

## Moody 31 Mk II Cabin Windows – Eddie Cross ‘Trouvaille’

Trouvaille of Orwell is a fin keel 1986 Mk II Moody 31, the cabin windows, not only had a suspected leak on the rear starboard side, but created condensation which dripped onto the carpet in the rear cabin

With the help of information supplied by the Moody Owners discussion forum and various window suppliers I decided to replace the metal frames and go for plastics to cut down the condensation I choose Talking Plastics <http://www.talkingplastics.com/> as my supplier.



To remove the windows, firstly remove the screws from the outer frame, these go through the hull into the inner frame.

The issue with the inner frame is the stainless screws at the joints, these were corroded due to the mismatch of metals as the joining components were aluminium strips.

You don't have to remove them all to remove the frame



To remove the windows, from the inside cut around the window to break the seal of the old mastic, I actually used a 1½" wide scraper as the blade was stronger than a Stanley blade.

Once this was done I found that there was movement in the window frame. On the advice of Steve from Talking Plastics I invested in the glass lifters £5 each from ScrewFix. These were a big help then by pulling the window outwards and inserting the scraper blade followed by different size screwdrivers the windows were easily removed.



It was then apparent that there were leaks from the old frames where the mastic hadn't taken.

I would suggest that up to this point the above methods could be applied if the windows wanted re-sealing, I was pleasantly surprised on how easy they came out about 20 minutes per window.

The old frames were then taken to Steve (Talking Plastics) as a pattern, I allowed a month for the turnaround as Trouvaille is moored in Holland and I had to have confirmed ferry bookings. I found Steve very accommodating and the new windows were ready at the agreed time.



I then used ply, secured in place with 2 x 1 battens to replace the frames, I also used a bead of silicon applied from the inside to fill any gaps to make it weather proof.



The Talking Plastics solution is an inner frame, secured to the outer frame from the inside by screws (that don't pass through the hull), that locate in the outer frame and are fixed with helicoid threads



The outer frame was sealed with sufficient mastic to squeeze out all round. I allowed this to partially cure, and then it was easily removed with a Stanley blade.

Whilst it is true that the white of the plastic frame is a brighter white than the original hull pigment, it is not very noticeable as the decals distract the eye



I also took the opportunity to renew the fore hatch, as I didn't fancy replacing the whole unit, as I had no idea how to tackle the stretched headlining.

The hatch was easily removed, by taking out the hinge pins, As this is a stop lock hinge, I renewed that mechanism at the same time the Lewmar instructions as easy to follow.

When the polycarbonate was replaced I did away with the vent, as we now use mosquito net covers

In conclusion, Talking Plastics did what was asked at a reasonable cost and the whole job was much easier than I had expected. Time will tell if the condensation is reduced and if the worst comes to the worst I still have the original frames that could be put back