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Condition, Insurance and Valuation Report

“Solway Ranger”

Name of Vessel	Solway Ranger
Type of Vessel	Moody 31 bilge-keel sloop
Official Number	703869
SSR Number	138690
Sail Number	none shown but believed to be 29
Hull Number	PLY0073/84
Hull Moulding Number	029
Vessel Lying	Poole Yacht Club boatyard, Poole
Owner	Mr Ian Stockdale
Address of owner	Selsdon, Butlers Lane, Ringwood, BH24 1UB
Date of Survey	22 nd February 2013

Survey was conducted for Mr Stockdale for the purpose of a condition, insurance and valuation report by Nick Vass MIIMS, Registered Marine Surveyor.

General Description and Identification

“Solway Ranger” is a Moody 31 bilge-keel GRP sloop. The vessel has a white hull and white superstructure. There are two blue detail lines around the topsides below the aluminium toerail.

The vessel’s name “Solway Ranger” is displayed upon the transom. The Official Number 703869 is shown on the main bulkhead. The SSR Number 138690 is shown upon the sides of the superstructure. The Hull Number PLY0073/84 is moulded into the stern, along with the Hull Moulding Number 029. The original Yard Number plaque is missing from the electrical switch panel.

Principal approximate dimensions* and parameters:

Length O.A.	9.37m	30’9”
Length W.L.	7.75m	25’5”
Beam	3.2m	10’6”
Draft	1.12m	3’8”
Displacement	4,530kg	9,989lb
Year of construction	1984	
Builder	Marine Projects, Plymouth	
Designed by	Bill Dixon	
Engine	Beta BD1005 28-hp marine diesel	
Accommodation	6 berths in 2 cabins	

*All the dimensions listed are approximate and taken from various publications, such as ‘Bristow’s Book of Yachts’.

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Survey conditions. Date 22nd February 2013

The vessel was inspected on a dry day ashore in a boatyard. The engine was not started.

Survey limitations

The mast was stepped; hence, the rig was inspected to head height only. No dismantling of the hull, machinery or furniture took place, other than lifting or unscrewing portable boards and covers.

The vessel was inspected ashore and so the engine could not be started and items such as the stern gland, keel bolts and seacocks could not be tested for leaks.

No dismantling of the engine took place and so the internal condition of the engine cannot be commented upon. Components hidden from view, such as the sump, crankshaft, camshafts, pistons, valves and cylinder head gaskets could not be examined for latent defects. No compression tests of the cylinders took place.

Comments can only be made with regard to the general condition of the engine on the day of the inspection. No guarantee can be made regarding the life expectancy of the engine.

This report is subject to the conditions set out in Appendix 1 (page 13).

In attendance

The owner of the vessel was not present during the inspection.

Condition Report

Hull

The vessel has a hull of GRP that is stiffened by an internal moulding, also of GRP, plywood bulkheads, semi-bulkheads, bonded-in locker dividers, glassed-in foam stringers and floor moulding support beams. The hull's GRP construction utilises a lay-up of polyester resin, mixed-strand glass fibre matting and woven rovings finished with pigmented gelcoat. The thickness of the hull increases around the keel areas. The coachroof and inner coamings are stiffened by a core sandwich construction. Deck fittings were found to be reinforced by plywood pads. During the inspection, no dismantling of the hull took place.

The topsides are finished with unpainted white-pigmented gelcoat. Below the waterline, the hull has been painted with several coats of epoxy resin.

I scraped away the blue antifouling paint in twenty-two places and found no evidence of osmotic blistering in the areas scraped.

I tested the hull for moisture content in random areas above the waterline and in the areas scraped of antifouling below the waterline with a Sovereign moisture meter set onto its 'A' scale. The readings averaged 4 above the waterline and 12 below the waterline, ranging from 5 to 14. These readings are normal for a vessel of this age.

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I percussion-tested the hull with a plastic-faced hammer and found no evidence of delamination of the GRP construction.

The topsides of the hull are in good cosmetic condition.

Superstructure

The superstructure consists of a deck, coachroof and cockpit in one moulding of GRP. The deck, coachroof walk area and cockpit seats are stiffened by glassed-in foam lateral members and fore and aft stringers. The structure is stiffened by areas of core sandwich construction and bonded-in stringers and beams. Areas of load are backed with plywood plates, which were found to be in good order, where access was possible.

The finish of the superstructure is unpainted white-pigmented gelcoat.

Stress cracking was found around some stanchion bases and around the deck. This damage is minor at present but should be monitored. The cracks should be ground or cut back to a depth of 3mm, or to sound laminate, whichever is greater, forming a taper around the perimeter. Then they should be washed, thoroughly dried out and rebuilt with matching gelcoat resin.

I both walk-tested and percussion-tested the superstructure with a plastic-faced hammer and found no evidence of delamination of the structure.

Hull-Superstructure Joint

The hull and deck were joined together by an inboard shoebox flange joint, which was internally bonded and epoxy-filled. The joint is screwed together at 6" intervals and finished by an aluminium toerail.

The joint and toerail were found to be in good order and appropriate for the size of the vessel.

Keels and Ballast

The vessel is fitted with iron bilge keels that are bolted to the vessel by studs, nuts and backing plates. The mild steel keel nuts and studs were not disturbed during the inspection and were found to be slightly rusty around the heads, which is normal for a Moody yacht of this age. The starboardside keel bolts could not be inspected due to the presence of a securely fastened fresh water tank under the starboardside. It would be advisable to remove the water tank to inspect the keel bolts in the near future.

No significant movement was noted between the hull and the keels. The keels were found to be in good order with no sign of damage due to heavy grounding.

Bilge and Access to Bilge

Access to the bilge is made by lifting the saloon sole boards and through the engine compartment.

All portable boards were lifted for inspection. The bilge is clean and dry.

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The vessel is fitted with internal mouldings of GRP, which hamper access to all areas of the bilge. Although quite restrictive, access to the bilge cannot be easily improved and modifications would not be practical.

Stern Gear

The vessel is fitted with a three-bladed folding bronze propeller, which is attached to a conventional shaft running through a 'P' bracket with cutless bearing. A stern gland is fitted to the shaft inside the vessel.

The cutless bearing is slightly worn and consideration should be given towards replacing it in about one year's time.

Otherwise, the stern gear was found to be in good order.

Rudder

The vessel's rudder is skeg-hung and is constructed of GRP. The rudder is in sound condition.

I scraped away the antifouling paint in eight places on the rudder and found that it had been lightly coated with epoxy resin.

I percussion-tested the rudder with a plastic-faced hammer and would conclude that the laminate is damp, which is normal for a Moody yacht of this age and should not constitute a problem yet.

I tested the rudder for moisture content with a Sovereign moisture meter set onto its 'A' scale and found that the readings ranged from 14 to 18.

Steering Gear

The vessel is fitted with a timber tiller, which is in good order.

Bulkheads and Bondings

There is a main bulkhead of marine plywood under the mast and a semi-bulkhead creating the galley area of the vessel. The vessel is also stiffened by internal mouldings of GRP.

All bulkheads and internal mouldings were properly bonded to the inside of the GRP hull with glass fibre matting and resin, and all were found to be in sound condition.

The hull is further stiffened by two semi-bulkheads in saloon and aft cabin, as well as locker dividers, all of which are properly attached with well-wetted glassed-in bondings.

Anodes and Cathodic Protection

A pear-shaped anode is bolted to the hull on the starboardside. It has slightly depleted, showing that it has been effective, but does not need to be replaced yet. The hull anode is properly bonded to the engine block and battery negative terminals. I tested for electrical continuity between the anode and the engine block with a multimeter.

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Part-depleted anodes are also fitted to the propeller shaft and to the propeller.

No serious sign of electrolytic corrosion of underwater fittings or the stern gear was noted.

Sprayhood, Dodgers and Other Canvas Work

The vessel is fitted with a cockpit cover, sprayhood, boom/sail cover, tiller cover and cockpit dodgers of blue acrylic cloth.

The canvas work of the vessel was found to be in serviceable condition.

Cockpit

The vessel benefits from a deep, safe cockpit for six adults. There is a bilge pump fitted to the portside locker. Large cockpit scuppers are fitted for drainage. The vessel has tiller steering.

Deck Fittings

The following deck fittings are present on “Solway Ranger”:

- Bow cleats x 2;
- One side cleat and one stern mooring cleat per side;
- Two side mooring cleats per side;
- Pulpit, pushpit and stanchions;
- Winches;
- Timber grabrails on coachroof;
- Toerails;
- Jackstays of nylon webbing;
- Liferaft bracket;
- Forehatch and saloon skylight;
- Main hatch;
- Anchor locker with lid;
- Cam cleats for halyards on coachroof;
- Chainplates;
- Fuel and water filler caps;
- Pulley blocks on coachroof for mainsail furling ropes.

All deck fittings were found to be in good order.

Electrical Installation

The electrical system is 12 volt, charged by engine alternator and distributed by two switch panels and an isolator switch. Two batteries are fitted into a locker under the aft cabin berth. A working 230-volt shore power system is fitted with a circuit breaker.

The electrical systems were found to be in good order.

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Engine

A Beta BD1005 28-hp marine diesel engine is fitted to substantial beds and bearers. The engine serial number is 5N8309 K16229. The engine was not started during the inspection, as the vessel was ashore. It appears to be roughly six years old.

The engine control levers are free to move and well-located in the cockpit. The engine and gearbox oils were found to be at the correct level and clean.

No dismantling of the engine took place and so the internal condition of the engine cannot be commented upon. Components hidden from view, such as the sump, crankshaft, camshafts, pistons, valves and cylinder head gaskets could not be examined for latent defects. No compression tests of the cylinders took place.

Comments can only be made with regard to the general condition of the engine on the day of the inspection. No guarantee can be made regarding the life expectancy of the engine.

The engine should be serviced and a spare impeller should be carried.

Seacocks, Valves and Skin Fittings

The following skin fittings and seacocks were found below the waterline:

- Heads inlet;
- Heads outlet;
- Galley sink outlet;
- Vanity basin outlet;
- Engine coolant inlet;
- Speed log paddlewheel.

All seacocks and skin fittings below the waterline were double-clipped to flexible hoses and found to be in good order. All hoses are of reinforced PVC.

Most of the seacocks and skin fittings are bonded to the hull anode. All skin fittings were bright yellow when scraped, showing little corrosion had taken place.

A blanking plug should be located near to the speed log paddlewheel in case of emergency.

The following skin fittings are located above the waterline:

- Bilge pump outlet;
- Engine exhaust;
- Anchor locker drain;
- Cockpit drains.

Skin fittings above the waterline were found to be in good order.

Mast, boom and spars

Silver anodised aluminium mast and boom by Kemp are fitted to the vessel. The boom is fitted with 'Profurl'-type furling gear.

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The mast, boom and single set of shroud spreaders were visually observed and found to be in good order, but were inspected to head height only. The gooseneck fitting is in good order.

Mast Step and Mast Support

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 enclosed in vinyl where it runs through the saloon. The mast support system is sound.

Chainplates

The chainplates on “Solway Ranger” include:

- Substantial stem head fitting for forestay;
- Stainless steel strap plate for backstay;
- Deck strap on coachroof for babystay;
- Four chainplates for the two cap shrouds and two lowers.

All chainplates are well-attached to the hull. The chainplates, including stem fitting, are in good order.

Rigging - Standing

The following 6mm 1x19 stainless steel wire shrouds with roll-swaged eye toggle terminals were present:

- Forestay;
- Backstay;
- One lower side stay per side;
- One cap shroud per side;
- Babystay.

Bottlescrews are fitted at the base of each shroud, all of which are correctly fastened with grub screws or split pins.

The standing rigging was inspected to head height only and was found to be in good order.

Rigging - Running

The following running rigging items were present:

- Genoa furling control rope;
- Topping lift;
- Mainsheet;
- Kicking strap;
- Flag halyards;
- Halyards.

The running rigging was found to be in good order.

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Bilge Pumps

A manual bilge pump is located in the cockpit and was found to be in good working order.

Consideration should be given to fitting a second bilge pump, perhaps an electrical-powered item. Alternatively, a bailer could be purchased for removing water from the vessel.

Winches

The vessel is fitted with the following winches:

- Two self-tailing genoa winches by Lewmar;
- Two halyard winches on mast;
- One halyard winch on coachroof;
- On-boom furling gear;
- Two spinnaker sheet winches.

All winches are in good order.

Stanchions and Guardrails

The safety rail system includes a pulpit and a pushpit. There are three anodised aluminium stanchions per side with aluminium feet. Two stainless steel guardrails are fitted to each side.

The lashings securing the guardrail to the pulpit and pushpit are sound.

Sails

The sail wardrobe of “Solway Ranger” includes the following sails:

- Genoa of roller furling type with UV sacrificial strip;
- Mainsail with full battens;
- Spinnaker.

The sails were found to be in good serviceable condition.

Fire Fighting Equipment

Fire fighting equipment of the vessel includes a fire blanket in the galley and BSEN3-approved dry powder fire extinguishers in the saloon, forecabin and galley.

Fresh Water

A stainless steel fresh water tank is located under the starboardside saloon berth. It is not the vessel’s original equipment. Hot and cold water is electrically pumped to the galley sink and to the vanity basin in the heads compartment.

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Fuel Installation

A slightly rusty painted steel fuel tank is located in the portside cockpit locker and was found to be in serviceable order, but consideration should be given towards replacing it in the future.

Gas Installation

A gimballed cooker with two-burner hob, grill and oven is located in the galley. A Calor gas bottle is located in the starboardside gas locker in the cockpit. The gas locker is vented over the topside via the cockpit drains.

The gas system comprises copper pipe with flexible hose at each end, armoured at the cooker's end. The gas hoses should be replaced, as they are date-stamped 2005 and are now eight years old.

Otherwise, the gas system is in good order.

The cooker is of the Flavel Vanessa type and its hob burners are not fitted with flame failure devices. The cooker should not be left unattended when lit and the gas supply should be turned off at the gas bottle end when the cooker is not in use.

Recommendation:

- Replace both flexible gas hoses.

Ground Tackle

A 30lb 'CQR'-type plough anchor is located in the anchor locker shackled to chain and warp.

The anchor chain and warp should be measured and made up to at least fifty meters in length, if necessary.

Hatches

The main hatch is of GRP and slides forward. It is fitted with washboards of marine plywood. The forehatch is of acrylic and hinges backwards. An acrylic skylight is fitted above the saloon.

All hatches were found to be in good order.

Interior

The interior is created by gelcoat-faced GRP mouldings, which include a suspended floor, and by hardwood-faced plywood bulkheads.

There is a two-berth forecabin, a separate heads compartment with hanging locker and a saloon. The saloon has settee-berths, chart table, dining table and an 'L'-shaped galley with sink, stove and coolbox. There is also a two-berth aft cabin.

"Solway Ranger's" interior was found to be in good condition.

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Heads

A sea toilet by Jabsco is located in a separate compartment. The heads were tested and functioned well. The hoses are formed into sufficiently high anti-siphon loops.

Ventilation

There is an opening skylight in the coachroof and two opening portlights in the aft cabin. Two Vetus-type vents are fitted to the coachroof above the saloon.

Windows

Two windows are fitted to each side of the coachroof. They are of tinted acrylic in aluminium frames.

No evidence of serious leakage was noted around the windows.

Electronic Gear

Present aboard is the following equipment:

- Depth sounder by Autohelm in working order;
- Log by Autohelm in working order;
- Wind speed and direction indicator by NASA in working order;
- Tiller pilot by Autohelm in working order;
- VHF radio of the DSC type by Standard Horizon in working order;
- Navtex in working order;
- Radar by Furuno in working order;
- GPS by Garmin in working order.

Safety Equipment

The following items were found aboard “Solway Ranger”:

- Fog horn;
- First aid kit;
- Radar in working order;
- Horseshoe lifebuoy with floating line and light;
- Danbuoy;
- Jackstays;
- Lifejackets with harnesses x 4;
- Harness clip-on eyes in cockpit;
- Distress flare pack;
- VHF radio in working order;
- Radar reflector on mast;
- Liferaft of the canister type.

The VHF radio call sign is MDBP4. The VHF radio MMSI number is 235007627.

The RYA C8/02 “Cruising Yacht Safety” and RNLI yacht safety booklets should be referred to for advice on fitting out the vessel with safety equipment.

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Navigation Lights

Navigation lights include:

- Bi-light on bow in working order;
- Stern light in working order;
- Tricolour light on mast in working order;
- Steaming light in working order;
- Anchor light in working order.

Navigation Equipment

The following navigation equipment is fitted to “Solway Ranger”:

- Steering compass by Plastimo in working order;
- Hand bearing compass in working order;
- Depth sounder by Autohelm in working order;
- Log by Autohelm in working order;
- Navtex weather forecast receiver in working order;
- Radar by Furuno in working order;
- GPS by Garmin in working order.

Other Equipment

- Bucket;
- Boat hook;
- Broom;
- Barometer;
- Clock;
- Ensign;
- Motor sailing cone-shaped signal;
- Winch handles.

The above-listed items of the vessel’s equipment were found to be in good and serviceable condition, where it could be tested and/or seen.

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Recommendations:

The following recommendation must be rectified before the vessel is put to sea:

- Replace both flexible gas hoses.

In Conclusion

“Solway Ranger” is a very good example of this popular and safe family cruiser. She benefits from a good-sized interior and has been well maintained by her enthusiastic owner.

“Solway Ranger” is safe to put to sea after the above recommendation has been rectified, and should continue to provide her owner with many more years of happy sailing.

Valuation

£35,000.00 (thirty-five thousand pounds only)

This valuation has been arrived at after investigating the price of similar vessels on the market and by considering the condition of the vessel together with its rig, mast, engine and sails.

Signed by

**Nick Vass, MIIMS DipMarSur YS
Registered Marine Surveyor
Omega Yacht Services**

This report contains thirteen pages.

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APPENDIX 1

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.