

Hull Condition Survey.

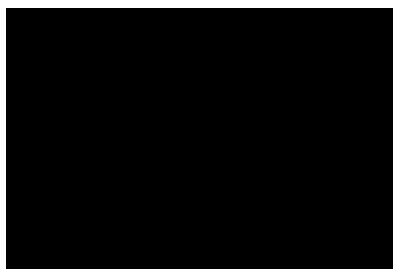
Name of Craft. Kristie



Survey Commissioned by :



Yacht, inland waterway and Small Craft Surveyor



CONTENTS

1.About the Survey and this Report.....	
2.Particulars of the Vessel.....	
3.Hull.....	
4. Hull Internal.....	
5.Deck.....	
6.Skin Fittings and Other Through Hull Apertures.....	
7.Stern Gear.....	
8.Rudder and Steering.....	
9.CathodicProtection.....	
10.Engine and Installation.....	

1.1-8 About the Survey and this Report

This survey was carried out by [REDACTED] at the request of [REDACTED] who is the buyer of the vessel.

1. Scope of Survey ,This is a hull survey and its purpose is to establish the structural and general condition of the vessel. Where items of equipment have been tested this is stated in the text.
2. Limitations This report has been prepared for the use of the commissioning client and no liability is extended to others who may read it.
3. The hull could not be inspected where the vessel lay on the trailer that prevented access to the bottom of the narrowboat.
4. In some cases it is not possible to detect latent and hidden defects without destructive testing which was not possible without owner's consent.
5. Conditions of Survey The survey took place on 13th July 2024 at [REDACTED]. The weather on the day of the survey wet
6. **Methods.** The craft was lying ashore at Thickness Gauging. The thickness of the steel hull was measured using a Tritex multiple echo ultrasonic gauge. The use of multiple echoes provides readings that are accurate and reliable without the need for grinding. Protective coatings such as paint and resin need not be removed as the gauge will measure through such layers but not include their thickness in the reading. The calibration of the gauge was checked against a test piece at the start of the survey. One probe was used in taking the measurements: 3 MHz half inch large diameter probe Where scale, dirt, or loose coatings were present, they were removed using a scraper

Measuring Pit Depth, Pit depths were measured using a Mitutoyo depth gauge, The gauge has a resolution of 0.01mm and an accuracy of ± 0.01 mm. However, measurements in this report have been rounded to the nearest tenth of a millimetre. Prior to the start of the survey the gauge was zeroed.

Recommendations.

Recommendations in this report fall into two categories, which are explained below.

Recommendations are limited to those defects which should be rectified before the vessel is used (or within a given time span if specified) or may affect the ability to obtain insurance for the vessel.

Advice.

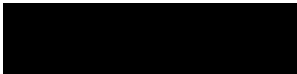
Advice is given concerning defects that do not restrict the use of the vessel or her safe use. These defects may be cosmetic or concern actions that will prevent more serious defects developing in the future. Although these defects may be considered minor, do not assume repair costs are low. Recommendations and advice made in the body of the report are both printed in italic font. A table of all recommendations and advice is reproduced at the end of the conclusions.

2. Particulars of the Vessel

Kristie was constructed by Colecraft, the year of construction is 1981. The narrowboat is a cruiser style with an elliptical counter over the swim. The cabin is steel

Length. 19.8m

Beam 2.08m



Boat safety expires December 2026

CONCLUSIONS AND RECOMMENDATIONS:

Conclusions. Inspection of the hull indicates it was generally good condition for its age. When any minor deficiencies have been dealt with it represents a good narrowboat with some years of life ahead of her.

List of Recommendations

The recommendations made in the report are listed below. All recommendations should be carried out before use of the vessel.

None.

List of Advice

The advice notes given in the report are listed below. It is not necessary to carry out advice before use of the craft.

Advise. Fit at least 4 new midship anodes at the next blacking.

6. Through hull openings

All through hulls were examined and found to be secure.

7. Stern Gear

The right hand propeller appeared to be cast in manganese bronze with an estimated 17 inch diameter. There was no evidence of dezincification and there was only minor damage to the blades. The propeller was fastened by means of a nut secured with a split pin. The nut was hammer tested and found to be secure. The propeller shaft was non-magnetic and appeared to be manufactured from marine grade (austenitic) stainless steel. There was no excessive play in the outboard bearing. The propeller turned freely by hand.

8. Rudder and Steering

The rudder and skeg was in good condition. The steering is by a simple tiller.

9. Cathodic Protection

There are 4 good anodes fitted.

Advise. Fit at least 4 new midship anodes at the next blacking.

3. Hull

Blacking was in the form of a bitumen-based coating. The blacking was in reasonable condition but would benefit from recoating later in the year. Blacking included the hull sides below rubbing strake, below the waterline and uxtter plate but not the bottom. The hull was hammer sounded where required (but not where access was prevented by the bostocks) and no defects were detected. The tables in Appendix A show the results of gauging the thickness of the hull plating.

Thickness measurements were taken as described in Section 1. Readings were taken every 1m on both sides of the hull, but not under the narrowboat where it lay on the bostocks. Measurements were taken at the waterline, the foot and midway between the two points where appropriate. Measurements on the bottom were taken at the chine and as far as could be reached. At the stern additional readings were taken on the uxtter plate and swim plate. The rubbing strakes are fully welded as far as can be seen.

The thickness of the plates are assumed to be:

Bottom plate 6mm. Over plated in 6mm

Hull sides and swim plates 5mm and 6mm and over plating in 5mm

The table reveals there has been some very minor diminution of plate thickness, no significant pits were noted.

Some pit corrosion was noted on the side plates. Pit depths were measured the deepest being 0.7mm. They have no detrimental effect on the hull.

The sacrificial chine, which is formed by the bottom plate where it extends beyond the width of the hull sides, was examined, the chine extended about 10mm and at this width it provides adequate protection at the moment for the hull.

The thickness of the steel comprising the weed hatch was gauged in two locations as follows; 5.4 and 5.8mm. The hatch was visually inspected and secure.

4. Hull Internal

Dry with light corrosion

5. Decks

The fore and aft deck are painted steel, there are some areas of corrosion but are generally in good condition.

Appendix A

Port Side

Distance from bow.	Waterline.	Midline.	Lower side.	Base outer.	Base midsection.	Pitting
1m.	5.8	5.0	5.0	6.0	5.9	0.0
2m.	5.8	4.0	6.0	5.0	5.9	0.0
3m.	5.9	5.0	6.0	6.0	Not recorded.	0.0
4m.	5.4	5.0	6.0	5.9	5.9	0.4
5m.	5.7	4.9	5.0	6.0	5.9	0.4
6m.	5.8	5.0	5.0	6.0	5.8	0.0
7m.	5.6	5.1	5.0	5.6	5.8	0.2
8m.	5.8	4.9	5.0	5.7	5.8	0.0
9m.	5.8	4.7	5.0	5.8	5.8	0.4
10m.	5.7	4.9	5.0	6.0	6.0	0.0
11m.	5.4	4.9	4.9	6.0	5.9	0.0
12m.	5.6	4.8	5.0	5.9	5.9	0.0
13m.	5.7	5.0	5.0	5.8	Not recorded.	0.2
14m.	5.6	5.0	5.0	5.9	5.9	0.0
15m.	5.5	4.9	5.0	6.0	5.9	0.0
16m.	5.6	5.0	5.0	6.0	5.8	0.0
17m.	5.9	5.1	5.2	5.9	5.9	0.0
18m.	5.9	4.9	5.0	5.7	5.8	0.0
19m.	5.8	4.9	5.0	5.8	5.8	0.0

Starboard.

Distance from bow.	Waterline.	Midline.	Lower side.	Base outer.	Base midsection.	Pitting
1m.	5.9	5.0	5.0	6.0	As Above	0.0
2m.	5.9	4.9	5.0	5.8	"	0.0
3m.	5.9	5.0	5.0	5.7	Not recorded.	0.2
4m.	5.9	5.0	5.0	5.5	"	0.0
5m.	5.8	5.0	5.0	6.0	"	0.6
6m.	5.8	5.0	4.9	5.9	"	0.2
7m.	5.8	5.0	5.0	5.6	"	0.2
8m.	5.8	4.9	5.0	5.8	"	0.0
9m.	5.8	5.0	5.0	5.8	"	0.0
10m.	5.6	4.9	5.0	6.0	"	0.5
11m.	5.7	4.8	4.9	6.0	"	0.0
12m.	5.7	4.9	5.0	5.9	"	0.3
13m.	5.7	5.0	4.9	6.0	Not recorded.	0.2
14m.	5.8	5.1	4.7	5.9.	"	0.4
15m.	5.7	4.9	5.0	6.9.	"	0.0
16m.	5.7	5.0	5.0	6.0.	"	0.0
17m.	5.8	4.9	5.0	5.8	"	0.0
18m.	5.9	4.9	5.0	5.8	"	0.0
19m.	5.8	5.0	5.0	5.8	"	0.0



www.boatsafetyscheme.org.uk

Examiner Name: [REDACTED]

Information from Examination Ref: AR-37021

Sig: _____

Examined on: 19/12/2022

PIN: 406

Information about the boat appliances and systems checked by the examiner

Boat Details

BSS Ref:

Name: Kristie

Nav Auth: Canal & River Trust

Reg./Index/Mark: 79838

Registered or documented length: 19.81

Maximum No. of Persons: 4

Propulsion Engine Details

Make/Model: BMC 1.8

Engine Type: inboard

Fuel: diesel

Power Size: 0

Appliances and ventilation included in the BSS Examination

Fuel	Type of Appliance	Make	Model	kW Input Open Flued (F)	kW Input Un-flued (U)	kW Output Solid Fuel Stoves (H)
LPG	Cooker	Statesman			8.00	
LPG	Water Boiler / Heater	Morco		11.10		
Solid Fuel	Heater / Stove	Morco				5.00

Power Ratings Totals

Open-Flued appliances (F) 11.10

Un-flued Appliances (U) 8.00

Solid Fuel Stoves (H) 5.00

Fixed ventilation measured during the examination (NOTE Room sealed appliances marked as (RS) in the 'Model' column will have a 'null' value concerning Kw Input. As such, room-sealed appliances are excluded from this calculation.)

The minimum ventilation area (mm²) is calculated as follows:

2200 x 8.00

(U) the input rating of all un-flued appliances, in kilowatts

+ 650 x 4

(P) the number of persons for which the accommodation space is designed

+ 550 x 5.00

(H) the nominal output rating of open-flued solid fuel appliances, in kilowatts

+ 440 x 11.10

(F) the input rating for all other open-flued combustion appliances, in kilowatts

= Total 27834.00 mm² recommended minimum ventilation

Recommended High Level Ventilation: 13917.00 Recommended Low Level Ventilation: 13917.00

Vent location	Vent type	Size	High level area	Low level area
Roof	Mushroom	4"	4400.00	
Roof	Mushroom	4"	4400.00	
Roof	Mushroom	4"	4400.00	
Roof	Mushroom	4"	4400.00	
Roof	Mushroom	4"	4400.00	
Roof	Mushroom	4"	4400.00	
Aft Door	Louvre			7000.00
Aft Door	Louvre			7000.00
Total Ventilation			26400.00	14000.00

High level ventilation finding: Meets recommended minimum Low level ventilation finding: Meets recommended minimum

Fire equipment details

Total fire fighting requirement for portable fire extinguishers (PFE) = A: 21 B: 144
based on recorded or document boat length Over 11m

Item	Location	Make/model PFE	Cert mark	A	B
FE94737	Aft	Allied	BSi	8	55
FE94738	Fwd Cabin	Allied	BSi	8	55
FE94739	Galley	Thorn	BSi	13	113
Total PFE fire fighting capacity				29	223

Overall finding regarding portable fire extinguishers:

Portable Fire Extinguisher Provision Meets the minimum standards

Is a fire blanket required? Yes

If yes, was a suitable fire blanket found? Yes

Please Note: The above appliances, ventilation and fire-fighting arrangements have been found during the BSS examination on the date above. If any of these features are changed or are added to, it is the boat owner's responsibility to satisfy him or herself as to the continued safety of the crew and the boat's compliance.



Maritime &
Coastguard
Agency

Bill of Sale

(Deed of Transfer)



WARNING: A purchaser of a UK Registered vessel does not obtain complete title until the appropriate Bill(s) of Sale has been recorded with the Registry, and a new Certificate issued.

All registered owners must inform the Registry of any change of address. Where one owner is selling to two or more owners, separate forms are required unless they are buying as joint owners. Applications to change ownership received within 30 days of the change attract a 'transfer fee' rather than 'full' registration fees.
Please write in **BLOCK CAPITALS**, and tick boxes where appropriate.

1: VESSEL DETAILS

Name of the Vessel	Kristie		
Official Number (if any)	[REDACTED]	Length (in feet)	65ft

2: DETAILS OF SALE

If more space is needed for additional transferor/ees please tick here ☐ and complete Appendix A.

For Transferor completion:

Body Corporate/LLP	Company/LLP Name	Principal place of Business ¹	
Individual	Individual Full Name(s)	Address (es)	Occupations(s)
I, the transferor	[REDACTED]	[REDACTED]	Unemployed
<input type="checkbox"/>			
as joint owners			
(please tick box if you are joint owners)			

Please attach any additional pages completed when submitting this form.

In consideration of the sum:*

£1 (and other considerations)

paid/given to *me/us by:

(Enter amount or £1 and other considerations)

For Transferee completion:

Body Corporate/LLP	Company/LLP Name	Principal place of Business ¹	
Individual	Individual Full Name(s)	Address (es)	Occupations(s)
I, the transferee	[REDACTED]	[REDACTED]	[REDACTED]
<input type="checkbox"/>			
as joint owners			
(please tick box if you are joint owners)			

¹Companies incorporated other than in the UK or British Dependant Territories – enter place of business *Delete as necessary
the receipt of which is acknowledged, transfer shares in the above vessel and its appurtenances to the transferee(s).

Sixty four / Sixty fourths

(Enter the number of shares being transferred, in figures and words)

IF ANY REGISTERED MORTGAGE IS OUTSTANDING YOU MUST TICK THIS BOX ☐

Further, * I/we, as transferor(s), hereby declare that * I/we have the power to transfer in the manner described above the above mentioned shares, and that they are free from encumbrances ** save as appears by the registry of the above vessel. ** delete and initial the deletion if there are NO outstanding mortgages.

3: FOR COMPLETION WHEN SALE IS BY A COMPANY

- ◇ Executed by the transferor as a deed (in England, Wales and Northern Ireland)
- ◇ Subscribed by the transferor (in Scotland)

On DD / MM / YYYY by:-

- ** (a) the affixing of the common seal of the transferor in the presence of the following persons signing; *or*
- ** (b) signing by the following persons;

Director	
Director or Secretary	
Authorised Signatory	
Authorised Signatory	
Member	
Member	
² Witnessed by	
Name (print)	
Address (print)	

² - if the signature must be witnessed the name and address of the witness must be given. ** - Delete as appropriate.

Note: IN ENGLAND, WALES AND NORTHERN IRELAND – signature may be by (a) two directors, (b) by a company secretary and a director, or (c) by a director in the presence of a witness who completes the details above to attest the signature. If the common seal is affixed any special requirement of the company's articles about signing must be complied with.

IN SCOTLAND – signature may be by one director or the secretary of the company or one person authorised to sign the document on behalf of the company, or one member of the Limited Liability Partnership, provided such single signature is witnessed. Alternatively, signature may be effected without a witness by two directors, or a director and the secretary, or two persons authorised to sign the document on behalf of the company, or two members of the Limited Liability Partnership. Note that signature by one authorised signatory and either a director or the secretary of the company is not valid.





4: FOR COMPLETION WHEN SALE IS BY INDIVIDUALS

* PLEASE NOTE – There must be a separate witness for each transferor who must complete all designated boxes. Additional sheets may be used for this purpose, if there are more than two transferors, please use Appendix B.

(PLEASE TICK AS APPROPRIATE)

☒ Executed as deed (England or Wales) ☐ Subscribed (Scotland) ☐ Signed, sealed and delivered (Northern Ireland) On /06/24

by the following person(s) signing as transor(s), in the presence of the following *witness(es):

Transferor(s) Signature		
Transferor(s) (PRINT NAME)		
Witness Signature		
Witness (PRINT NAME)		
Witness Occupation		
Witness Address		