

Moody 346 starboard side chain plate inspection – John Mortimer (Wizard)

The woodwork was lacquered after it was installed in the boat. In order to negate the possibility of wood splitting in an uncontrolled way due to the lacquer acting as a glue I decided to run a very thin sharp blade between every joint to release them.

The top panel has 8 recessed and plugged brass screws. They may be corroded and care must be taken when removing the plugs and the screws.

1. Remove trim panel on the forward bulkhead by sliding sharp blade between it and the bulkhead and carefully lever it off– held by 3 small tacks



2. Remove the plywood cover over the water tank – held on by 8 small screws
3. Remove the triangle plywood plate – 3 screws



4. Remove trim panel on the top forward bulkhead near the window by sliding sharp blade between it and the bulkhead and carefully lever it off– held by 3 small tacks



5. Remove trim panel on the top of the bulkhead next to the galley near the window by sliding sharp blade between it and the bulkhead and carefully lever it off– held by 3 small tacks



6. Remove the wooden cover plugs from both the top and bottom panels and ensure that the screws will move. (I had to drill one out)



7. Remove the screws from the bottom panel and then carefully slide it out – forward end first – supporting the weight of the top panel.
8. Remove the screws from the top panel and then carefully slide it out.



9. Inspection. I removed the bolts from the chain plates and inspected them. Only remove 1 bolt at a time and replace it before you take the next one out !. At the same time I checked the plywood bulkhead integrity with a small bradawl. The plywood half bulkheads are coated in resin and may feel sticky – this is quite normal.
10. My 346 had clearly been leaking past the chain plates in the past. There are a row of 1/4" galvanised bolts around the hull – mine had evidence of corrosion and proved impossible to remove easily. I therefore drilled and inserted stainless M6 bolts, penny washers and nylock nuts between the existing bolts. Don't do them up too tight as you may distort or crush the GRP and break the seal. All the holes were painted before the new bolts were inserted and the existing bolts were treated with a rust preventer – its the blue looking paint in the pictures (I used Vactan – just my preference but there are lots out there)





11. Check for leaks by spraying water every where outside.
12. Replacement is simply the reverse..... I filled the screw holes with wax sticks – rather than use dowels – easier to remove in the future
13. Any help, questions or additions – just let me know please.
14. A second pair of hands is a real help. The whole process (excluding drying time of paint) took about 4 hours.