OPTIMUM MARINE SURVEYS

OLIVER BYLES

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MARINE SURVEYOR

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Report of Insurance Condition and Valuation Survey

"Fino"

The name of the vessel was displayed on the transom.

Type of Vessel:	Fino 30 (Classic Sports Runabout)
Hull Number:	None found.
Yard/Serial Number:	None found.
Registration:	None found.
Vessel Lying:	Yacht Haven Quay (dry stack), Plymouth, Devon
Owner (instructing):	Mr Nick Sprague
Address of Owner:	No Sea View, Shepherds Court, Lower Lane, Ebford, EX3 0FD
Date of Survey:	14th April 2023

Principle Dimensions (Dimensions are listed as approximations only and were taken from information found online and are not verified by measurement during the inspection)

Length OA:	10.39m	30'3"
Beam:	3.40m	9'3"
Draft (max):	0.92m	2'9"
Builder:	Fino Marine, USA	
Designer:	Walt Walters	
Year of construction:	c1970	
Engine:	Twin Mercury inboard V8 petrol	
Accommodation:	2 berths in forward cabin.	

Survey Conditions

The vessel was inspected on a mild, bright day with light breeze whilst stored ashore on boat trailer in a boatyard. The vessel was not moved, lifted or launched during the inspection.

The outside temperature was approximately 12°C and atmospheric humidity was at 61%.

Survey Scope and Limitations

The survey was instructed by the owner to establish the condition of the vessel to satisfy the requirements of her insurers.

This is a limited scope survey only, reported as the vessel was found on the day of inspection, defined by the limitations below. Wheresoever in the body text of this report any recommendation or suggestion is made that further checking, investigation or inspection be carried out on any specific aspect of the vessel, particularly where it is recommended that a specialist (such as an engineer or rigger) carries out this work, it is thus recommended that this be carried out prior to the completion of the purchase such that the fullest assessment of the vessel's condition is made.

Access to the underwater hull was inhibited by the road trailer bunks, chassis and rollers.

Minor defects which would be considered of cosmetic significance only, particularly those which cannot be seen during the normal usage and operation of the vessel, may not be reported herein.

No dismantling of the hull, machinery or fittings took place, other than removing portable boards and covers and locker contents. No fixed elements of the vessel's interior (including lining panels, sole boards, other joinery etc.) were removed or disturbed during the inspection. Any areas hidden by fixed elements of the interior or fitted part of the machinery or fixtures cannot be said to be free of defects.

All of the vessel's onboard tankage was inspected externally and in situ. No pressure testing of the tankage was carried out, or tests for contamination were made.

The vessel was not seen afloat, so none of the through-hull fixtures including the sterndrive, seacocks/underwater plumbing or fitments could be inspected for leaks.

No dismantling of the engines or gearboxes took place, so the internal condition of the engines and gearboxes cannot be commented on. Engine and gearbox components hidden from view could not be examined for latent defects. The engines were not started during the inspection as the vessel was ashore. Comments can only be made regarding the general condition of the engines and gearboxes on the day of inspection. No guarantee can be inferred regarding the life expectancy of the engines or gearboxes. No aspect of this inspection or report infers or constitutes an "Engineering Survey" such as may be carried out by a marine engineer with factory training or qualifications relevant to the brand/type of the machinery installation onboard.

In the process of the survey and compiling this report, no investigation has been made regarding the ownership of the vessel, it's location and date of construction or tax status unless further specified herein.

This report does not serve to confirm compliance with any class rule, regulation or statute, including the EU Recreational Craft Directive. It is not required for the vessel to be compliant with the RCD as it predates the legislation. No assessment of stability, or performance relating to any specific mode of usage was carried out.

This report is subject to standard conditions which can be found at http://www.optimummarinesurveys.co.uk/services/ and which are abbreviated in the Appendix.

Liability for the contents of this report is extended to the instructing client only. No liability is extended to any 3rd party who may see it or be in possession.

In Attendance

The owner was not in attendance during the inspection.

Contents

Exterior Hull

The vessel had GRP hull, stiffened by glassed-in bulkheads, semi bulkheads, longitudinal and stringers, floors and locker dividers. The construction utilised a lay-up of polyester resin, mixed glass-fibre matting and woven roving.

The hull was of the deep Vee planing type, with swept moulded spray rails and a hard chine.

The hull was finished in the dark blue two-pack spray applied paint over high build filler/primers on the topsides which was found in very good condition.

The underside of the hull was coated with what appeared to be a hardened epoxy primer below the waterline. The underside was not antifouled.

Very small pinpricks to the surface of the epoxy were noted in numerous small, localised patches. This is suggestive of the underlying gelcoat surface having been aggressively shot blasted to remove old coatings prior to epoxy application, or possibly of previous aeration to the underlying gelcoat or poor adhesion/mixing of the epoxy. Given the usage and storage of the vessel in a dry stack, this was not presently of concern.

The hull was gently percussion tested during the survey with a plastic faced hammer as far as accessible. No dull soundings suggestive of delamination were found.

Moisture meter readings were taken over the topsides and underwater hull using a Sovereign Quantum Marine Meter using both deep and shallow modes. Readings were taken in approximately 50 random areas both above and below the waterline.

Meter readings (scale 0-100) were all found to be below 20 on the hull above the waterline in shallow mode, with readings reducing slightly with the meter placed into deep mode. The laminates can thus be considered dry for all practical purposes.

Below the waterline, readings were generally found to be in the range of 21 to 31 in shallow mode, remaining in the same range in deep mode. This indicates a moderate moisture content.

The transom and quarters were fitted with a timber rubbing strake with a stainless steel capping which was well attached and in good order.

The hull was considered to be in good condition as far as could be assessed.

Superstructure and Deck

The vessel's superstructure consisted of a single piece GRP moulding comprising forward and side decks, a deep cockpit well with a large aft sunbed/engine hatch and a recessed bathing platform. The on-deck walking areas were stiffened by core sandwich construction and had been finished with Flexiteak synthetic decking.

The superstructure was otherwise finished with spray applied white paint and/or gelcoat.

The deck was walk tested using the weight of the surveyor and no deflection noted that would be of any concern for a vessel of this age. The flexing teak decking largely made percussion testing of the superstructure laminates impossible. Where they could be tested with a hammer, they were found to be sound.

Upon inspection, a crack and localised delamination was found to the underside of the engine hatch laminates. The engine hatch now requires repairs.

The superstructure moulding was found in good condition.

Recommendations and Maintenance:

- Repair the engine compartment hatch.

Hull-Superstructure Joint

The hull and superstructure mouldings were joined together by a shoebox flange joint, which was sealed internally, and mechanically fastened through an extruded aluminium rubbing strake.

The hull to deck joint was further consolidated by over lamination inside the vessel.

The hull-superstructure joint was found in good structural condition where it could be inspected (internally limited to the engine compartment and anchor locker).

The rubbing strake was well attached and was in good condition.

Internal Hull Structure, Bulkheads and Bondings

The hull was internally stiffened by marine plywood bulkheads, semi bulkheads, locker dividers, floor bearers, engine bearers, longitudinal and transverse form stringers and transverse floors.

Access to directly inspect the attachment of the internal stiffening was restricted in numerous areas by the nature of the design and fit out of the vessel.

As far as could be accessed, the internal hull structure and stiffening was all in sound order and well attached to the inside of the hull moulding.

Hull Fittings

Stern Gear

The vessel was fitted with two 14x25 bronze propellers secured to the shaft tapers by double locking nuts and split pins.

The propellers were hammer sounded and found in good order, appearing almost as new. The propellers were manually heaved and found to be well seated.

The propeller shafts were rotated and seen to be rotating true and well aligned into the bronze shaft tubes.

The shafts were supported by cutless bearings mounted inside bronze P brackets bolted to the underside of the hull which were found to be well secured.

The shaft tubes were sealed by conventional packing box type glands with a removable greaser point (no greaser screws were fitted). The glands were secured to the ends of the shaft tube by a rubber jumper hoses which appears to have been recently renewed.

It was noted that the port side stern tube had recently been re-seated, with works to fair in the bolt holes to the exterior of the hull still to be completed.

The vessel was also fitted with a Bennett electrohydraulic trim tab system. This was operated from helm position and found to be functional on the day of survey. The trim tabs were well attached to the transom and in serviceable condition.

Rudders

The vessel was fitted with twin bronze rudders hung from tiller clamps at the head of each of the bronze rudder tubes behind the engines.

The rudders were hammer sounded and found to be in good order, appearing to have recently been refinished.

Both of the rudders were manually heaved, and the rudder bearings were found in good order.

The rudder shafts were sealed by conventional packing box type glands (no greasers fitted).

The rudders were found in serviceable condition.

Anodes and Cathodic Protection

The vessel was fitted with single zinc shaft anodes. These were approximately 10% depleted.

Holes had also been drilled in the rudders to take anodes; however, none were fitted.

It was noted that no anodes were fitted to the trim tabs.

An anode was fitted to the propeller boss on the bow thruster (appeared to be brand-new).

Whilst the vessel is being dry stacked and not being left afloat, anode depletion is likely to be minimal. None that were fitted require renewal at present.

Seacocks, Valves and Skin Fittings

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

- Depth transducer (plastic fitting);
- Speed log (plastic fitting);
- Two defunct yellow metal skin fittings and seacocks (capped off) in the engine compartment;
- DZR brass seacocks and skin fittings for the engine raw water intakes.

The seacocks below the waterline were hammer tested, operated and visually inspected.

All were found to be free from significant corrosion, dezincification or damage.

Hoses below the waterline were fitted with two hose clips at each end and were of the reinforced type.

It was noted that the engine raw water intakes had been moved forward to facilitate full access for operation of the seacocks.

The following skin fittings were found above the waterline, all well attached and in serviceable condition:

- Bilge pump outlets;
- Fuel tank breather;

There were several defunct fittings above the waterline which were capped off.

On Deck

Deck Fittings

The following deck fittings were found:

- One retractable forward mooring cleat on each side;
- Two fixed mooring cleats on the foredeck
- Fuel filler cap;
- One retractable aft mooring cleat per side;
- One retractable midships mooring cleats per side;
- Flagstaff socket;
- Transom step;
- Timber handrails;
- Air intake grilles

The deck fixtures and fittings were found in serviceable condition and were well secured as far as could be established.

Hatches, Windows and Ventilation

The cockpit area was fitted with a wraparound tinted windscreen. This was found in very good condition and was well fixed.

The principal companionway door was of timber, mounted in a timber frame in the accommodation bulkhead. It was noted that there was a small gap between the timber frame and the bulkhead, with gaps showing between the bulkhead cut out and frame. The frame should be re-fixed.

The foredeck was fitted with two raising portlights/vents with toughened glass glazing and stainless steel/chromed frames. These were in serviceable condition.

None of the windows, hatches, or doors was hose tested or sonically tested for leaks during the survey which was carried out during dry weather.

Navigation Lights

The operational navigation lights fitted in accordance with international collision regulations included:

- Large bow bi-light fitting;
- Stern light;

Cockpit

The vessel was fitted with a deep central cockpit.

The cockpit was fitted with forward helm seat to port, navigator's seat to starboard and large bench seat of which had been reupholstered in blue leather.

The dashboard had also been replaced, and the cockpit polished.

Cockpit sole was fitted with laid teak decking which was in very good condition.

The cockpit was generally found in very good order.

Systems and Interior

Interior

The vessel's simple fore cabin interior had recently been refitted with new linings, varnish work and upholstery, all in very good condition. The interior was in good order.

Bilge and Access

Access to the bilges on board was limited in places by the nature of design and fit out. All portable boards and hatches were lifted for inspection.

A small amount of water was noted in the base of the engine compartment bilges.

Otherwise, the bilges on board were found dry where access was possible.

Keeping the bilges dry and clean is an important part of the maintenance of the vessel as any spillage or ingress can subsequently be monitored and the point of ingress rectified.

Steering Systems

The vessel was fitted with a cable actuated wheel steering system which was turned from lock to lock with the vessel ashore and found operate smoothly.

The two tiller arms were connected by a drag link bar. All was found in serviceable condition.

No means of emergency steering was found on board. No autopilot was fitted.

A Max Power 12 V bow thruster unit had recently been fitted. The bow thruster was found to be well installed, however, was not checked for leaks with the vessel ashore. The thruster was switch tested from the helm position control and found operational (not checked under load).

Electrical System

The principal electrical system was 12V, charged by the engine alternators, and by a Mastervolt 230V battery charger installed as part of the shore power system.

The vessel's batteries were of the sealed standard lead acid Varta type (180 Ah) and were laid into the centre of the engine compartment. The batteries were well secured and were in good order. The batteries were not load tested during the inspection.

The electrical system was isolated by toggle type isolator switches beneath the bench seat in the cockpit. A crossover switch was also fitted. The principal distribution board was located on the port side of the fore cabin. The fused panel was fitted with a voltmeter and ammeter.

There was sufficient charge in the batteries to run all domestic and navigational equipment on the day of survey (engines not started).

The wiring the engine compartment was generally found to be well clipped and routed.

The vessel was also fitted with a 230V shore power system, including a shore power lead, connection point, sockets, and a battery charger. The system was protected by a circuit breaker switch, distributed through a second section of the main panel.

The shore power system was not tested on the day of survey as there was no available outlet.

It was evident that the vessel had been rewired and electrically refitted, all of which appeared to have been carried out to a good standard.

Engines

Twin Mercury V8 petrol engines were fitted in the engine compartment beneath the aft deck. The engine serial numbers were not located. The engines are not original to the vessel.

The engines were connected to Walter V-drive gearboxes which appeared well installed. The prop shafts and power take-off shafts appeared well attached and in good order. The port side gearbox was replaced as new in 2022.

The engine compartment was accessed by a double hatch beneath the aft sunbed opening athwartships (see also section on superstructure).

The engines were found to be clean, and free from any notable external corrosion, oily residue or evidence of raw water leakage.

The flexible engine mountings bolted to the original GRP laminated engine beds and/or angle iron engine bearers were found in serviceable condition as far as could be established without running the engines.

The GRP and timber engine beds were in good order with no evidence of stressing or delamination.

The engine exhaust systems comprised cast elbows and manifolds with exhaust hoses and silencers to outlets above the waterline on the transom (one outlet for each head). As far as could be ascertained, the exhaust systems appeared to be in serviceable condition, although three of the hose clamps were corroded.

The engine oils were at the correct level on the dipsticks.

The engines were directly salt water cooled with transom inlets directly plumbed to seacock valves in the engine compartment and bowl type strainers. No evidence of significant perishing was noted on any the hoses that could be readily inspected, nor was any evidence of salty/corrosion build up noted around any of the hose unions (see also section on seacocks and skin fittings).

The engines were fitted with control cables, with control heads mounted at the helm position in the cockpit. The controls were free to move with the correct detent in neutral and functioning neutral buttons.

None of the engine panel or ignition systems were tested during the survey. Analogue engine hour meters were fitted at the dashboard. It was not known whether the hours were correct for each engine.

The engine compartment was fitted with blowers which were found operational. It must be ensured that these are run for a significant period of time prior to starting the engines to ventilate the bilges of any petrol fumes.

No service history for the engines was seen. It should be noted that the manufacturer recommends that the engines are serviced the sooner of annually or every 100 running hours.

Recommendations and Maintenance:

- Ensure that the manufacturer specified service schedule and running periods are maintained for the engines.
- Replace the corroded exhaust clamps.

Fuel Installation

The vessel was fitted with two aluminium fuel tanks, mounted beneath the cockpit. Only the very outboard most/topsides of the tanks could be inspected as they were otherwise hidden behind fixed panelling.

The tanks, filtration systems and connecting hoses (correct type) were found in good order and were well installed. Balancing pipework was fitted, however, was not connected. The engines drew fuel from the tank on the respective side.

The fuel tanks were fitted with level gauges, mounted at the helm position which were not checked as the ignitions were not switched on.

It was noted that the fuel tanks were not completely segregated in their own compartment away from the engine compartment and that there were no remote fuel shut off valves. Consideration should be given to fitting remote shut-offs in the cockpit with a valve on each tank secured directly to the feed pipe spigot.

The fuel systems were otherwise found in good order as far as could be ascertained.

Recommendations and Maintenance:

- Consider fitting emergency fuel shut-off valves that can be operated remotely from the cockpit to the top of the fuel tanks.

Bilge Pumps

The vessel was fitted with a 12V bilge pump in the engine compartment, and in the central bilges. The engine compartment pump was found operational by the switch at the helm position and also by an automatic float switch.

A manual auxiliary bilge pump was also fitted on board, which was in good order and well installed.

Fire Fighting Equipment

Two 1kg ABC dry powder automatic fire extinguishers were fitted on brackets in the engine compartment. The units were dated 2017 and 2018. Much though dry powder is likely to be effective in extinguishing a fire, it will also create a large amount of mess and possibly damage to the engines. Consideration should be given to changing the fire extinguishers for clean agent units of a suitable size for the volume of the engine compartment.

No fire extinguishers were fitted in the accommodation or cockpit although a spare automatic extinguisher was found loose in the cockpit locker.

No smoke or carbon monoxide alarms were fitted.

Recommendations and Maintenance:

- Fit portable fire extinguishers in the accommodation and cockpit (suggest 1kg ABC dry powder).
- Consideration should be given to renewing the engine compartment automatic fire extinguishers for clean agent equivalents of suitable size for the compartment.
- Fit smoke and carbon monoxide alarm suitable for use in the marine environment.

Fresh Water System

No domestic fresh water system was fitted on board.

Gas System

No domestic gas system was fitted on board.

Electronics and Navigation Equipment

The following electronic equipment was found on board:

- Garmin GPSmap 441 chart plotter (seen working)
- Cobra Marine HH 350 handheld VHF radio (seen working);
- Stereo system (seen working);

Safety Equipment

The following safety equipment was found on board:

- 1st aid kit;
- Lifejackets;
- Pyrotechnic distress flare pack (date expired).

The RYA and RNLI and the MCA all publish information on cruising safety, which can be referred to when fitting out any vessel with safety equipment.

Recommendations and Maintenance:

- It is the skipper/operator's responsibility to ensure all safety equipment on board is serviced, in date, and appropriate for the size of vessel, number of crew and extents/conditions of cruising to be undertaken. Expired pyrotechnic flares should not be kept on board.

Other Equipment

Other equipment found on the vessel including, but not limited to:

- Fenders;
- Warps;
- Boathook;
- Shore power lead;
- Full boat cover;
- Spare engine oil and fluids;
- Cleaning equipment;
- Flagstaff.

Recommendations and Maintenance Summary/Classification

Section 1

The following recommendations must be rectified before the vessel is put to sea as they directly concern either the safety of the crew or the integrity of the vessel:

1. Fit portable fire extinguishers in the accommodation and cockpit (suggest 1kg ABC dry powder).
2. Consideration should be given to renewing the engine compartment automatic fire extinguishers for clean agent equivalents of suitable size for the compartment.
3. Fit smoke and carbon monoxide alarm suitable for use in the marine environment.
4. It is the skipper/operator's responsibility to ensure all safety equipment on board is serviced, in date, and appropriate for the size of vessel, number of crew and extents/conditions of cruising to be undertaken. Expired pyrotechnic flares should not be kept on board.

Section 2

The following maintenance items should be dealt with when practical, or within the timeframe specified, as part of a rolling programme of maintenance of the vessel:

1. Repair the engine compartment hatch.
2. Ensure that the manufacturer specified service schedule and running periods are maintained for the engines.
3. Replace the corroded exhaust clamps.
4. Consider fitting emergency fuel shut-off valves that can be operated remotely from the cockpit to the top of the fuel tanks.

In Conclusion

"Fino" was generally considered to be structurally sound and in good order, with the new engine, port side gearbox and wiring having been fitted to a high standard.

She has benefitted from a programme of professional refurbishment works over recent years.

The vessel requires some further light maintenance/refurbishment to bring her up to an excellent standard.

The recommendations in section one of the recommendations summary must be rectified before the vessel is put to sea as they directly concern the safety of the crew and/or the integrity of the vessel.

Following that, and with some of the other recommended refurbishments, she should provide her new owner with many years of happy and safe cruising.

Signed

Oliver Byles BSc MIIMS AMRINA
Optimum Marine Surveys
23rd May 2023

Valuation

"Fino"
Being a
Fino 30 Classic Sports Motor Runabout c.1970

The valuation is defined as the estimated amount for which an asset should exchange on the day of the valuation, between a willing buyer and a willing seller in an arms-length transaction, wherein the parties had acted prudently, knowledgeably and without compulsion.

This valuation is based upon opinions only and is not a representation of fact, nor does it carry any guarantee on the particulars of the information on which the opinions are based. In preparation of this valuation, the undersigned excepts liability to the instructing client only, and to no other party. No guarantee can be made that the vessel will attain the stated valuation on the open market.

The valuation has been established based on the overall condition of the vessel found during the survey inspection, its inventory, and any other aspects that may affect the value, including the rarity and provenance of the design and the quality of the refit. No guarantee can be made that the valuation will not be adversely affected by any serious defect that may be uncovered during operation or works to the vessel that could not be found within the stated limitations of the survey inspection. A comparison has been made with other vessels of similar type and style recently sold and advertised (limited to 2 vessels advertised online within the last 5 years).

The attainable market value of this vessel will be heavily influenced by the area in which it is marketed (for example the UK market for this style of vessel is likely to be weaker compared to that in the USA, Lakes or Mediterranean).

Following my recent survey on the 14th April 2023, I would estimate the current market value and resultant insured value of this craft, in its present condition, free from all encumbrances and subject to present market forces, to be in the region of:

£150,000 (one hundred and fifty thousand pounds only) with any dues having been paid.

Oliver Byles BSc MIIMS AMRINA
Optimum Marine Surveys

Appendix 1: 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.

Pursuant to the Scope and Limitations of Work, the Surveyor will inspect the Vessel as thoroughly as is practicable and endeavour to comment on the more important items where, in the Surveyor's reasonable opinion, major costs consequences are considered likely to arise. It follows that the Surveyor cannot comment on every minor matter, but the Surveyor will try to point out where small factors may become more serious.

All services and reports are provided for the Client's use only. No liability of any nature is assumed towards any other party and nothing in these terms, or the relationship between the Surveyor and the Client, shall confer or purport to confer on any third party a benefit or the right to enforce any provision of these terms. The provisions of the Contracts (Rights of Third Parties) Act 1999 shall not apply to this Agreement and any person who is not a party to this Agreement shall have no right under that Act to enforce any term(s) of this Agreement.

The Client agrees that, for reasons of commercial practicality, it is necessary to limit the Surveyor's potential liability in respect of loss or damage suffered by the Client as a result of any breach by the Surveyor of any of the Surveyor's obligations under this Agreement. As such, the Client agrees that no liability howsoever arising whether under this Agreement or otherwise shall attach to the Surveyor except insofar as such liability is covered by the professional indemnity insurance and such liability (including Claims Expenses and all Defence Costs and Disbursements) shall in any event be limited to £250,000 or such higher sum as the parties shall agree in writing prior to commencement of the services to which these terms relate (hereafter referred to as "the Agreed Indemnity Limit").

The Surveyor shall not be liable in respect of any breach of his obligations hereunder resulting from unforeseeable causes beyond the Surveyor's reasonable control.

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 Optimum Marine Surveys 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 Optimum Marine Surveys.

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.

Optimum Marine Surveys 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.