



**HULL SURVEY OF
NARROWBOAT RAKI RAKI**

Issue 1 : 26th April 2018

Prepared by

[Redacted Name]

Marine Surveyor

[Redacted Signature]

[Redacted Footer]

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Instructions and Survey Conditions

Name of Client : [REDACTED]

Address: [REDACTED]

Date of Survey: 25th April 2018

Name of Vessel: Raki Raki

Purpose of Survey: To prepare a hull survey report on the vessel

Location of Survey: Kerridge Dry Dock. Bollington.

Vessel situation ashore: In dry dock.

Weather Conditions: Fine/showers.

Broker Details: Not applicable

Specialist Equipment List:

Tritex NDT Ltd Ultrasonic thickness gauge, model Multigauge 5600 Surveyor, serial number 56-1888, calibration certificate dated 11th January 2017. Equipment checked against manufacturers standard 15mm mild steel block on power up and found to be functioning correctly. Used with Ultragel ultrasonic couplant or equivalent and green 3.5Mhz 2-150mm probe self calibrated to gauge.

Vernier callipers: uncalibrated (the norm), but checked against Multigauge 5600 15mm mild steel block as above before use.

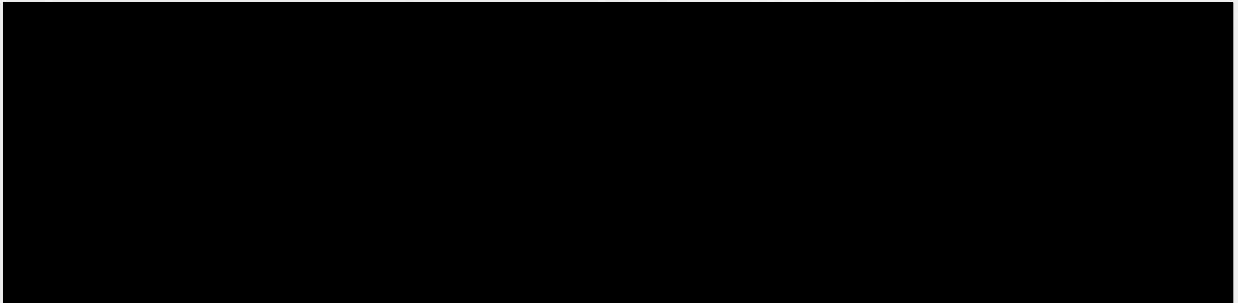
The Survey Report – general conditions, limitations and guide to recommendations

- Data Protection

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- Law and Jurisdiction

This document is to be construed under English Law and English Law shall be used in interpreting the document and for resolving all claims or disputes arising out of or connected with the document.



- Disclaimer

Every effort has been made to ensure the accuracy of the information presented within this report. The report is issued in good faith as a statement of facts ascertained at the time of survey, during which due diligence and reasonable skill were exercised and reasonable care taken, using common professional guidelines or codes such as those published by the International Institute of Marine Surveying.

- Limitations

- Areas and parts of the woodwork, structures or services which are covered, unexposed or inaccessible have not been inspected and we are therefore unable to report that any such woodwork, structure or service, is free from defect.
- All references to the condition and serviceability of the vessel are as seen on the date of the survey.
- The engine, transmission and associated ancillary equipments and fixings have not been included in the survey and have not been inspected.
- No investigation has been carried out regarding the title of the vessel
- The vessel has not been surveyed with respect to any particular national or international code or standard or navigation body's rules or byelaws unless stated.
- No stability tests have been carried out on the vessel.
- The vessels suitability for any specific purpose has not been considered, nor have river trials been requested or undertaken.

- Guide to Recommendations

“Essential Repairs” – are those items that require attention before any further use of that item or structure

“Repairs” – are those items that require attention to bring them up to a serviceable condition

“Maintenance” – are those items which are part of the expected maintenance activities of a vessel and should be undertaken at the next maintenance cycle

“Advisory” – are suggestions for consideration that may increase enjoyment of the vessel or reduce the likelihood of maintenance in the future

Conclusion

The hull and external stern gear of Raki Raki were generally in extremely good condition. The only exception was a small length of sacrificial chine, which was giving no protection to the weld at the joint of hull and base plate, plus the propeller, which needed the nut to be tightening up to it. There is no reason why the vessel should not be capable of giving very good service for a long time to come, given normal use, monitoring and maintenance.

Basic Description

Type: Narrow Boat

Year of Construction: circa 2007

Dimensions: Length overall – measured as 69ft

Beam – measured as 6ft 10in

Draft – 28in approx.

Builder: Colecraft.

Fit Out: Heyford Wharf.

Hull Number: GB-COL 06.07.21

RCD Plate: Not displayed.

Construction: Mild steel. 10mm base and uxtter plates, 6mm hull sides.

Area of use: Sheltered Waters, Canals, Rivers

Colour Scheme: Green, red, black.

Canal & River Trust Index Number: 515953

Boat Safety Scheme Certificate: Not seen.

Engine: Isuzu

Gearbox: PRM

Detailed Findings

Hull Exterior

Description

The hull was constructed in a traditional style with slab sides angled outwards from the base plate up to the top rubbing strake, then inwards to the gunwale. The base plate bent up at the forward swim, where there were three extra rubbing strakes and a stem for protection and strength. The lowest of the extra rubbing strakes extended the length of the straight hull sides. The aft swim tapered away under the semi-circular counter which incorporated an integral fuel tank and overhung the swim. The aft of the vessel was of the "Cruiser" design with a large open deck aft the bulkhead (with a taffrail around it), while at the fore end was a self draining well deck. An extra rubbing strake near the base of the counter added strength and protection in the traditional manner. The vessel had a flat base plate. Magnesium anodes were present, four each fore and aft. Blacking had been applied.

Findings

Hull thickness readings

Readings of hull thickness were taken using an ultrasonic thickness gauge and the hull visually inspected. Hull thickness measurements were taken at approx. 1 metre intervals along the sides of the vessel starting from the bow, measured linearly at the rubbing strake. Base plate measurements were taken at approx. 1 metre intervals starting from the bow down the port and starboard sides of the vessel approx. 300 – 400mm where possible in from the hull sides under the hull side measurement points or where the worst reading looked likely.

The inspection and measurements obtained showed a hull in very good condition. The hull sides showed practically no loss of thickness, when legally allowed manufacturing tolerances are factored in, and the base plate had only minimal loss, retaining a minimum residual thickness of around 8mm, which is very satisfactory. There was very little in the way of normal use dents and damage at the fore end and no significant distortion or panel deflection along the straight hull sides. The blacking was adhering well and in good condition over most of its area, just with numerous small spots of rust showing through and scratches and minor damage. There was the beginnings of some pitting on the port side, but nothing needing any special attention, as long as they are stopped in the near future. The area above the top rubbing strake, up to the gunwales had many bits of damaged paintwork and breaks in the paint protection where surface rust had developed. The sacrificial anodes were each wasted down to about 30-40% of their original mass but as there were two at each station this meant that there was adequate protection for the next two years or so. The sacrificial chine, where the base plate extends beyond the bottom of the hull sides, was adequate over the entire length of the hull sides, so they were capable of giving protection to the welds at the joints, all apart for one very short section on the starboard side just at the turn of the aft swim,

where there was none for about 20cm. The rubbing strakes were welded continuously on the top edge and on the lower edge too. The gunwales had an anti-slip surface applied to them.

Recommendations

Maintenance

Within the next twelve months the hull sides below the top rubbing strake should be pressure washed then vigorously abraded over the whole area, preferably using a steel wire cup brush on an angle grinder, before applying two coats (minimum) of good quality blacking. Any corroded areas in the paintwork between the top rubbing strake and the gunwales should be de-rusted then treated with a rust inhibiting primer before paint protecting to match the surrounding area.

Advisory

The short length of sacrificial chine where there is no protection for the weld should be monitored and a piece of steel attached to restore some protection to the weld at the next dry docking or sooner if preferred.

Hull Interior

Description

The hull interior was only visible for inspection in the forepeak locker, on the front well deck, through an in floor inspection hatch in the cabin (if one has been built into the fit out) and in the engine compartment.

Findings

There was no corrosion in the forepeak locker or on the well deck. There was no inspection hatch built into the floor of the cabin, but where it was possible to get a glimpse of the cabin bilge through a gap between the floor and the hull lining in a cupboard at the aft end, it revealed a damp base plate, with some corrosion. There was an integral water tank under the well deck but there was no easy access to it so no comment can be made on its condition. There was an inspection hatch for it on the well deck floor but this could not be removed due to the semi-permanent nature of the seal. There was no significant corrosion in the engine compartment.

Recommendations

Maintenance

An integral water tank on a narrowboat should be inspected and re-coated if necessary, at least every five years. If there is no evidence this has been done recently then it should be undertaken.

Advisory

It would be a good idea to create an inspection hatch in the cabin floor under the back door steps. This would not only allow viewing of the cabin bilge, but would become a convenient place to remove water from if some had collected there. It would be best to make the water tank bulkhead (and presumed stopcock) easily accessible so that it could be confirmed that this was not the source of the dampness observed at the aft end and the source detected.

Skin Fittings & Freeboard

Description

There were apertures in the hull for drains from the galley, bathroom and bilge pumps plus deck drains. The ones for the galley, bathrooms and pump were formed by some skin fittings and some pipes welded over holes cut in the steel, the well deck drains were apertures cut out of the hull sides and the aft deck drains are built into the steelwork. The height of the well deck drains above normal water level is added to the height of the front door cill and the rise of the centre of the deck to arrive at the freeboard figure for the fore end.

Findings

The domestic drain apertures were all a satisfactory height above the waterline except for one, which was only 130mm or so above it. This is only acceptable if the pipework on the inside is robustly fastened and leads upwards for at least another 20mm. The skin fittings, where used, were a suitable type for narrowboats. The well deck drains were about 190mm above the waterline, with the rise of the well deck and height of the front door cill adding about another 75mm, giving a total estimation of freeboard for the fore end of 265mm, which is adequate. There was debris in the aft deck drain channels.

Recommendations

Advisory

It is a good idea to check all skin fittings on the inside, perhaps once a year, in order to establish that the hoses or pipework is robustly secured and not suffering from any corrosion or showing signs of leakage. Any unused apertures should be blanked in a permanent fashion. Aft deck drains should be kept clear of debris.

Stern Gear

Description

Stern tube

The stern tube was of the common narrowboat type, short and with grease lubrication and stuffing box sealing.

Greaser

Manual turn type, situated just near the stern tube, in the engine compartment.

Propeller

20 inch, 3 blade propeller, pitch marking looked like it read 11.7, on a stainless steel shaft with locking nut and a cotter pin through it preventing loosening.

Rudder stock and Skeg

The stock was held at the top by a bearing, it then passed through a tube welded into the diesel tank and the rudder blade was welded onto it below the counter with a balance plate to the fore. The bottom of the stock formed a pintle which sat in a cup on the skeg. It was not possible to examine the tube welded into the diesel tank so no conclusion could be drawn on its condition.

Findings

There was no significant damage to the tips of the propeller blades and it was otherwise sound but was not securely held in place by the fastening nut, which had a washer that could advance up and down the taper of the shaft by about 3mm. The exposed length of shaft between the forward face of the propeller and the boss of the stern tube was less than the recommended maximum for the 1.5 inch diameter of the shaft and there was no movement of the shaft in the stern tube to a hand test. There was a little movement of the rudder stock in the bearing at the top and a little at the bottom in the cup on the skeg, neither was excessive though. There was a little distortion of the rudder stock, but not enough to warrant any action at present. There was no damage or distortion of the rudder blade or the skeg. The greaser turned and delivered grease to the stern tube but the position of the advancing housing of the stuffing box indicated it was ready to have some more gland rope installed.

Recommendations

Maintenance

Another ring or two of stuffing gland rope should be installed in the stuffing box. There may be some adjustment possible with the bearing at the top of the rudder stock, possibly as simple as tightening a grub screw, so it should be examined to see what can be done, though if nothing can be, then it is still serviceable.

Weed Hatch

Description

Mild steel weed hatch welded into the hull above the propeller and secured in place with a quick release bar.

Findings

All serviceable, there was a cavitation plate built onto the removable top plate. The top of the weed hatch was a satisfactory height above the waterline and the thickness readings were all good. There was a little corrosion around the inside of the weed hatch and particularly on the sealing flange.

Recommendations

Maintenance

When the hull sides are next blacked the inside of the weed hatch and the removable assembly should be prepared (paying particular attention to the sealing flange) and blacked in the same way. The seal tape should be renewed at the same time.

Hull Thickness Chart Raki Raki
All measurements in millimetres (mm)

Hull sides	none significant
Pitts per m ²	not applicable
Average pilt depth	1mm
Maximum pilt depth	

Mild steel bought as nominally 6mm thick can legally be 5.85mm, likewise 10mm steel could be less.

Appendix 2 GLOSSARY

Aft = The rear of the boat.

Air draft = The height of the boat taken from the waterline to the highest fixed point on the boat. (So you won't hit a low bridge)

Amid Ships = Central part of a boat

Anode = otherwise known as sacrificial anodes, is a large piece of magnesium often welded under the waterline at the front and rear of a narrowboat hull, which protects the hull from corrosion due to electrolysis. An inspection of the anodes is recommended when the boat is out of the water for blacking.

Anti-cavitation Plate = A plate fitted flush to the outer plate to cover the weedhatch opening.

Beam = The width of a vessel at the widest point.

Berth = A bed or sleeping accommodation on a boat.

Bilge = The compartment at the bottom of the boat where water collects and must be pumped out of the vessel.

Bilge Pump = A pump for removing water that has collected in the bilges.

Blacking = The term used for protective coats of bitumen based paints applied to steel hulls to prevent rusting.

Boatmans Cabin = Originally the after cabin on working boats which provided the crews living and bedroom accommodation. Often replicated on modern traditional style boats.

Boat Safety Certificate = An MOT for narrowboats, which is valid for four years.

Bow = The front.

Bow Thruster = A small propeller or water-jet at the bow, used to turn a vessel at slow speed. Often mounted in a tunnel running through the bow.

Bulkhead = An upright wall within the hull of a ship or boat. Particularly a structural wall which is often watertight.

Bulls Eye = A small round porthole fitted in the cabin top, has convex glass for lighting the cabin.

Butty = An unpowered narrowboat towed behind another, often seen in the days of working

boats.

BSC Safety Scheme = All boats require a safety inspection every four years by a qualified Boat Safety surveyor, covers all aspects of boat safety.

Calorifier = Hot water tank heated by the running engine, immersion, central heating or connected to 240v shoreline, (can be a combination)

Canal & River Trust Licence = Boat Licence to use the canals and rivers.

Cant = A raised outer section of a deck normally to the fore and counter decks.

Cassette Toilet = A chemical toilet with a removable storage cassette underneath, can be electrical flushing.

Chine = An angle in the hull. There may be several chines, depending upon the hull design. A narrowboat often has a single chine where the hull wall and bottom plate meet.

Cockpit = Open area usually lower than the side decks used for storage or sitting out.

Counter = Flat area below the water line above the swim.

Counter Plate = The stern section of the hull side plating above the waterline that wraps around the stern and corresponds to the counter swim.

Cratch Board = A triangular board or frame supporting the forward end of cratch covers.

Cratch Cover = A canvas covering over the forward well deck.

Cross Bed = A double bed going across the full width of the boat, the bottom of the bed folds or slides away during the day for gangway access.

Cruiser Stern = Narrowboat with a back deck of between 4-8 Feet in length, providing ample space on the back for several people to stand and socialise.

Dinette = A seating arrangement with storage under and demountable table which converts to a bed.

Draft = The amount of the hull that is below water.

Dolly = A round bollard used for mooring.

Elsan Disposal = A facility for emptying the contents of a cassette toilet holding tank.

Fiddle = A raised lip or rail around the edge of a shelf to prevent items from sliding off.

Foredeck = The higher level deck in the bow of a boat, often over the gas locker in a narrowboat.

Fore well = The lower deck at the front of a boat.

Freeboard = The distance between the waterline and the lowest deck level where water can enter the inside of the boat.

Galley = The kitchen area of a boat.

Galvanic Isolator = A fitting to a boats electrical system intended to prevent corrosion to the hull.

Gunwale = The top edge of the hull where it joins the cabin side, laterally gun wall but pronounced gunnel as tunnel.

Hull = The main part of the boat that sits in the water and gives a boat its buoyancy.

Holding Tank = An on board storage tank used for toilet waste, emptied at pumpout stations.

Houdini hatch = A skylight fitted to the roof of the cabin which can be opened for ventilation or emergency escape.

Inverter = Electronic device for taking power stored in the battery bank and converting 12v DC to 240v AC.

Josher Style Bow = A bow design with a more pointed nose with a slight S shaped sweep, named after Joshua Fellows of Fellows Morton and Clayton carriers fame.

Keel cooled = A closed system, a slab tank (narrow & baffled) is welded to the inside (normally) of the swim, engine cooling water is then circulated through it. (Does the same job as the radiator on a car). Important Note the engine and cooling system can easily have anti-freeze added to prevent frost damage.

Macerator Toilet = Pump out toilet where the waste is macerated into slurry. **Monkey Box** = A wooden storage box in a boatmans cabin, believed to be called after a make of polish.

Mushroom Vent = A vent in the roof of the boat shaped like a mushroom, which provides ventilation.

Overplate = On a steel vessel. plating fitted on top of the hull plate.

Pigeon Box = A rectangular hole in the deck head covered with a hinged roof used for ventilation.

Pram Canopy = Canopy fitted on folding framework which is easy to put up and down, fitted over a narrowboats counter to protect the steerer from the elements.

Port or Port side = Left-hand side when standing at the stern facing forward (towards the

frontend)

Pumpout Toilet = Toilet where the waste is flushed into a holding tank, which is pumped out at a pumpout facility.

Raw water cooled 1. Direct = Canal water is drawn in via a mud box (normally a watertight container large enough to allow the incoming water time to settle) before being pumped around the engine to cool it then returned to the canal. Important Note the engine and every part cooling system must be completely drained during cold weather to prevent frost damage.

Raw water cooled 2. Indirect = Canal water is drawn in via a mud box (normally a watertight container large enough to allow the incoming water time to settle) before being pumped though a heat exchanger mounted on the engine it is then returned to the canal. The engines own coolant is also pump through the heat exchanger but is kept separate inside the heat exchanger enabling the engine to be protected with anti-freeze. Important Note The raw water side of the heat exchanger and unprotected parts cooling system must be completely drained during cold weather to prevent frost damage.

RCD = Recreational Craft Directive. EEC Mandatory standards for the construction of new boats. The RCD certificate lasts four years, after which boats must have a Boat Safety Certificate.

Remote Greaser = A metal cylinder fitted close to the stern tube which acts as a reservoir to grease the stern gland.

Reverse layout = An interior layout with the bedroom at the front and the galley and lounge at the rear. **Rubbing Strake** - A moulding fitted to the outside of the hull, usually at deck level to protect the topsides.

Rudder nib = On narrowboats, the extension to the rudder above the waterline.

Ruddertstock = The bar, tube or post connecting the rudder vane to the steering mechanism.

Rudderstock tube = A tube in the hull through which the rudderstock passes.

Sacrificial chine = Extension to the bottom plate to provide protection and wear edge for the chine.

Saloon = The living area on a boat.

Scumble = Painted graining make it look like wood.

Scuppers = Holes through hull sides for draining decks & lockers.

Semi-Traditional = Narrowboat style, good compromise between a trad and cruiser. The looks of a Trad, with the space of a cruiser

Shoreline = A lead from the shore side connected to a 240v electricity supply.

Single Lever Control = A hand lever combining the functions of steering and throttle control.

Skeg = A steel horizontal bar welded to the base plate (normally in channel form) protruding from the stern to carry the lower end of the rudder post and bearing, it also gives some protection to the propeller.

Skin tank = A steel tank welded to the interior face of the hull. The skin tank forms part of the engine cooling system; coolant passes through the tank and is cooled by contact with exterior hull plating.

Starboard = The Right side of a vessel or vessel.

Starboard or starboard side = (from the Norse steerboard the oar that was used to steer the boat) right-hand side when standing at the stern facing forward (towards the frontend)

Stern = The back or aft part of the vessel.

Sterngear = The propeller, propeller shaft, sterntube, sterntube bearing, & stuffing box or packing gland (an adjustable gland to help keep water out of the engine space bilge).

Stern gland = Geased packing arrangement that is used to prevent water from entering a vessel at the point where the propeller shaft passes through the hull.

Stern tube = The tube through the hull through which the propeller shaft passes.

Stretching = The boat is lengthened by cutting through and adding a completely new section to make the boat longer.

Superstructure = The structures on a vessel that project above the deck.

Swans neck = The S shaped steel bar welded to the rudder post to which the tiller bar is fitted (the brass shiny stick with a wooden handle on the end) on a motor boat.

Swim = The after (back) underwater part of the hull that goes to a point to allow a cleaner flow of water over the propeller.

Taffrail = The safety rail round the aft end of an open decked boat.

Tiller bar (or extension) = Fits on the swans neck of a motor boat to give extra leverage. (The brass shiny stick with a wooden handle on the end).

Transom = The normally rounded after (back) part of the boat above the water where the steerer stands.

Traditional Style = A style of narrow boat typified by short back deck of 2-3 Feet in length, giving more room inside for living.

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www.boatsafetyscheme.org

BSS Examination Report: BSSER-529299/26

Information from the checks by the above Examiner concerning the boat and systems detailed below

Signed: _____ PIN: 614

Examined on: 24/04/2026

Boat Details:

Name: Rakiraki

Category of checks: Hire Boat Reqs

Nav. Authority: Canal & River Trust

Reg./Index/Mark: 515953

The Examiner noted the following fuels or items on board this boat:

Diesel fuel and/or system: Yes

Solid fuel appliance and/or solid fuel fired steam engine: No

Petrol fuel and/or system: No

Paraffin, kerosene, or other fuel and/or system: No

Portable Generator: No

Portable LPG canister(s) and/or appliance(s): No

Electrical DC power: Yes

Installed LPG system: Yes

Electrical AC power: Yes

LPG Test method (B=Bubble tester M=manometer NT=Not Tested): M

If NT this is why:

Your boat has been examined by the BSS Examiner above against the category of Checks relevant to the class of vessel indicated above. The BSS Examination is a way of verifying that your boat meets your navigation or harbour authority's minimum safety Requirements. The Requirements help reduce the risks of fire starting & spreading, explosions, pollution and carbon monoxide poisoning. Visit boatsafetyscheme.org for more information.

BSS Certification

Did the boat meet all the applicable minimum safety requirements?

Yes

If yes, the expiry date is 23/04/2030

Was a warning notice issued? **No** Was the examination terminated? **No**

See examiner's comments for details, if 'Yes' is the answer in either field.

The full details of any Checks that have not passed and why, are given in the examiner's comments section which is attached if relevant. Any Check item that is marked with an 'R' (Required) must be addressed in order for the boat to pass.

If the boat complies with the Requirements, this document should be considered as a report of a BSS Certification. However, it is the entry of this information on the central BSS database, and not this Examination report, that will be used by your boat licensing authority to confirm that your boat met the mandatory BSS Requirements on the day.

A BSS Examination is not a full condition survey of a vessel - to understand the scope of a BSS Examination and the nature of the Examination Report, please read About the BSS Examination and BSS Examination Report. If your examiner has not provided you a copy of that document, please ask for one, or view the information at www.boatsafetyscheme.org/boat-examination/arranging-the-examination/about-the-bss-certificate

Examiner's comments linked to: BSSER-529299/26

Boat Name: Rakiraki

Examination Date: 24/04/2026

Examiner: Stephen Williams

Check Items marked as required (R) are linked to navigation authority requirements and must be addressed in order for the boat to pass.

Check Items marked (A) are advice. The boat owner bears the responsibility for the safety of the crew concerning advice items. These will not prevent a boat passing.

'Additional Observations' (AO) are linked to potential risks identified by the BSS Examiner that are either not associated with any BSS Requirements, or may be identifying a future potential risk.

**Check
Item**

Check Item Details

**Further Details Of The Examiner's Observations And
Findings**

About the BSS Examination Report

This document reports the findings of your boat's BSS Examination which is to satisfy the question: 'Does your boat meet all the applicable navigation or harbour authority minimum safety requirements on the day it was carried out?' The question has three possible answers:

Yes – In this event, the report can be considered a receipt-style certificate. It indicates that your boat met all the applicable minimum requirements on the day of examination. You should take note of the expiry date in forward planning your next BSS examination.

It is the entry of this information on the central BSS database, and not the BSS Examination Report, that will be used by your boat licensing body as evidence of your boat's BSS certification status. Keep the certification information with the boat's records and pass it on if you sell the boat.

Yes, but some advice checks did not pass – All the information in the paragraph above applies; however the examiner found advice check items that could not be passed (marked with an 'A'). Although privately-owned boats do not have to comply with advice checks to achieve BSS certification, each one represents best-safety practice and meeting them all is highly recommended. Any listed in the report may be material to the vessel's insurance and the boat owner's duties under the law of occupier's liability.

No – Checks marked 'R' for 'required' have not passed and these items must be addressed to achieve BSS certification. Again as above, addressing any issues linked to any checks marked 'A' included in the report are highly recommended. Full details of what has failed, why and what must be achieved will be provided by your examiner.

Warning notices – these are issued when the examiner has found, or has cause to suspect, that your boat presents a significant and immediate risk. You should arrange, or carry out, works to make the boat safe as soon as possible. The general nature of the risk and any checks associated with Warning Notice will be identified by your examiner.

About the BSS Examination and its limitations

Please note: the BSS Examination findings, and examination report, relate only to the facts observed at the time of the BSS Examination. It is not evidence of compliance with the navigation authorities' requirements at any other time.

The owner's on-going responsibility: it is crucial to maintain the vessel in good condition in accordance with the safety requirements; and, any other licensing, registration or mooring conditions of the relevant navigation or harbour authority. The validity of a BSS pass result may be affected and can be cancelled if the vessel is not properly maintained; and/or non-compliant alterations are made; or if a hire boat or other type of non-private boat is examined against the 'private boat' category of BSS checks.

A BSS examination and examination report relates only to the relevant version of the BSS Examination Checking Procedures published on boatsafetyscheme.org. Depending upon the nature of the specific check, the examination may be confined to items that can be seen, reached or touched.

A BSS examination is not a full condition survey, nor is it an indication that the vessel is fit for purpose. For example, it does not cover the condition of the hull or deck, the integrity of through-hull fittings or the stability of the boat and it isn't the same as having your boat serviced and doesn't check its general mechanical condition.

Prospective boat purchasers are strongly advised to satisfy themselves about all aspects of a vessel's condition by commissioning a pre-purchase survey before committing themselves to becoming new owners. Some surveyors are also authorised BSS Examiners and may be willing to carry out a BSS examination whilst surveying the craft if contracted so to do.

About the Scheme

Boat Safety Scheme (BSS) Limited is a public safety initiative run as a not-for-profit company limited by guarantee and registered in England and Wales with company number 15501423. The BSS aim is to, through independent Examinations, verify that boats comply with the navigation authorities' minimum safety standards.

All BSS requirements, the Examination checks, including 'advice' checks, are published on www.boatsafetyscheme.org. You can also see more safety information on avoiding fire, electrical risks and carbon monoxide poisoning on boats.

If you have doubts as to whether the Examination Report is a valid record, please contact the BSS General Manager, c/o National Waterways Museum Ellesmere Port, South Pier Road, Ellesmere Port, Cheshire, CH65 4FW or phone 0333 202 1000 or email bss.enquiries@boatsafetyscheme.org