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Hull Survey Report
26' Cruiser Style Stern
Steel Narrowboat

'Hull Survey 1'

Prepared for:

Miss Jill Smith
1 Appleyard Close
East Goscote
Leicestershire
LE7 5DU

Sent by email to:

jillsmith@yahoo.com

Introduction

- 1.1 Acting on instruction from Miss Jill Smith, a hull survey was carried out 24 January 2017 at Longport Brokerage, Longport Wharf, Station Street, Stoke-On-Trent ST6 4NB on the narrowboat 'Hull Survey 1', subject to the limitations below:
- 1.2 The report is issued on the understanding that Ovation Boat Surveys Ltd is legally bound to Miss Jill Smith and not to any subsequent holder of this report.
- 1.3 This survey report has been prepared for the named client and shall not be sold, transferred or gifted to any third party without the express permission of the undersigned surveyor.
- 1.4 This survey report may be shared with the broker, Longport Brokerage, to aid the purchase by Miss Jill Smith only and may be used by Miss Jill Smith for the purpose of vessel insurance or the arrangement of vessel finance, if required.
- 1.5 Copyright and intellectual rights of this report remain the property of the undersigned surveyor.
- 1.6 'Hull Survey 1' was seen on the open slipway at the above address for examination of the hull.
- 1.7 No other person was in attendance during the survey.

2. Limitations and Conditions of Survey

- 2.1 Your attention is drawn to terms of business as issued by the YDSA (March 2010 edition). Copy issued Miss Jill Smith on receipt of instruction to survey. Further copy enclosed.
- 2.2 With the vessel on the slipway trolley reasonable access was provided to the base plate but restricted at contact points with the trolley.
- 2.3 Good access was provided to the hull side.
- 2.4 The hull had not been pressure washed prior to the survey which can hamper the identification of possible faults.
- 2.5 Linings and floor coverings fixed in place were not removed. Covered, unexposed or inaccessible parts of the structure have not been inspected. No dismantling has been carried out except for the removal of normally removable panels and hatches. It therefore has to be appreciated that significant areas of the internal surface of the vessel remained unavailable for close examination due to fastened down cabin sole, bulkheads, linings, lockers and other fixed elements of construction.
- 2.6 Based on the inspection, total water integrity of the vessel cannot be confirmed.
- 2.7 This hull survey report is a report on the integrity of the hull only. This survey does not report on or express an opinion on other parts of the structure, machinery or equipment within.
- 2.8 Compliance with the Recreational Craft Directive or the Boat Safety Scheme does not form part of this survey.
- 2.9 This survey does not cover planning for a service / maintenance programme although guidance may be given in some areas.
- 2.10 Highlighted points are the express opinion of the undersigned surveyor against facts gathered during the survey.

Hull Integrity Requirement: Should be rectified immediately as hull integrity is compromised.

Hull Integrity Recommendation: Indicates hull integrity could be compromised in the event of an unforeseen circumstance.

Hull Integrity Advisory: Items that if not rectified may accelerate hull deterioration.

3. General Description

- 3.1 'Hull Survey 1', a cruiser style stern narrowboat, is reported by the broker as manufactured in 1976 by Springer Engineering.
- 3.2 The vessel, with straight hull sides, shallow 'V' base plate and narrow flat keel, is an all-welded steel narrowboat with square transom. Original plate thickness is indicated at 3.1mm ($\frac{1}{8}$ ").
- 3.3 Nominal principal dimension:
Length: Measured at 7.92 metres (26')

4. Hull Structure

4.1 Hull side & Base plate

- 4.1.1 'Hull Survey 1' presented with a covering of protective paint; thick in places and easily chipped when knocked.
- 4.1.2 No rust blisters are present on the vertical hull side and no concerning deterioration is sighted under sample areas cleared.
~ The shallow 'V' base plate has a few active rust blisters. Pitting corrosion and general material loss is present; some pitting is seen at a depth close to 2mm.
- 4.1.3 Using a Tritex multigauge 5600 ultrasonic gauge, a range of sample thickness readings were taken along the hull side and transom which ranged 2.8 – 3.4mm.
~ Slightly lesser readings were found to the shallow 'V' base plate.
~ Some readings on the 150mm wide flat keel were found with a material thickness close to 2mm. Hammer testing also indicated thinning of the plate thickness.
- 4.1.4 On visual inspection welds inspected were found continuous and fair and without concerning wear. As constructed, no sacrificial edge is provided.
- 4.1.5 Guards are of minimal strength and a good height above the waterline; fully welded to the top and tack welded to the bottom edge. The underlying bottom edge has a build-up of corrosion which was spike tested without concern. Ongoing monitoring is required.
- 4.1.6 The gas locker drain is close to the waterline making the gas locker part of the hull. Condition of the gas locker is seen as poor.
- 4.1.7 **Hull Integrity Requirement:**
- *It is recommended to overplate the flat keel and extend up both sides of the 'V' base plate by approximately 100mm, using fully welded plate of 5mm nominal thickness.*
 - *The shallow 'V' base plate needs to be cleared of any protective paint to reveal all pitting corrosion. Areas with material loss greater than 0.5mm should be filled with weld. Alternatively, the shallow 'V' base plate could be overplated using fully welded plate of 5mm nominal thickness. Given the comparatively low cost of steel plate and consideration of time, overplating may be the better option.*

- *Overplate the base and lower sides of the gas locker using fully welded plate of 5mm nominal thickness.*

4.1.8 **Hull Integrity Advisory:**

- *The hull should be cleared of the thick build-up of protective paint, with new applied.*

4.2 **Hull Apertures**

4.2.1 Distance above the waterline has been recorded as seen on the day of survey. Measurements should be reassessed with tanks and storage spaces full.

4.2.2 Any internal pipework and fittings to apertures below 250mm to the waterline should be routinely checked to ensure they remain sound and in good condition. Any push fit pipework should be replaced with screwed, glued or clamped fittings. Required weedhatch height is no less than 150mm.

4.2.3 The skin fitting to port approximately 3.9metres back relates to the shower waste outlet and is positioned at the waterline.

4.2.4 The skin fitting to port approximately 6.0 metres back relates to the galley sink waste outlet and is positioned below the waterline.

4.2.5 **Hull Integrity Recommendation:**

- *The skin fittings to the shower and galley waste should be removed by fully welded plate. Shower waste should be routed through an in-line pump to a new skin fitting placed at least 300mm above the waterline. A new galley sink skin fitting should be positioned just below the bottom of the sink.*
- *Redundant skin fittings should be removed by fully welded steel plate.*

4.2.6 The weedhatch was not accessed. Condition needs to be confirmed. With the overplating to be undertaken, a weedhatch height of least 150mm above the waterline needs to assured.

4.2.7 **Hull Integrity Recommendation:**

- *Confirm the condition of the weedhatch and, with overplating complete, ensure at least a 150mm waterline distance.*

4.3 **Rudder and Steering**

4.3.1 The rudder is positioned on the external transom and is seen without concern.

4.4 **Stern Gear**

4.4.1 On weight testing the prop shaft no concerning play was found.

~ The propeller shaft rotated freely by hand and is considered straight and true.

~ The propshaft was not withdrawn for inspection.

4.4.2 The vessel was not seen in water for an assessment of any water ingress through the gland.

4.5 **Cathodic Protection**

4.5.1 'Hull Survey 1' has a good set of anodes with new not seen as required at this time.

5. Summary of Findings

Highlighted points contained in the main body of the report are the express opinion of the undersigned surveyor against facts gathered during the survey. As with any vessel, a regular & robust maintenance programme is required.

Hull Integrity Requirement

1. It is recommended to overplate the flat keel and extend up both sides of the 'V' base plate by approximately 100mm, using fully welded plate of 5mm nominal thickness.
2. The shallow 'V' base plate needs to be cleared of any protective paint to reveal all pitting corrosion. Areas with material loss greater than 0.5mm should be filled with weld. Alternatively, the shallow 'V' base plate could be overplated using fully welded plate of 5mm nominal thickness. Given the comparatively low cost of steel plate and consideration of time, overplating may be the better option.
3. Overplate the base and lower sides of the gas locker using fully welded plate of 5mm nominal thickness.

Hull Integrity Recommendation

1. The skin fittings to the shower and galley waste should be removed by fully welded plate. Shower waste should be routed through an in-line pump to a new skin fitting placed at least 300mm above the waterline. A new galley sink skin fitting should be positioned just below the bottom of the sink.
2. Redundant skin fittings should be removed by fully welded steel plate.
3. Confirm the condition of the weedhatch and, with overplating complete, ensure at least a 150mm waterline distance.

Hull Integrity Advisory

1. The hull should be cleared of the thick build-up of protective paint, with new applied.

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Chris Williams Director - For Ovation Boat Surveys Limited ©