OWNER'S CONDITION REPORT

Meadow Lark

Vessel type	**Narrowboat**
Survey purpose	**Pre-Purchase**
Date of survey	**26 April 2026**

James Hartley
MIIMS, YDA Member
IIMS No. 12345
info@coastalmarine.co.uk

Coastal Marine Surveys Ltd
12 Harbour Lane
Southampton
SO2 4BA

PI Insurance: Griffiths & Armour — GA/PI/2026/12435

Overall Condition: Good

This report is a plain-English summary of the survey carried out on Meadow Lark, a 60ft Aintree Boats cruiser stern narrowboat (built 2012), by surveyor James Hartley on 26 April 2026 at Stoke Bruerne Boat Company, Northamptonshire. The survey was commissioned for pre-purchase purposes.

To carry out the survey, the boat was lifted out of the water and supported on timber sleepers and a steel cradle, giving your surveyor complete access to every part of the hull — including the flat bottom plate and all underwater sections. This is the best possible set of conditions for a survey of this type, and no part of the hull inspection was restricted.

This summary is written in plain English to help you understand what was found. It is organised by area of the boat. Each section tells you what was inspected and what, if anything, needs attention. Items that need attention are clearly described — including how urgently they need to be dealt with.

There were no defects requiring immediate attention. Two items need to be dealt with in the coming months, and both are routine maintenance tasks rather than safety-critical failures. Overall, Meadow Lark is in very good condition for a 13-year-old narrowboat and is considered a sound purchase subject to the works noted in this report.

Please read this summary alongside the full technical survey report, which contains detailed measurements, photographs, and the surveyor's professional conclusions. This plain-English summary is a client aid only. The technical survey report remains the authoritative document.

Survey Conditions

The survey took place on a dry, overcast day with good visibility and a light breeze — well-suited to a thorough inspection. The boat was lifted out of the water on the morning of the survey and was supported on timber and steel supports. Your surveyor had unrestricted access to all parts of the hull, including the flat bottom. Nothing prevented a full inspection.

Hull & Structure (Steel)

The steel hull is in very good condition throughout. Your surveyor used a specialist ultrasonic thickness gauge to measure the steel at 28 separate points across the bottom plate and side panels. The bottom plate was built to 10mm and readings came back between 9.3mm and 9.9mm — well within acceptable limits. The side panels were built to 6mm and measured between 5.7mm and 6.1mm, again well within acceptable limits. There is no cause for concern about the structural integrity of the hull.

Two very small patches of surface rust were found on the lower left edge of the hull (each about the size of a large hand). These are cosmetic only and do not affect the strength of the steel.

The rubber seal and lid on the weed hatch (the small access hatch used to clear rubbish from around the propeller) are in good condition. The underwater protective coating (blacking) was applied in October 2023 and is in very good condition with no bare patches or damage — it has plenty of life remaining, though a fresh application is due in the next year or so as a matter of routine. The two protective zinc blocks (anodes) fitted to the bottom of the hull to prevent underwater corrosion are around 30% worn — they are in good shape and do not need replacing yet, but should be checked at the next blacking. All underwater fittings — such as the drain outlets — are secure, properly sealed, and showing no leaks. The internal floor of the boat (the bilge) is dry, with only the surface rust you would expect on a steel boat of this age.

Superstructure, Roof & Exterior

The roof, cabin sides, and all external fittings are in very good condition. The roof was repainted in 2023 and shows no rust, peeling, or bare metal. All roof openings — including the chimney, roof hatches, solar panel mounts, ventilation mushrooms, and TV aerial mount — are properly sealed with no signs of water getting in. The roof handrails run the full length of the boat and are all firmly fixed. The mooring rings and cleats along both sides of the boat are all secure and in good order. There are two very minor paint scuffs on the rubbing strakes (the protective strips along the sides) — these are cosmetic only and can be touched in at the next repaint.

Steering System

The tiller (the handle used to steer the boat) and all the steering components are in good condition. There is only a very small amount of movement at the pivot point, which is entirely normal. The safety pin that holds the tiller in place is

present and correctly fitted. The rudder blade, inspected out of the water, is straight and undamaged with no corrosion. Steering is responsive with no concerns.

Diesel Fuel System

The steel diesel fuel tank (approximately 250 litres) is the original 2012 unit and is in good condition with no leaks or visible rust. The fuel lines and hose connections are all in good order with no chafing or leaks. The fuel filter and water separator are clean, and the fuel shut-off valve is easily accessible and working correctly. The fuel tank breather vent is clear and unobstructed. No concerns with the fuel system.

Propulsion System

The Isuzu engine (42hp, installed 2012, showing 1,943 hours) is in very good condition. It started easily, ran smoothly throughout the inspection, and showed no leaks of oil, coolant, or fuel. The engine has been regularly serviced, with the most recent service at 1,900 hours. The gearbox oil and engine oil are both clean and at the correct levels. The coolant is clean with no signs of contamination.

The propeller shaft runs true with no visible wear, and the three-bladed bronze propeller is undamaged and in good condition.

However, the packing gland — a seal around the propeller shaft where it passes through the hull — is weeping water at a rate of approximately one drip every three seconds when the engine is running. This is at the very top of what is considered just about acceptable, and it needs to be repacked within the next 12 months. This is a routine maintenance job, but it should not be left indefinitely, as the leak rate is likely to increase over time. See the Actions section for details.

The exhaust system is in good condition with no leaks. The alternator (which charges the batteries when the engine is running) is working correctly.

Electrical Systems (12V)

The 12-volt electrical system is in excellent condition and has been well-upgraded. The domestic battery bank is a modern lithium system (two 200Ah batteries, installed 2024) with a built-in battery management system that protects against overcharging, overheating, and cell imbalance. The engine start battery is a separate 100Ah unit in good condition. All batteries are properly

secured, fused, and protected.

The main electrical control panel is clearly labelled, all wiring is neatly routed and protected, and every circuit is properly fused. Two 200-watt solar panels on the roof feed into a modern solar charge controller, providing good daytime charging. All lights were tested and are working — including navigation lights, interior LEDs, and exterior deck lights. All pumps and major 12V appliances are working correctly.

Shore Power (240V Mains)

The 240-volt mains system is in good condition and correctly installed. The mains socket on the outside of the boat (used to connect to a marina power supply) is weatherproof and in good condition. The consumer unit (the equivalent of a household fuse box) is clearly labelled, has a correctly rated safety switch (RCD) that trips as it should, and all circuit breakers are the right size for their circuits.

The connection between the mains earth and the hull has been tested and is well within the required standard — this is an important safety check as a poor connection here can cause electric shock or hidden underwater corrosion.

A galvanic isolator is fitted in the mains circuit, which protects the hull from a particular type of underwater corrosion that can occur when the boat is plugged into a shore power supply. A Victron inverter/charger (installed 2024, rated at 3,000 watts) is fitted and in excellent condition — this allows the boat to run mains appliances from the batteries when not connected to shore power.

Gas Installation (LPG)

The gas system is generally in good order, but there is one item that needs attention — see the Actions section.

The gas locker on the bow deck is in good condition and is properly ventilated, draining to the outside of the boat rather than into the bilge (which is the correct and safe arrangement). Both propane cylinders are secured, within their expiry dates (2027 and 2028), and the valves are the correct type.

All the copper pipework is in good condition, properly supported, and showing no signs of damage. The hob (4-burner) and oven were both tested — all burners ignite correctly, and the safety flame-failure devices on every burner work as they

should (these automatically cut the gas if a flame goes out). The gas isolation valves are clearly labelled and easy to reach. The LPG gas detector in the galley is correctly positioned at a low level (because gas heavier than air sinks to the floor) and alarmed correctly during testing.

However, the gas regulator — the device that controls the pressure of gas from the cylinder to the appliances — was installed in 2015, making it approximately 11 years old. Most manufacturers recommend replacing gas regulators after 10 years as a precaution, regardless of whether they appear to be working. This regulator has exceeded that recommended lifespan and should be replaced. This needs to be done at the next service. It is not an emergency, but it should not be put off. See the Actions section.

Heating Systems

The solid fuel stove (a Morso Squirrel 1412, 5kW) in the saloon is in good condition. The door seals are intact, the glass is uncracked, and the grate and ash pan are working correctly. The flue pipe is the correct twin-wall insulated type, properly supported, and showing no damage or corrosion. The chimney on the roof extends to an adequate height, has a spark arrestor fitted, and is properly sealed at the roof. The fixed air vent that supplies combustion air to the stove is the correct non-closeable type and is unobstructed — this is an important safety requirement.

Plumbing, Sanitation & Hot Water

The fresh water system is in good order. The stainless steel water tank (approximately 350 litres, located under the floor in the bow) is secure and leak-free. The water pump provides good pressure and all taps — galley, bathroom basin, and shower — operate correctly with no leaks.

Hot water is provided by a 50-litre stainless steel hot water cylinder, heated by the engine when running and by a 240V immersion heater when on shore power. The pressure relief valve is correctly fitted and routed to the outside of the boat. No leaks observed.

The toilet is a cassette type (Thetford C250), which is the correct arrangement for inland waterways — there is no direct overboard discharge. It is working correctly.

Both bilge pumps (one manual, one automatic) are working correctly. The

automatic pump did not operate during the inspection, which confirms there are no active leaks into the bilge.

Safety Equipment

All safety equipment is present, in date, and working correctly. Three fire extinguishers are fitted (two dry powder and one fire blanket in the galley), all serviced in 2024 and showing green on their pressure gauges. Two smoke alarms are fitted (saloon and bedroom), both tested and working, both within date. A carbon monoxide alarm is fitted in the sleeping area, tested and working, within date. All navigation lights are working.

BSS Compliance & Documentation

The boat holds a current Boat Safety Scheme (BSS) certificate (expires September 2027 — approximately 17 months from the survey date). The Canal & River Trust licence is also current (expires March 2027). The registration number displayed on the bow and stern matches all paperwork. Nothing found during this survey would be likely to cause a problem at the next BSS examination, with the exception of the gas regulator, which should be replaced before then in any case. All identity markings and builder records are in order.

Fit-Out & Interior

The interior of Meadow Lark is in very good condition for a 13-year-old boat. The joinery throughout is solid oak, well-built and well-maintained. There is no evidence of damp, water ingress, or condensation staining anywhere inside the boat. The insulation behind the interior panels is rigid foam board — importantly, it is not spray foam, which means the steel hull can still be measured with an ultrasound gauge in future surveys and the boat should not face any issues with insurance or resale on that basis.

All the electrical and gas work visible within the fit-out appears to have been done professionally. The 2024 lithium battery and inverter installation was carried out by a qualified marine electrician (invoice available). There are no signs of DIY modifications or non-standard work.

The cabin layout is a practical two-berth arrangement: fixed double bed in the bow, separate wet room (shower, basin, and cassette toilet), a well-equipped midships galley (4-burner hob/oven, fridge, and good storage), and an aft saloon

with L-shaped seating and the solid fuel stove. The cruiser stern has open cockpit seating for four people.

Key Findings

The hull steel is in very good condition. Thickness measurements at 28 locations all came back well within acceptable limits — the bottom plate and side panels have lost only a very small amount of thickness since the boat was built, which is entirely normal for a 13-year-old steel narrowboat.

The Isuzu engine has been well maintained, runs smoothly, and shows no leaks. Service records are present and credible.

The packing gland — the seal around the propeller shaft where it passes through the hull — is leaking at a rate of one drip every three seconds when the engine is running. This is at the upper limit of what is just about acceptable and needs to be repacked within the next 12 months.

The gas regulator is approximately 11 years old. Most manufacturers recommend replacing gas regulators after 10 years. This one has exceeded that threshold and should be replaced at the next service.

The blacking (the protective underwater coating) was applied in October 2023 and is in very good condition. A fresh application is due in 2025/2026 as a matter of routine maintenance.

The 2024 lithium battery bank, solar panels, and inverter/charger system are all in excellent condition and professionally installed.

All safety equipment — fire extinguishers, smoke alarms, carbon monoxide alarm, and navigation lights — is present, in date, and working correctly.

The BSS certificate is current until September 2027 and the CRT licence runs until March 2027. All paperwork and identity markings are in order.

The interior fit-out is high quality, dry, and well-maintained. Critically, the insulation is rigid foam board rather than spray foam — this is good news for the boat's long-term insurability and future surveyability.

No defects requiring immediate attention before using the vessel were identified.

Action Required

1. WITHIN THE NEXT 12 MONTHS — Have the packing gland repacked by a qualified narrowboat engineer. The packing gland is the seal around the

propeller shaft where it passes through the hull. It is currently weeping water at a rate of one drip every three seconds when the engine is running, which is at the upper limit of what is just about acceptable. Left unattended, this leak rate is likely to increase. Repacking is a routine job for any canal boat engineer and is not expensive, but it should be done before the next boating season or at the next service — whichever comes first.

2. AT THE NEXT SERVICE — Have the gas regulator replaced. The regulator controls the pressure of gas flowing from the cylinder to your cooker and oven. The current one was installed in 2015, making it approximately 11 years old. Most manufacturers recommend replacing them after 10 years as a safety precaution, regardless of whether they appear to be working. Your surveyor estimates the cost at £40–£80 for the part, plus any fitting charge. This is not an emergency, but it should not be left indefinitely and should be sorted at your next service or as soon as conveniently possible.

3. WITHIN THE NEXT YEAR OR SO (ROUTINE MAINTENANCE) — Arrange for fresh blacking to be applied to the hull. The current blacking was applied in October 2023 and is still in good condition, but a fresh application is due in 2025/2026. This is entirely routine and is not a defect — it simply needs to be factored into your ownership costs. At the same time, ask the engineer to check the two protective zinc anodes on the bottom of the hull — they are currently about 30% worn and will likely need replacing at or before that point.

Meadow Lark is a well-built, well-maintained narrowboat that has been looked after to a high standard throughout its life. The two items that need attention — the packing gland and the gas regulator — are both routine maintenance tasks and neither prevents you from using the boat once you own it, provided the packing gland is attended to promptly within the timescale noted above. Subject to those works being carried out, this vessel represents a sound purchase.

If you have any questions about this summary or anything in the full survey report, please contact your surveyor, James Hartley, directly.

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Reviewed and approved by James Hartley on 26 April 2026.

AMENDMENT HISTORY

No amendments have been made to this survey.

SURVEY INTEGRITY RECORD

SHA-256 Hash	`ffef0a27c10e340d2684c1d125fa8c54c81ac00a3793904d3dd1dd543eb39047`
Sealed at	26 Apr 2026, 11:15
Report Seal	`e8dc8908a75e6af624b36771a5c1c2cdc0ee631d94b673771db97af2d5016cc3`
Approved at	26 Apr 2026, 11:26
Verify online	marine-inspect.co.uk/verify/5c8eb191-2b23-4a35-8e84-85e09de0d96b

This SHA-256 hash was computed at the moment the survey was marked Complete. It covers the full survey JSON (checklist items, notes, GPS metadata) combined with the S3 ETag fingerprints of every attached photograph. Any subsequent modification to the survey record or substitution of photographs will produce a different hash value, providing evidence of tampering. This record should be retained alongside the report.

This report was prepared using Marine Inspect survey management software. For further information, visit *marine-inspect.co.uk*.