fair – some corrosion but scrapes clean	
Is pipework adequately supported and not under stress where accessible?	No.	<i>Fix copper pipe so cannot twist at bottle area. Take care not to damage copper pipe with items in cockpit locker.</i>
Connections and Flexible pipe to cooker and other appliances	Not perished and no date mark. Connections ok	<i>Replace hose at cooker.</i>
Is cooker gimballed?	No	
Are all appliances fitted with flame failure devices on all burners, and did these work properly under test?	Cooker is only appliance and has no FFD's.	<i>Do not leave cooker unattended when in use.</i>
Are any appliances requiring flues properly fitted with same?	None fitted.	
Is a gas alarm fitted?	No	
Is each appliance fitted with an isolating tap	Cooker Not. Yes for outlet for heater.	<i>Turn of cooker at bottle when not in use and do not leave cooker unattended when in use.</i>

Additional Observations:



The system would not pass gas safe testing and would need fully changing. There is no reason why it cannot be used sensibly, turning off at bottle when not in use and don't leave cooker unattended. If gas heater used from cabin fitment, ensure adequate ventilation and do not leave unattended.

Please note this survey is not a gas safety certificate, that is only obtainable after comprehensive pressure testing and assessment by a qualified person listed on the Gas safe register (formally CORGI) www.gassaferegister.co.uk

33. Fresh Water Tanks and Delivery.

- a) Stainless tank under cabin sole is not secured in place. This would only be an issue if the boat were to fully invert.

34. Heads:

- a) There is a swan neck in the outlet pipe, not one in the inlet, valves are directly below.

Recommendation:- Keep toilet valves closed when at sea to prevent flooding in event of failure of toilet valves.

35. Electrical Installation:

DC circuits

- a) 12V battery charged by Dynamo. Secure in box except in full inversion condition.
- b) Wiring neat and tidy, No scorch marks on terminals

Recommendation - fit battery retaining strap.

240v Circuits

- a) None fitted.

36. Electronic and Navigation Equipment:

- a) Seafarer 3 echo sounder – not tested.
- b) Log and depth – Not tested – see note on transducer.
- c) VHF removed.
- d) Hand bearing compass

37. Heating and refrigeration

- a) None seen



RECOMMENDATIONS and CONCLUSIONS:

Maintenance Overview:

Cosmetic maintenance: Presented in a clean and tidy condition

Technical Maintenance: Original engine and much equipment, new running rigging being fitted.

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.*

10. Rudder and Steering: I suspect that the rudder is filled with water and feels heavy. Drill 3mm test holes towards base of rudder and leave to drain. Fill with epoxy filler. Repair filled area to prevent further ingress.

11. Stern Gear: Drill out and replace fixing bolts of stern bearing holder. Suggest replace with bronze coach bolt as access to underside inside is restricted. See also recommendation in cathodic protection.

12. Cathodic Protection: Fit hull anode using anode fixings studs rather than the bolts fitted. These are made to remain in place on the hull and the anode can be changed without disturbing them. Connect inside the boat to the anode studs, the stern tube and engine (so prop shaft is in circuit).

22. Standing Rigging: Replace locking screw on starboard bottle screw, fit lower locking screw to forestay.

28. Lifesaving and Emergency Equipment: This vessel be equipped with safety equipment to the level appropriate to proposed use.

32. Gas Installation: Strap bottle in place (relocation would be difficult). Replace hose at bottle. Fix copper pipe so it cannot twist at bottle area. Take care not to damage copper pipe with items in cockpit locker. Replace hose at cooker. Turn off cooker at bottle when not in use and do not leave cooker unattended when in use. *The system would not pass gas safe testing and would need fully changing however there is no reason why it cannot be used sensibly, turning off at bottle when not in use and don't leave cooker unattended. If gas heater used from cabin fitment, ensure adequate ventilation and do not leave unattended.*

34. Heads: Keep toilet valves closed when at sea to prevent flooding in event of failure of toilet valves.

35. Electrical Installation: Fit battery retaining strap.

Conclusions:

The hull is starting to get some blistering and wicking, however this should not stop her having many more years of useful life. The structure is not significantly weakened by this but will affect resale price. She is a tidy 40 year old, 27' sea going yacht, some of the equipment is no longer to current standards but not significantly deteriorated since installed, so I see no



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reason to make expensive changes if she is operated safely. I don't know the reason behind the anode being removed but it is clearly needed even if only for the stern tube bearing.



STATEMENT OF VALUATION

The "FAIR MARKET VALUE" is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

Implicit in this definition is the sale and the passing of full title from seller to buyer under conditions whereby:

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each is acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in Pounds Sterling or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.
- f. It is an assumption that the vessel is V.A.T. paid in EEC.

The Circa 1970 Halycon 27 Mistral was examined for purposes of insurance and valuation has been calculated purely on similar vessels advertised for sale and vessels that have been sold and reported on soldboats.com.

In considering available information I have found a number for sale on the internet of varying specifications. Details of boats on the market are appended. The current global financial situation and availability of credit also has an effect on value.

Therefore, after consideration of, and the reliability of the information available at this time, it is my opinion that the "FAIR MARKET VALUE" of the subject vessel, [REDACTED] together with all sea going equipment, but not those personal effects seen aboard is:

[REDACTED]

1972 Yanmar engine good spec, new winches 14,250 GBP

1968 Original engine £12,000

1973 Basic original engine £8495

1972 Basic Original engine £8995

1970 Basic original engine £8250

1968 Fully restored £16,500

1971 Volvo engine £8995



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