RUST **SEEKER**

Detect corrosion before serious damage occurs

Corrosion is an ever present fact of life with boats. The mixing of salt water and different metals is, in itself, enough to cause galvanic corrosion; the addition of electricity can be a potent catalyst leading to highly destructive stray-current corrosion

- Nigel Calder -

Your hull does not necessarily need to be metallic to suffer from the effects of galvanic or stray-current corrosion. Metallic components on fiberglass vessels such as propellers, shafts, drive units, rudder blades and skin fittings are also at risk.

Vessels kept in a marina are also particularly susceptible to stray-current corrosion damage, possibly as a result of:

- Marina shore power supply
- Marina cathodic protection systems
- Onboard power systems
- Neighboring vessels
- Submerged power cables

Assessment Table

-650m V or more positive	Freely corroding. Your vessel is under protected and requires URGENT attention.
-650m V to - 800m V	Some corrosion. Your vessel is under protected and requires attention.
-800m V to -1100m V	Your vessel is adequately protected.
-1100m V or more negative	Your vessel may be over protected which may cause delamination of your coating or other damage.

NOTE: these figures are advisory only. The results may vary due to differences in vessel design, construction and environmental conditions.

AMS can measure the electrochemical potential of your vessel and reference the results against an assessment table to check if your vessel is at the time of testing adequately protected against galvanic and stray-current corrosion.

Don't wait until it is too late and expensive repairs are necessary.
Contact AMS today to find out on how we can detect corrosion on your vessel before serious damage occurs.

+66 (0)81 893 9985

anthony@ams-sea.com