OMEGA YACHT SERVICES
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Condition, Insurance and Valuation Report

Omega

The survey was conducted by Brett Cross FCIBSE FRINA, Marine Surveyor

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1 Check details

Report No	Jobs/Omega
Inspection	07/05/2008
Website	01702 318878
Email	jeffs.yachts@hotmail.com
Address	23 Hamby Drive
Telephone	01702 318878
Postcode	SS2 5LL

2 Yacht details

Vessel name	Omega
Vessel flying	Ridge Wharf Woolpack, Rearmain
Port of registry	Gibraltar
In attendance	Owner, crew of the vessel cooperated during the inspection
Weather	Dry but windy day
Other	Vessel afloat in Crosshaven

3 General details

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25) Heads

Heads condition	The Heads were tested and functioned well

26) Interior observations

Interior condition	The vessel's interior was found to be in good condition

Surveyor's observations

The interior is created by gelcoat-faced GRP mouldings, which include a suspended floor, and by melamine-faced plywood bulkheads. There is a two-berth forecabin, one heads compartment and a saloon. The saloon has settee-berths, a dining table, a chart table and a large galley with a sink, a gas cooker and a working refrigerator. There is also a double-berth aft cabin. The vessel is fitted with a working Autoterm diesel heating system. The yacht's interior was found to be in good condition.

27) Electronic Gear and Navigation Aids

Present aboard is the following equipment	Steering compass Hand bearing compass GPS chart/plotter GPS Depth sounder Speed log VHF radio
Condition	All of the vessel's electronic equipment and navigation aids functioned well

28) Safety Equipment

The following items were found aboard	Lifebuoy Lifeaft valise type Fog horn Boarding ladder LPG gas alarm Smoke detector alarm Distress flares
Conditions	The vessel's Safety Equipment was found to be in good order

29) Mast, Boom and Spars

Details	The vessel is fitted with a mast and a boom of anodised aluminium
Condition	The mast, boom and spars were found to be in good order but were checked to head height only as the mast was stepped

30) Mast Support

Details	The mast is stepped by an aluminium deck plate
Condition	The mast support system is sound

Surveyor's observations

The mast is stepped by a cast aluminium deck plate and supported internally by a metal kingpost that runs down to the keel. The post is encased in timber. The mast support system is sound.

31) Chainplates

The following chainplates are fitted to the vessel	Forestay chainplate Back stay chain plates Lower shroud chainplate Capshroud chainplates
Condition	All chainplates were found to be in good order and are well attached to the hull

32) Standing Rigging

The following stays and shrouds are fitted to the sailing vessel	Forestay Backstay Cap shrouds Lower shrouds
Type of wire	The standing rigging is of 1x19 stainless steel wire
Terminals at the end of each shroud and stay are made of	Rolled-swaged terminals with bottlescrews
Condition of rig inspection	The mast was stepped and so the standing rigging was inspected to head height only
Age of standing rigging	The standing rigging is the same age as the vessel and has not been replaced
Condition	The standing rigging was found to be in good condition

33) Running Rigging

The following items of running rigging are fitted to the vessel	Mainsheet Genoa sheets Spinnaker sheets Genoa furling rope Halyards Flag halyard
Condition of running rigging	The running rigging was found to be in good condition

34) Sails

Sails condition	Mainsail with slab reefing cringles: *Fair* Mizen: *N/A* No 1 jib: *Good* No 2 jib: *Good* No 3 jib: *N/A* Genoa: *Good* Staysail: *N/A* Yankey: *N/A* Ghoster: *Good* Reacher: *N/A* Code zero: *N/A* Blade: *N/A* Spinnaker-symmetrical: *Good* Spinnaker-asymmetrical: *Good* Cruising chute: *Good* Storm jib: *Good* Storm trysail: *N/A*
Inspection conditions	The sails were hanked and bent onto the spars and were unfurled for inspection
Genoa ultra-violet sacrificial strip	the genoa is fitted with an ultraviolet sacrificial strip

35) Winches

The following winches are fitted to the vessel	Genoa or jib winches Halyard winches on the coachroof
Condition of winches	The winches are in good condition

39) Conclusion

Omega is a good example of this popular and safe family cruiser. She benefits from a good-sized interior and has been properly maintained by her enthusiastic owner

40) Valuation

Once any defects listed in this report have been rectified, the vessel will be worth in the region of:

£50,000.00

A valuation is defined as the estimated amount for which an asset should exchange on the date of valuation between a willing client and a willing seller in an arm's-length transaction after proper marketing wherein the parties had each acted knowledgeably, prudently and without compulsion.

This valuation has been arrived at after investigating the price of similar vessels on the market and by considering the condition of the vessel.

41) Terms and Conditions

It is understood and agreed that the surveyor's report will be a factual statement of the examination carried out within stated limitations and with opinions given in good faith as far as seen and accessible at the time of the survey. It carries with it no guarantee against faulty design or latent defects or suitability of the vessel for any particular purpose, nor any guarantee of compliance with any particular national or international rule, requirement, regulation, law, standard or code, unless specifically requested as a special instruction on this form and confirmed in the text of the report.

Liability for the report is solely to the instructing client and to no other third party, unless otherwise specified and agreed. It is further agreed that no liability will arise for any consequential or economic loss, loss of profits, business interruption or loss of use. It implies no guarantee, no safeguard against subsequent defects, or defects not discovered at the time of the survey in woodwork or areas of the vessel which are covered, unexposed, or not accessible to the surveyor internally due to the installation of non-removable linings, panels and internal structures etc., or agreement and permission and instructions not being given to the surveyor to gain access to closed off areas.

The report carries no warranty regarding ownership of the vessel or any warranty regarding outstanding mortgage, charge or other debt there may be on the vessel.

It is understood that estimates of cost of repair given in the report are rough estimates. Clients should be aware that costs vary subsequently from agency to agency and written quotations should be obtained before decisions made.

Notice of a claim or suit must be made to Omega Yacht Services in writing within 90 days of the date the services were first performed. Failing which lack of notice shall constitute an absolute bar to the claim or suit against Omega Yacht Services.

Both parties undertake to maintain the confidentiality of all information supplied by each other and not to divulge such information to third parties without the prior authority of the other. Omega Yacht Services purports to provide an advisory service only, based on the opinion and experience of the consultant responsible for its compilation and issues such advice without prejudice nor guarantee. Dimensions and specifications given of the vessel are approximate.

These Terms and Conditions shall be governed by and construed in accordance with English law and any dispute arising hereunder shall be submitted to the exclusive jurisdiction of the Courts of England and Wales.

42) Cathodic Protection

It is possible that the vessel is suffering from galvanic corrosion due to the poor continuity between the anodes and the metal components that they are supposed to protect, but it could also be stray current corrosion caused by a fault in the vessel's 12-volt DC or 230-volt AC shore power systems. It could also be caused by stray currents coming from other vessels on the marina or from the marina's shore power and electrical earth bonding systems. The marine electrician should also be requested to check for stray currents in the water around the vessel's berth and also check the marina's 230-volt shore power supply and earth/grounding system.

Stray current corrosion is a type of electrolysis where currents in AC and DC electrical systems wander from their intended path due to an electrical fault or short circuit. Stray current corrosion tends to be localised and manifests itself where the current leaves the vessel's metal objects which, in this vessel's case, could be the starboardside propeller shaft or the P-bracket.

Stray current corrosion occurs when metal with an electrical current flowing through it is immersed in a seawater saline electrolyte. The current can leave the metal and flow through the seawater to ground. This will cause corrosion of the metal at the point where the current leaves. Stray current corrosion can cause rapid deterioration of the metal. Stray current corrosion is different from galvanic corrosion in that galvanic corrosion is caused by connections between dissimilar metals of a vessel's underwater metal components, and utilizes the electrical potential of those dissimilar metals. Electrons flow from one dissimilar metal (the anode) to another dissimilar metal (the cathode)

Both stray current and galvanic action corrosion occur because various metals used in a boat have different electrical potential properties. The different potentials or willingness to give up electrons are measured on what is called a 'galvanic scale'. Zinc sacrificial anodes are electrically bonded to bronze components, because zinc is higher on the galvanic scale and will be eroded away well before the propellers, brass seacocks and skin fittings. Zinc is present in the bronze and brass alloys. Zinc is easily dissolved away, turning bronze and brass fittings into copper and making them pitted, weak, unsafe and turning them pink in colour.

The metal that gives 'waste-away' electrons is called the anode. The metal that receives the electrons is the cathode, but the metals can't exchange electrons unless an electrolyte, such as seawater, is present. Zinc anodes protect cathodes, such as the propellers and seacocks. Once the zinc anodes have been sacrificed, the propellers and seacocks will become an anode and the zinc content in the bronze and brass alloys will waste away in favour of the stainless steel propeller shafts.