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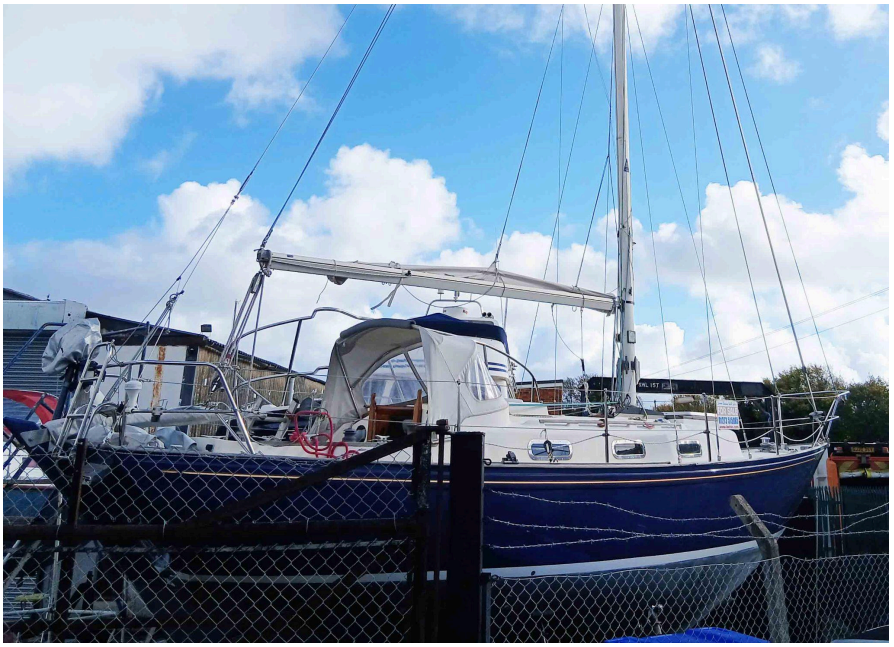
MARINE SURVEYOR

PRE-PURCHASE SURVEY

XXXXXXX, 1980 Twister 28 Mk II



24 October 2025, at Lochin Marine, Newhaven, East Sussex, UK

THE ROYAL INSTITUTION OF NAVAL ARCHITECTS

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A GENERAL NOTES

The following survey was carried out at Lochin Marine in Newhaven, East Sussex, on 24 October, 2025 for XXXXXX XXXXXXX of (address)

Scope

The survey was carried out as a pre-purchase measure to assess the structural and material condition of the vessel for a prospective buyer who has since pulled out. Where equipment was tested this is detailed in the text. References to condition are in relation to the vessel's age (ie "good" condition does not necessarily mean new).

Recommendations are restricted to:

(A) Items that should be addressed before the vessel is used and/or which may affect insurability

(B) Items that should be addressed in the near future to prevent problems developing or that affect the safety of the working of the vessel

Recommendations are printed in red for quick reference within the body of the report and are also listed in the summary. They do not cover cosmetic or minor defects, although suggestions to address these may be included.

This survey is solely for the principal named above and may not be shared without the author's consent.

Limitations

Parts of the vessel that were covered, unexposed or inaccessible due to fixed panels, mouldings, etc were not examined, and cannot be said to be free from defects other than where specified.

No fittings or fastenings were removed for examination other than where specified. Note it is not possible to detect some latent and hidden defects without destructive testing which is not possible without the owner's consent. The mast was stepped so could only be inspected from deck level to head height (2m). Rig was not tested under load (IE sailing). No patches of antifoul were scraped off for hull moisture testing, and seacocks were not hammer tested.

Conditions

Conditions were sunny and dry, air temperature 14°c, humidity 70%. These conditions are acceptable for moisture meter readings.

B SUMMARY AND RECOMMENDATIONS

Xxxxxxx is a 1980 sailing sloop of the Twister 28 class (year of build supplied by broker and not verified) with a long keel and masthead rig. The vessel was built to a good standard and is in good condition for her age inside and outside. According to the broker, the owner recently spent a sum of around £8,000 on repairs and restoration made in the light of a June 2023 survey, before being forced to sell by ill health and advancing years. With the exception of a rotten section of plywood in the starboard cockpit locker and an unsafe gas installation, the boat is good for the age.

Recommendations

NB: those in table A indicate defects that should be rectified before vessel is used, or which may affect insurability. Those in table B are defects that should be rectified to prevent future problems, or which compromise the safe functioning of the vessel.

A RECOMMENDATIONS

- Fit propeller with hub anode
- Verify existence of, or fit anew, anchor and steaming lights
- Fit working gas alarm in the cabin
- Fit CO1 alarm in the cabin
- Review gas locker installation and install gas drain
- Replace fuel tank sight glass with fireproof alternative or fit sender
- Establish electrical continuity between propeller shaft and propeller
- Ascertain means of accessing the stern gland

B RECOMMENDATIONS

- Shorten wiring runs in the 12v system
- Double hose clamps where feasible
- Install fire blanket on a bulkhead near the oven/stove
- Verify existence of, or fit anew, a deck light
- Carry a foghorn
- Consider tightening shrouds, in consultation with a rigger or other qualified person
- Dry rudder out in consultation with Twister 28 Owners' Association or leave as is and monitor annually for any damage
- Rebond timber bulkhead to the inside of the hull
- Replace rotten section of plywood inside cockpit locker
- Repair damaged section of cap rail on both sides

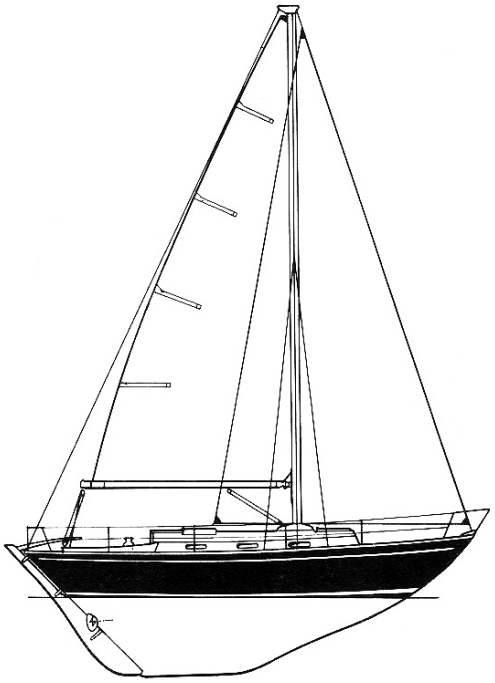
C VESSEL DATA

Dimensions and specs from various sources, not measured on the day

DESIGNER	Christopher Rushmore Holman, AKA Kim Holman
BUILDER	Tyler Boat Co, Kent (moulding) and Angus Harris, Kent (fit out)
YEAR OF BUILD	1980
LOA	28ft 3in (8.6m)
LWL	21ft 6in (6.6m)
BEAM	8ft 1in (2.5m)
DRAFT	5ft (1.5m)
DISPLACEMENT	9,968lb (4,521kg)
BALLAST	4,628lb (2.1 tonnes, representing 46 per cent ballast ratio)
UPWINDSAIL AREA	c350sqft (67m^2)
HULL NUMBER	C46-80 (NB: vessel was built before mandatory RCD classification)
ENGINE	Bukh DV10, one-cylinder diesel, raw-water cooled, 10hp
REGISTRATION	Part One (full registration). Official ship number is 389121

THE TWISTER 28

The Twister (officially the Holman 27) was designed as an all-timber yacht by Kim Holman in 1963 and dominated yacht racing in its class for much of the mid-1960s. It was Holman's most popular design, and in 1964, went into GRP production. A total of more than 200 were either built in wood or moulded in glassfibre. The glass boats were 6in (150mm) longer than the wooden boats, standard for Holman designs whose builds spanned both materials. The glass boats were known either as 'Twister 28s" or 'Tufglass 28s." Early boats were GRP-hulled with wooden upperworks. Later ones were all GRP in construction. A Mk II version followed in 1971, with a slightly revised sail plan. *Lissanna* is an example of a Mk II boat (all-GRP build). Today, these yachts are well thought-of by those willing to sacrifice internal space for a well-mannered, heavy-displacement seagoing yacht with good looks and a solid, thick build.



A note on moisture readings mentioned in parts of this report: *Tramex 5 capacitance type moisture meter that measures both shallow and deep-seated moisture was used to check for ingress of moisture into the FRP laminate and any core materials. References to moisture meter readings throughout the text are in relation to a relative scale of 0-100. This is <u>not</u> moisture content as a percentage of dry weight. Quoted readings of between 0-20 for all practical purposes can be considered dry. Readings from 20-40 show some moisture but of no significance. Between 40-60 is considered medium and at the top of this range is approaching the point where the rise of moisture-related defects developing is becoming significant. Readings above 60 are high and at a level where the risk of moisture-related defects being present but not yet physically detectable is significant. The interpretations must be considered in conjunction with the period that the vessel has been ashore, external temperature and humidity. Cold, wet conditions will result in higher readings.*

FRP boats moulded since about 1995 generally use more moisture-resistant isophthalic rather than orthophalic resin types, so can be expected to exhibit fewer problems.

D HULL, DECK AND STRUCTURE

D1 Keel

The keel is a traditional long keel with lead-encapsulated ballast. There was no sign of water ingress or any other problems inherent to the interior of the keel. The underside was checked using a mirror; no more than the usual signs of slight abrasion were apparent.

D2 Hull below the waterline

The entire hull of this vessel is in substantial solid glass (GRP or 'FRP') laminate. The underwater area was visually inspected, lightly hammer sounded, and tested for moisture using the Tramex Skipper V capacitance meter. No signs of delamination, osmotic blistering, voids or other damage were found. Moisture meter readings were taken through the existing layers of antifouling in shallow and deep modes and were consistently at a level of 10-20 in both modes at all points tested. This is considered 'practically dry'. There is a soft or 'abrading' antifoul applied below the waterline. This is in reasonable condition. NB: the boat had been ashore for some months at the time of survey, but a damp hull would still have shown up under testing.

D3 Topsides above the waterline, including rubbing strake, etc

The topsides are a single-skin laminate, newly painted, with a gold-coloured cove line. The topsides were visually examined, lightly hammer sounded and checked with a moisture meter, with similar results to the hull below the waterline (10 shallow mode and 10 or less on deep mode). No signs of voids or delamination were found. No crazing was found around hard spots like bulkheads. The timber cap rail has suffered damage on each side, possibly the result of a collision. This damage runs for about 2ft (0.6m) on each side in way of the shrouds, roughly amidships. Further forward on the port side, there is further, less major damage, to the cap rail, where it has become detached from the low GRP bulwark beneath it. *Photo shows damage on starboard side*
Recommendation: repair section of toe rail on each side (B)

D4 Deck

The deck is a single FRP moulding integral with the cabin trunk and cockpit. It is of solid laminate with some parts in 'sandwich' construction with (most likely) a plywood core between glass sections to save weight. Moisture readings taken from above and below read consistently under 20, indicating that water ingress has been minimal. Hammer testing and light pressure testing under foot suggested that the deck and coachroof have retained good structural strength.

D5 Hull/deck join

The deck/cabin trunk/cockpit moulding sits atop the hull, which has an inboard horizontal flange below the level of the FRP gunwale/toerail ('inward flange' arrangement). The joint is sealed with an adhesive compound and further secured with bolts concealed under a teak capping rail running the length of the boat.

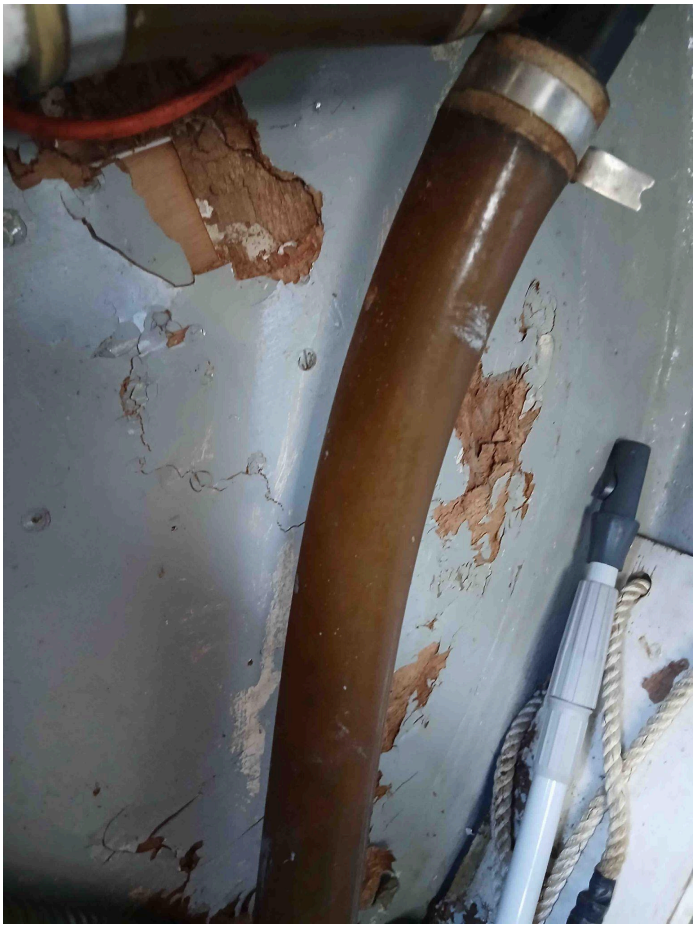
D6 Cabin trunk, including coachroof

The coachroof was pressure tested under foot, hammer tested and found to be firm. Moisture readings were taken here and readings were consistently low at around 10-20. The coachroof has a teak handrail running along each side, both in good condition.

D7 **Cockpit**

The cockpit is in generally good order, with lifting lid lockers to port and starboard and a lockable, front opening lazarette in the stern. The sole is covered by a timber cockpit grating, and has a diesel filler cap in the centre. The seats, atop the cockpit lockers, are covered by teak rails. The forward corners of the cockpit house the cockpit drains. This appears to be in good condition. The forward end of the cockpit is formed by plywood. This has rotted to an advanced stage over half the visible area (see photo below) and should be replaced like for like or with a more inert substitute like Coosa Board.

Recommendation: replace rotten plywood cockpit locker internally (B)



D8 **Bulkheads and other structural members**

The hull gains its strength from the solidity of lay-up in mostly chopped-strand-matt GRP. Further strength is imparted by glassed-in bulkheads and partial bulkheads and this is reinforced by regular transverse stiffening floors and longitudinal stiffeners, these glassed in in sections. All structural stiffeners and bulkheads were inspected where accessible. The forwardmost of the two bulkheads supporting the mast step was crudely formed where visible but reading dry and with no apparent structural defect. The aftmost of these bulkheads appears to be separating from the hull; this is likely only the timber part covering the GRP bulkheads, which appear to be firmly bonded to the inside of the hull. There is no sign of weakness, distortion, or mast compression in this area. However, the timber element of the bulkhead provides a good part of the strength in this area, and should be rebonded.

Recommendation: rebond timber bulkhead to the inside of the hull (B)

E STEERING, STERN GEAR, SKIN FITTINGS, ETC

E1 Rudder and steering

The rudder is a narrow, GRP-moulded unit, typical of Holman's design and hollow in the bottom section. It is fixed to the boat by apparently new stainless steel pintles and gudgeons and a bottom bearing. The rudder was found to swing freely and was secure against its end stops on each side. Steering is by tiller. The top (solid) section of the rudder gave moisture readings of about 25 on the comparative scale ("insignificant"), while the bottom, hollow section of the rudder was 'off scale' (100+), indicating water ingress. This is very common on GRP rudders and is not, in this instance, causing any other issues visible to the naked eye (eg osmosis, delamination or corrosion to metal fittings). The tiller, in laminated wood, shows evidence (blackening) of previous water ingress over 5in (c12cm) and on its top face, confirmed by high moisture readings in this area. There was no apparent softness upon pressure testing and the tiller should be considered functional. NB: the 'spare' tiller appears to be a new, full-sized, laminated timber replica.

Recommendation: dry rudder out in consultation with Twister 28 Owners' Association or leave as is and monitor annually for any damage (B).

E2 Stern gear

There is a three-bladed, right-handed, bronze propeller of 14in (35cm) diameter and 10in (25cm) pitch, made by Goldline, and mounted to a stainless steel (non-magnetic grade 304 or 316) 1in (25mm)-diameter shaft, passing through a water-lubricated cutless bearing set into the aft end of the rudder tube that runs into the keel. Encrustation was minimal and there is no sign of cavitation or tip wear. Scraping revealed no sign of dezincification; the propeller sounded well under hammer testing. Inboard, there is a 'stuffing box' gravity fed two-stroke motor oil from a reservoir. The position of this appeared completely inaccessible.
Recommendation: ascertain means of accessing the sterngland (A)

E3 **Cathodic protection**

There is one zinc anode on the aft of the starboard side. This is about 20 per cent worn. There is no hub anode to protect the propeller. The bonding system internally looks sound, but electrical continuity between the propeller shaft and propeller could not be established.

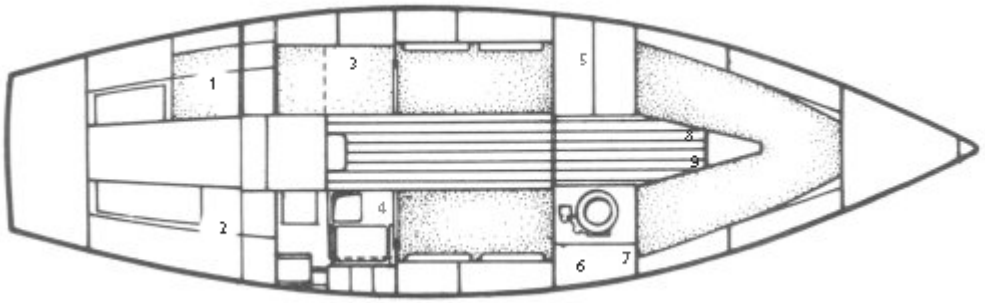
Recommendation: fit propeller with hub anode (A).

Recommendation: establish electrical continuity between propeller shaft and propeller (A).

E4 **Skin fittings and other through-hulls**

The following through-hull fittings were identified and inspected. All but 6 and 7 (heads inlet and discharge) were recently installed ball valves in good condition, many if not all, replaced since the last survey, which found various issues with existing gate valves. Numbers 6 and 7 are Blakes bronze seacocks, also found to be in good condition. The two valve handles serving the cockpit drains, although in good condition, were very hard to reach. In addition to the below, there were two outlets on the transom, above the waterline. The port side outlet (looking forward) is the engine exhaust and the starboard outlet is the bilge pumps' outlet. These, and all other seacocks appeared to be in good condition externally as well as internally, and none showed any sign of damage or dezincification.

Recommendation: inside the vessel, most hoses were fastened to the tails or spigots of the 'seacocks' (valves) with just one hose clip. Two is recommended, where feasible (B).



1 Starboard cockpit drain

2 Port cockpit drain

3 Galley basin drain

4 Engine raw water intake

5 Heads basin outlet

6 Heads discharge

7 Heads inlet

8 Paddle wheel log (paddle spins freely when tested from outside the hull)

9 Depth transducer (this was unplugged at the time of survey)

F DECK STRUCTURES AND GEAR

F1 Main companionway and other accesses to accommodation

The main companionway is accessed by a conventional two-part timber washboard and sliding timber hatch that houses into a GRP garage. All was in fair, slightly worn, order, with some superficial hairline cracking at the corners of the garage, not of great concern and very common on yachts of this age and type. The vessel is also equipped with a spare perspex washboard. There is a lifting foredeck hatch, in good condition, with clear perspex showing no crazing.

F2 Ports, windows, etc

There are three fixed portlights (windows) each side of the cabin trunk. All are Perspex-style material in aluminium frames, and all were securely mounted and tight fitting/closing, with no sings of leaks underneath.

F3 Pulpit, stanchions, pushpit, guardwires and jackstays

Pulpit and pushpit are in welded stainless-steel tubing and in good condition. Four stainless steel stanchions are mounted in sockets screwed into the deck inboard of the toe rail. They support double guard wires in 1x19 stainless steel running from pulpit to pushpit. All was found in good condition, without excessive play to the stanchions.

F4 Ground tackle and mooring arrangements

There is a galvanised steel CQR pattern 10kg (22lb) Rocna brand anchor in an anchor locker set into the foredeck, with 8mm galvanised chain and a length of rode. According to the broker, this is 50m (165ft) of chain and 10m (33ft) of Octoplait cable. This was not measured for verification at the time of the survey; however all appeared to be in good condition. This anchor is handled by an Anchorman 700 electric deck windlass. This was found to work under power and manually. There is a further Bruce pattern kedge anchor with a length of galvanised chain and rode in the starboard locker. This, too, was in good condition. The vessel is generally well equipped with fairleads and aluminium horn cleats of a suitable size.

F5 Other deck gear and fittings

There is a cream-coloured sprayhood in Dacron-style cloth, with a tiller cover and companionway and washboard covers in the same style. This was in place at the time of survey and in good condition.

F6 Davits and boarding ladders

The vessel has a tubular steel boarding ladder set into the transom above the waterline. There is also a folding boarding ladder on board the vessel. Both appeared to be in good condition.

G SPARS AND RIGGING

G1 Spars

The aluminium alloy oval, extruded, hollow-section Proctor mast is ‘deck-stepped’ (actually stepped on the coachroof), with one set of spreaders. The substantial mast step spans two closely-spaced bulkheads inside the boat. There was no sign of declivity around the mast caused by downward tension exerted by the rig. The mast looked otherwise to be in good condition. The boom is also in hollow aluminium and appeared in similarly good condition. A spinnaker pole is listed in the particulars but not seen on the day of survey.

G2 Standing rigging, including attachment points

The mast is supported laterally by three shrouds on each side in 5mm 1x19 wire, terminating in swaged fittings at deck level, with the load going through the side decks to simple ‘backing pad’ style chainplates (one to each shroud). Longitudinally, the mast is supported by a twin backstay and forestay. All rig terminals and attachment points below head height (2m/6ft 6in) were inspected under 10x magnification for cracks or signs of crevice corrosion. None was found. The items in this section could not be assessed under load, as the yacht was surveyed in a cradle on hard standing, but pressure exerted under body weight showed acceptable tension and stability.

According to the broker, the standing rigging was replaced in 2018, but this was not verified by documentation on the day.
Recommendation: consider tightening shrouds, in consultation with a rigger or other qualified person (B)

G3 **Running rigging**
Sheets and halyards, in a variety of modern cordage, appeared to be in good condition, with a good quantity of spare in a bucket in the forepeak.

The genoa is on a Rotostay furler which runs back to the cockpit via blocks attached to the foot of starboard-side stanchions. It sheets to cars running in stops on solid alloy tracks on each side deck. The cars run smoothly on both sides. The furler turned smoothly.

Turning blocks at the foot of the mast and paired deck organisers aft of the mast lead the halyards and sheets back to jammers and a winch each side of the aft end of the coachroof, where they are accessible from the cockpit. The foresail sheets lead back to a Gibbs 7STA single-speed winch and a Gibbs 28RC winch on each side. Winches were found to be cosmetically worn but with sound internal mechanisms under minimal loading.

The mainsheet sheets to part of the stainless steel tubing that makes up the pushpit on the aft deck and is controlled via a block purchase. This appeared to be in good condition.

G4 **Sails, covers, etc**
The genoa was in its bag in the forepeak at the time of survey and was inspected without unbagging. The sail appeared to be in good condition. The mainsail was taken out of its bag and inspected on the ground, and found to be in good condition. The mainsail is hoisted conventionally and lowered into lazy jacks and reefed by reefing lines inside the boom. Any testing on the day was necessarily very limited, but raised no concerns. There was no spinnaker on board at the time of survey.

H SAFETY

H1 **Navigation lights**
The navigation lights comprise: combined port and starboard light mounted on the pulpit; stern light mounted on the pushpit; tricolour light at the mast top. These lights were seen working. The lights comply with the regulations for this type and size of vessel. There is a switch for deck and

steaming lights on the switch panel, but no sign of these on the mast. There is no mention of an anchor light anywhere. An all-round white anchor light and steaming light are legal requirements on a vessel of this size with an engine. A foghorn should be carried; none was found.
Recommendation: verify existence of, or fit anew, anchor and steaming lights (A)
Recommendation: verify existence of, or fit anew, deck light (B)
Recommendation: carry a foghorn (B)

H2 **Bilge pumping arrangements**
Manual bilge pumps of the Whale Gusher type are fitted below decks by the engine box and in the cockpit. Both were tested and found to work. There is also an electric bilge pump, which was tested and found to work when manually switched on; its automatic function could not be tested at survey time. The three bilge pumps suck water from a pump sump forward of the engine.

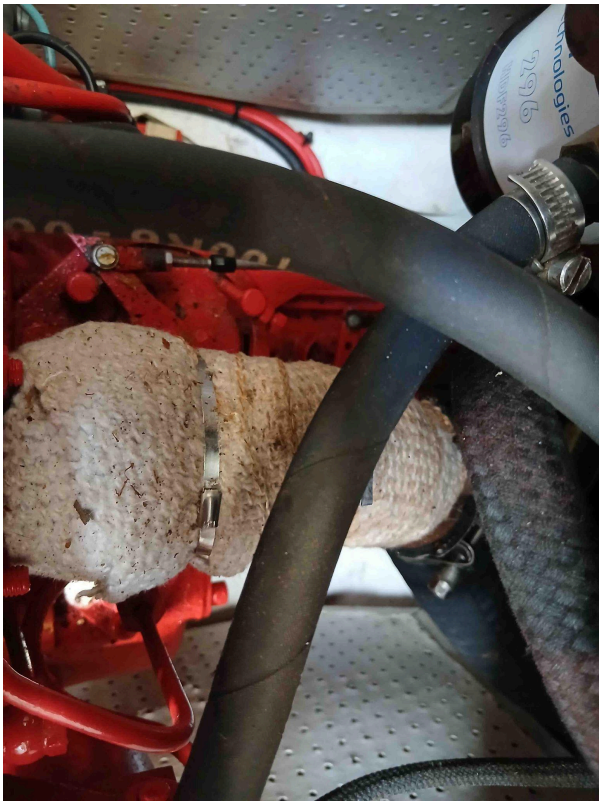
H3 **Firefighting equipment**
There is one fire extinguisher on board mounted to the engine box inside the cabin, date stamped 2017 (year of manufacture) and showing pressure. There was also a fire blanket fallen down behind the oven in the galley.
Recommendation: install the fire blanket on a bulkhead near the oven/stove (B)

H4 **Lifesaving and emergency equipment**
There were various lifejackets and foul-weather gear on board, a horseshoe lifebuoy in the forepeak (not installed), wooden bungs for seacocks and a passive radar reflector mounted on the mast. Generally, condition of safety equipment is assumed to be the responsibility of the skipper. Assume that gear such as lifejackets, harnesses, flares, liferafts, lifebuoys, etc will need servicing or replacement. See link below for RNLI recommendations.
www.rnli.org/safety/choose-your-activity/yacht-sailing-and-motorboating

I TENDER
No inflatable was seen but there was a 2.5hp Suzuki petrol outboard motor mounted on the pushpit.

J ENGINE

J1 **Engine and installation**
The vessel has a Bukh DV10 one-cylinder diesel engine developing 10hp, driving the three-bladed propeller via a straight shaft. Cooling is directly by raw water. The control panel indicated 2,191 engine hours. The engine was given an overhaul in 2024, with various new parts and a repaint. It is secured by four flexible mounts, all of which were tested and found sound. No signs of oil or other leaks were found on the removable sump beneath the engine. The exhaust injection bend appeared sound externally, with surface corrosion fitted under a flame-retardant lagging. NB: as a result of this lagging, it was impossible to inspect the underside of the elbow to check the severity of corrosion. The shaft coupling showed what appeared to be surface corrosion. The boat was on dry land, so the engine was not tested at the time of survey. Photos on the next page show installation and lagging around the exhaust mixing elbow.



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J2 **Running and service checks**

Engine and gearbox oil were at the correct level and the oil appeared clean. The vee belt was at a suitable tension.

J3 **Exhaust system**

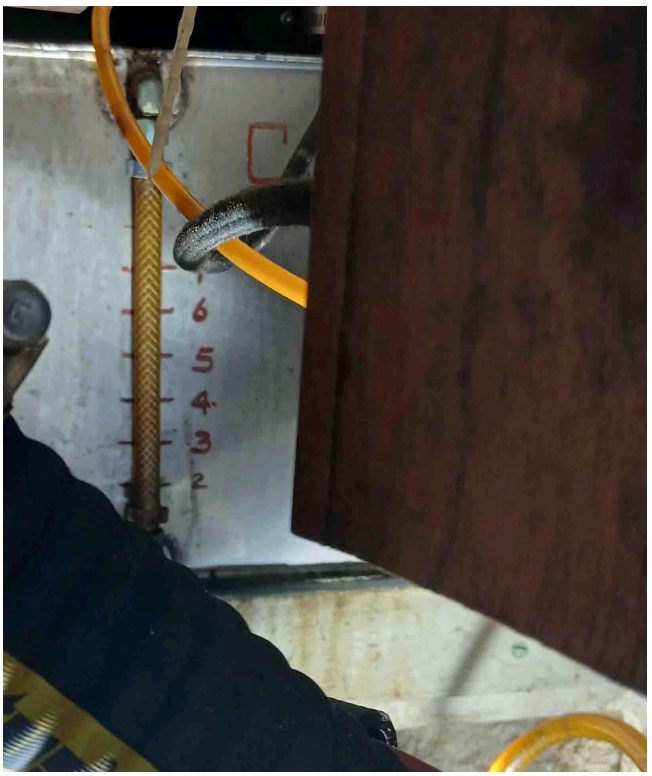
The engine has a wet exhaust system: flexible exhaust hose runs from the engine to a baffle, then aft down the port side (there is evidence of a high anti-siphon loop behind internal joinery although this couldn't be seen) to an exhaust outlet just above the waterline on the transom. All hoses and clips were secure and in good condition and all hose was of suitable type and in good condition.

Recommendation: double the hose clamps where feasible (B)

J4 **Fuel system**

The fuel tank (55 litres according to broker and owner) is in galvanised steel and sits underneath the cockpit sole, with the filler let into the centre of the sole above. The sight 'glass' at the forward end is in clear hosing (see photo below). It was impossible to access, but it's likely this hose is not fire retardant and must be considered a fire risk, particularly if there is no separation valve. Again, it was not possible to verify due to the tank's position.

Recommendation: replace sight glass with fireproof alternative or fit sender; or retain existing arrangement but fit self-closing valve (A).



K Accommodation and on-board systems

K1 **Accommodation general**

The accommodation, working stern to bow, comprises: chart table to starboard and galley to port; saloon with a single bunk each side; then a large heads/basin compartment, with basin to port and heads to starboard, the combined area closing off by double doors; then a vee-berth in the forepeak. See the general arrangement drawing on page 9 of this report. The standard of the original outfitting, in teak-faced plywood, is tired but solid and functional. A feature of interest is the saloon table, which is a piece of the sole that lifts out and folds into a table that sits upon a removable column.

K2 **Gas installation**

There is one butane gas cylinder in a dedicated locker at the forward end of the cockpit on the port side. In common with some yachts this age, there was no 'drain' to let leaked gas escape. Gas runs through a flexible orange hose to the galley, where it continues in copper piping to the Plastimo Atlantic gas oven with twin burners. The flexible hosing is three years out of date. There is a gas alarm below the cooker which did not appear to work under test. The twin hob rings, grill and oven all worked when tested, but only the oven had a functioning flame safety cut-off.

Recommendation: fit working gas alarm (A)

Recommendation: fit CO1 alarm (A)

Recommendation: review gas locker installation with view to installing drain (A)

Recommendation: renew gas hose (A)

K3 **Freshwater tanks and delivery**

Water is in a stainless GRP under the saloon sole, accessible by two removable hatches secured by cam handles. Water is pumped from here to the galley and heads sinks via a manual, foot-operated pump under the galley sink. This was tested and found to work. There is also an electric pump under the galley sink. This was tested and found not to work.

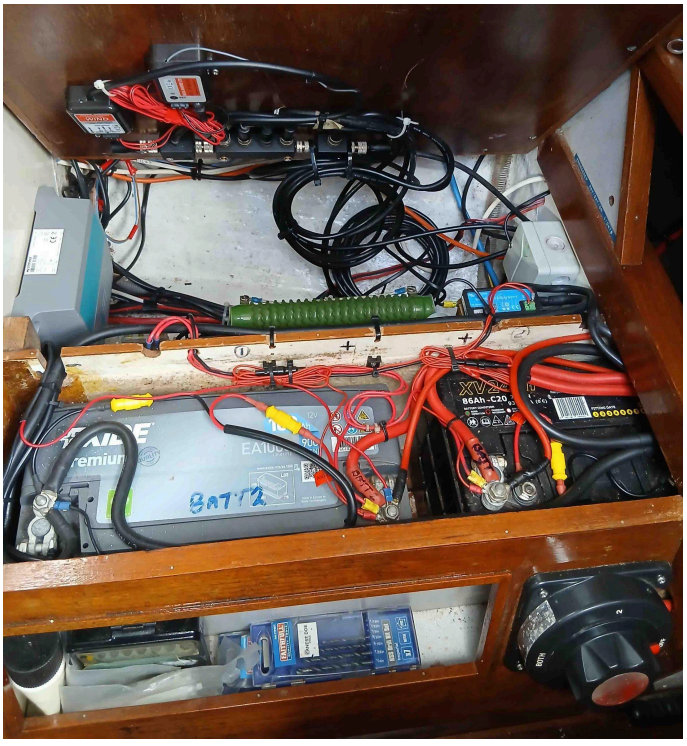
K4 **Heads**

The heads compartment contains a Jabsco manual sea loo and basin. All was found to be working, with the loo intake and outlet piping correctly installed. The loo flush showed no sign of leaking, implying a recent service.

K5 **Electrical installation**

There are two 12V batteries (sealed lead acid) in a dedicated compartment under the chart table, with a cut-off/selector switch below. cut through the saloon back and accessible from the chart table. Voltage was tested after 40 minutes with the cabin and navigation lights on and read 12.23 and 12.46 volts, indicating that they are in good condition and holding their charge. Batteries were firmly secure in place, and generally neatly wired, with some of the wiring unnecessarily long.

Recommendation: shorten wiring runs in the 12v system (B).



The shorepower inlet connector is mounted in the cockpit. This, and the shore power cable in the starboard cockpit locker appeared to be in good condition. There are three 240v sockets in the cabin and a new (2024) Mastervolt battery charger to charge the batteries off shore power. None of this could be tested, for lack of shore power.

K6 **Other domestic**

Cabin lights in the saloon were intermittent (possibly a loose connection) but working; cabin lights in the forepeak were not (lacking bulbs). Engine compartment light did not work. Compass light did not work.

K7 **Electronic and navigation equipment**

At the chart table:

B&G V50 DSC/AIS VHF radio (powered up, found to be working)

B&G H50 additional handset (this did not power up)

In the cockpit:

B&G Triton multifunction display (powered up, found to repeat correct lat and long from radio)

Bulkhead compass (compass was in good condition with a clear globe, no loss of fluid, and smooth deflection and return to heading under magnetism).

At the masthead: NASA windvane and anemometer (2024). Both seen working on the day.

Elsewhere: There is a Simrad TP10 tiller pilot in the cabin. Not tested, but appeared relatively new and in good condition.

Ends

Signed: Steffan Meyric Hughes, 31 October, 2025