SURVEY 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

1. SCOPE & LIMITATIONS

This survey was conducted on 26 April 2026 in accordance with YDSA guidelines for pre-purchase narrowboat surveys. The vessel, Meadow Lark (CRT 67890), was inspected out of water at Stoke Bruerne Boat Company, Northamptonshire, having been lifted from the Grand Union Canal by travel hoist on the morning of the survey. The vessel was supported on timber sleepers and steel cradle and had been ashore for approximately four hours prior to inspection. Full access to the baseplate and all underwater hull sections was available; no scope limitation applies to the underwater hull inspection.

Ultrasonic thickness testing (UTT) was performed at 28 locations across the hull, covering the baseplate, shell plating, and chines. No spray foam insulation was present, and full UTT access was achieved throughout.

The engine was run at the mooring for approximately fifteen minutes; no underway trial was conducted. Internal systems were tested where accessible. Areas concealed by fixed linings, furniture, or insulation could not be inspected.

This survey represents the condition of the vessel on 26 April 2026 only. The surveyor cannot guarantee the future performance of any system or component. This report is prepared for the named client for the specific purpose stated (pre-purchase survey) and should not be relied upon by third parties without the surveyor's written consent.

2. EXECUTIVE SUMMARY

Meadow Lark is a 60ft cruiser stern narrowboat built by Aintree Boats of Liverpool in 2012, registered CRT 67890 (HIN: GB-ANT12060C). The vessel was surveyed out of water at Stoke Bruerne Boat Company, Northamptonshire, on 26 April 2026, for the purpose of a pre-purchase inspection. The vessel has been in private leisure use since new and has not been used as a liveaboard. It presents in very good overall condition for its age, reflecting a consistent and conscientious maintenance history by the current owner.

The steel hull is in sound structural condition. UTT readings taken at 28 locations across the baseplate (original specification 10mm) and shell plating (original specification 6mm) returned results of 9.3–9.9mm and 5.7–6.1mm respectively, all well within acceptable limits for insurance purposes. The bituminous blacking, applied in October 2023, remains in very good condition with uniform coverage and no bare patches, bubbling, or delamination. The superstructure, roof, and interior fit-out are all in very good condition with no evidence of water ingress. The high-quality solid oak interior joinery is well-maintained, and the use of Celotex rigid foam insulation (rather than spray foam) preserves full future UTT access — a positive factor for both insurability and resale.

The Isuzu 3LD1 (42hp) engine, with 1,943 hours recorded, is regularly serviced and ran smoothly during the inspection. The 2024 lithium battery bank, Victron inverter/charger, and solar installation are professionally specified and installed. No Category A defects were identified. Three Category B items are noted: the blacking is approaching the recommended reapplication interval and should be scheduled for 2025/2026; the packing gland shows slight weeping at the upper boundary of acceptable limits and should be repacked within the next twelve months; and the LPG regulator, installed in 2015, has exceeded the ten-year recommended service life and should be replaced as a precautionary measure. Subject to these minor rectification works, the vessel is considered suitable for purchase and is in very good condition relative to its age and type.

3. FINDINGS BY SECTION

Survey Conditions

The survey was conducted on 26 April 2026 under overcast, dry conditions with a temperature of approximately 12°C and a light south-westerly breeze (Force 2). No precipitation occurred during the inspection and visibility was good throughout. The vessel was lifted from the Grand Union Canal by travel hoist at Stoke Bruerne Boat Company on the morning of the survey and was supported on timber sleepers and a steel cradle. The vessel had been ashore for approximately four hours prior to inspection. Full access to the baseplate and underwater hull sections was available throughout, and no scope limitation applies to the underwater hull inspection.

Hull & Structure (Steel)

The hull plating above the waterline is in good condition. No significant distortion, buckling, or pitting was observed. Two minor areas of surface rust were noted on the port side chine (each approximately 150mm in extent); these are cosmetic in nature and present no structural concern. Rubbing strakes are in good condition throughout, with typical minor scuffing consistent with normal lock and mooring use. Paint is intact at all rubbing strake locations.

UTT readings were recorded at 28 locations across the hull during the out-of-water inspection. Baseplate readings (original specification 10mm) ranged from 9.3mm to 9.9mm across all sections from bow to stern. Shell plating readings (original specification 6mm) ranged from 5.7mm to 6.1mm on both port and starboard sides and at the chines. All readings are within acceptable limits for insurance purposes. No spray foam insulation was present, ensuring full UTT access throughout the vessel. Internal inspection of the bilge via the engine bay and floor hatches revealed minimal water accumulation, no active leaks, and only superficial surface rust on the internal baseplate, consistent with age and normal condensation.

Weld inspection across all accessible areas — frames, bulkheads, and skin fittings — revealed no cracking, porosity, or defects. Aintree Boats are well regarded for the consistency of their weld quality, and this vessel is representative of that standard.

The rudder blade is straight and undamaged. Rudder stock bearings exhibit minimal play within acceptable limits. The skeg is intact and undamaged. The sterntube entry weld was inspected and shows no visible corrosion or weeping. The cruiser stern deck and swim platform are secure and in good condition. All skin fittings — comprising the engine cooling water intake, weedhatch drain, bilge pump discharge, and two grey water discharges — are secure, free from corrosion, and present no evidence of leaks. All fittings are positioned above the waterline when the vessel is afloat.

Two sacrificial zinc anodes are fitted on the baseplate and are approximately 30% depleted, indicating good condition. No replacement is required at this time; the anodes should be inspected and replaced as necessary at the next blacking, due approximately 2025/2026.

The bituminous blacking (two-coat) was applied in October 2023 and, at the time of inspection, was approximately 18 months old. The coating is in very good condition with intact, uniform coverage across the baseplate and sides. No bare patches, bubbling, or delamination were observed. The blacking retains significant remaining life; however, reapplication should be planned for approximately 2025/2026, which coincides with the recommended reapplication and anode inspection interval. This item is noted as a Category B maintenance item.

The weed hatch lid opens and closes smoothly. The rubber seal is in good condition with no cracking or compression set. The hinge is secure and functional, and the drain is clear and operational. Watertight integrity of the weed hatch was confirmed.

Visual inspection of hull plating above waterline — distortion, damage, and pitting (particularly at waterline and chines). Note areas requiring UTT.

Rubbing strakes, bow, and stern — impact damage or corrosion.

Blacking condition and last application date — record coating type, approximate age, condition (bare patches, bubbling, delamination), and last application date if known.

Superstructure, Roof & Exterior

The roof coating is in very good condition, having been repainted in 2023 (owner records). No rust streaks, bubbling, or areas of bare metal were observed. All roof penetrations were inspected and found to be in good condition: the twin-wall insulated chimney flue is secure with a good seal; three mushroom vents are operational with intact seals; the TV aerial mount and two solar panel mounts are secure with good sealant; and two Houdini roof hatches open and close smoothly with good seals. All cabin windows are double-glazed with no crazing and intact seals. No evidence of water ingress was observed around any roof penetration when inspected from the interior.

The continuous full-length roof handrail is secure throughout, with no movement detected at any fixing point. Base plates show no significant corrosion, and the handrail provides good support for working locks. Gunwales are in good condition with protective paint intact. Rubbing strakes show typical minor wear at two locations where paint touch-up would be beneficial at the next repaint; these are cosmetic matters only.

All mooring hardware was inspected: six mooring rings (three per side), two bow cleats, and two stern cleats are all secure with sound welds and no corrosion at weld points. All fittings are appropriately sized for a 60ft vessel.

Steering System

The traditional tiller arm is in good condition with no corrosion or cracking observed. Play at the pivot point is minimal and within acceptable limits. The tiller pin is secure, with the split pin correctly fitted and in good condition. The tiller moves smoothly through its full range of travel. The vessel employs a direct tiller-to-rudder connection, as is standard for a cruiser stern narrowboat. Rudder stock bearings have minimal play, and the rudder blade — inspected out of water — is straight with no damage or corrosion. The steering system is responsive and shows no excessive play. No defects were identified.

Diesel Fuel System

The fuel system comprises a single steel diesel tank of approximately 250 litres capacity, located under the port side seating, dating from the original 2012 installation. External inspection revealed no leaks or visible corrosion, and the tank is secure with proper baffling. The fuel gauge is functional. Fuel lines are reinforced rubber hose with double clips at all connections; no chafing or leaks were observed. The primary fuel filter and CAV-type water separator are clean with no water or contamination visible; the secondary engine filter was serviced at 1,900 hours. The fuel shut-off valve, located in the engine bay, is easily accessible, clearly labelled, and operates smoothly with no leaks at the valve body. The tank breather vents externally via a dedicated vent on the side deck; the vent is clear and functional, and no fuel odour was detected in the engine bay. No defects were identified within the fuel system.

Propulsion System

The propulsion system is an Isuzu 3LD1 (42hp) diesel engine installed new in 2012 and reading 1,943 hours on the engine hour meter. The engine bay is clean, with no evidence of oil, coolant, or fuel leaks. Engine mounts are in good condition with no visible deterioration, and alignment with the propshaft appears correct. The engine was started and ran smoothly at idle for approximately fifteen minutes, producing no unusual noises, vibration, or smoke. Engine hours appear credible relative to the overall condition and the service records provided.

The PRM 150 gearbox shows no leaks; oil level is correct and the oil is clean with no contamination. Engine oil is correct in level and was changed at the 1,900-hour service. Coolant is correct in level and is clean with no oil traces or contamination suggestive of head gasket failure.

The propshaft runs true with no visible wear. The sterntube greaser is functional and was recently lubricated. The packing gland was observed to exhibit slight weeping at approximately one drip per three seconds when running — this is at the upper boundary of what may be considered acceptable but should be monitored and the gland repacked within the next twelve months. This is recorded as a Category B defect. The propeller is a three-blade bronze unit; all blades are in good condition with no damage or corrosion visible. The weed hatch lid, seal, hinge, and drain are all in good condition.

The exhaust system is of water-cooled type, with the skin fitting discharge positioned above the waterline. Exhaust lagging on the manifold section is in good condition with no deterioration or missing sections, and no leaks were observed at joints or the skin fitting. The 90A engine alternator is in good condition with a correctly tensioned drive belt showing no cracking or fraying. A voltage rise to 14.1V was confirmed when the engine was running, indicating the alternator is charging correctly.

Engine visual inspection — leaks (oil, coolant, fuel), corrosion, mounts, and alignment with propshaft. Note make, model, and hours.

Stern gear — propshaft, sterntube, packing gland/seal, and propeller. Operate weedhatch to access propeller — confirm lid seal, hinge condition, and drain. Note wear, leaks, and lubrication.

Electrical Systems (DC)

The DC electrical installation is well-specified and in excellent condition. The battery arrangement comprises a single 12V 100Ah AGM starter battery (Victron, installed 2022) and a domestic bank of two 12V 200Ah lithium iron phosphate (LiFePO4) batteries (Fogstar Drift, installed 2024). The starter battery is fused at source (150A) and properly isolated from the domestic circuits. The lithium domestic bank is housed in a dedicated battery box with a battery management system (BMS) providing overcurrent, over-temperature, and cell balancing protection. All positive cables are fused at the battery terminals.

The main DC distribution panel (Victron) is located in the saloon; all circuits are clearly labelled, and main battery isolator switches are accessible and operational. Wiring throughout the vessel is neat, properly supported with P-clips, and adequately protected from chafe where passing through bulkheads. All circuits are fused at source. A Victron BMV-712 battery monitor is fitted and functional.

All lighting was tested and found operational, including port, starboard, stern, and masthead navigation lights (all LED) and interior and exterior lighting throughout. All major DC loads were tested: the water pump, bilge pump (manual and automatic modes), toilet flush pump, and 12V fridge all operate correctly.

Two 200W solar panels (total 400W) are mounted on the roof with secure aluminium frames; all mounting brackets are secure with good sealant and wiring runs through sealed roof glands. The Victron SmartSolar MPPT 75/15 charge controller (installed 2024) is functioning correctly and showed active charging during the inspection. The system is well-specified for leisure use. No defects were identified within the DC electrical system.

Solar panel / wind generator — mounting security on roof, wiring condition, charge controller type.

Shore Power (240V AC)

The shore power installation is in good condition and complies with the requirements applicable to leisure narrowboats. The 16A CEE shore power inlet socket is located on the starboard side gunwale, well above the waterline, is IP44 rated, and is fitted with a weatherproof cover. Four internal 13A sockets are distributed throughout the vessel, all in good condition. The Wylex four-way consumer unit is in good condition with all circuits clearly labelled; the 30mA RCD was tested and trips correctly, and all MCBs are correctly rated for their respective circuits.

Earth bonding continuity between the consumer unit earth and the hull bonding point was tested using a calibrated multimeter and measured at 0.04Ω — well within the required threshold of less than 0.1Ω. The connection at the hull bonding point is clean and secure. A Victron galvanic isolator is correctly installed in the shore power circuit, providing protection against galvanic corrosion when connected to shore power. A Victron MultiPlus-II 12/3000/120 inverter/charger (installed 2024, rated 3000VA/2400W) is in excellent condition with wiring connections secure and a correctly rated 250A ANL fuse on the DC input side. A Victron GX Touch 50 remote panel is fitted in the saloon and is functional. The installation was carried out professionally by a qualified marine electrician (invoice provided). No defects were identified within the 240V shore power system.

Gas Installation (LPG)

The LPG installation is generally in good condition and largely compliant. The gas locker is located on the bow deck, is of steel construction, and is in good condition. The locker is correctly self-draining, with the drain tube exiting at low level on the external hull side and not discharging into the bilge or engine compartment. Two 13kg propane cylinders are accommodated, both secured with straps, and both within their certification date (expiry 2027 and 2028 respectively). Valves are standard POL type.

The gas regulator is a 30mbar two-stage type installed in 2015 and is therefore approximately eleven years old at the date of inspection. Whilst the regulator was found to be functional, many manufacturers recommend replacement after ten years as a precautionary measure. Replacement is recommended; budget approximately £40–£80 for the regulator and fitting. This item is recorded as a Category B defect.

Gas pipework throughout is 8mm copper — the preferred material — properly supported and protected. Flexible hose connections at appliances are appropriate marine-grade hose with double clips, all within the recommended maximum length of one metre, and in good condition with no damage, kinking, or deterioration.

Gas appliances comprise a Smev four-burner hob with grill and a Smev oven. All appliances ignite correctly. Flame failure devices (FFDs) were tested on all burners and function correctly. No gas water heater is fitted; hot water is provided via the calorifier system. Gas isolation valves are clearly labelled, easily accessible, and operate smoothly. An LPG catalytic detector, correctly positioned at low level in the galley, was tested using lighter gas and alarmed correctly; the unit is within date (installed 2022).

Regulator — condition and approximate age. Flag if age unknown or likely over 10 years.

Heating Systems

Heating is provided by a Morso Squirrel 1412 multifuel stove (5kW) installed in the saloon. The stove is in good condition: door seals are sound, the glass is intact with no cracks, and the grate and ash pan are functional. The manufacturer's plate is present. The flue pipe is of the twin-wall insulated type, runs vertically through the roof, and maintains adequate clearances to combustibles throughout (greater than 450mm). Support brackets are secure. No deterioration or corrosion was observed on the flue pipe. The chimney extends 650mm above roof level, which is adequate. A stainless steel cap in good condition is fitted, with a mesh-type spark arrestor present. The chimney is secure, with a storm collar and sealed roof penetration.

A fixed 100mm diameter combustion air vent is located in the cabin side in the vicinity of the stove. The vent is non-closeable (correctly — no butterfly or slide mechanism is fitted), unobstructed, and in good condition. This arrangement complies with BSS requirements for combustion air supply to solid fuel appliances. No diesel heating system is fitted to this vessel (recorded as N/A). No defects were identified within the heating system.

Solid fuel stove — door seals, glass condition, grate, ash pan, and manufacturer plate. Flue pipe — type (single/double skin), condition, clearances to combustibles, and support brackets.

Plumbing, Sanitation & Hot Water

The fresh water system is in good condition throughout. A single stainless steel water tank of approximately 350 litres capacity is located under the floor in the bow section, secure and leak-free. A Shurflo 12V pressure pump operates correctly, delivering good pressure. All visible pipework (JG Speedfit plastic push-fit) is in good condition with no leaks at connections. All taps tested — galley mixer, bathroom basin, and shower mixer — operate correctly with good flow and pressure and no leaks.

A 50-litre stainless steel calorifier provides domestic hot water, heated via both the engine coolant circuit and a 240V immersion heater. The calorifier is in good condition with its insulation jacket intact. The pressure relief valve (PRV) is present and correctly routed to the exterior via a dedicated discharge pipe; it does not discharge into the bilge. No leaks were observed.

Sanitation is provided by a Thetford C250 cassette toilet system — there is no direct overboard discharge of black water, which is the correct arrangement for inland waterways use. The toilet operates correctly with no leaks, and cassette access is from the exterior. Grey water from the galley, bathroom basin, and shower discharges directly overboard via skin fittings above the waterline, which is the standard arrangement for inland waterways. No leaks were observed at the discharge points.

Two bilge pumps are fitted: a Whale Gusher manual diaphragm pump in the engine bay (tested and operational) and a Rule 500 automatic electric pump with float switch (tested by raising the float — pump activated correctly). The bilge was dry during inspection, and the electric pump was not cycling, indicating no active water ingress. Both pumps discharge above the waterline. No defects were identified within the plumbing and sanitation systems.

Safety Equipment

Safety equipment is present in good order. Three fire extinguishers are provided: a 2kg dry powder unit in the saloon (gauge in the green sector, last serviced 2024), a 1kg dry powder unit in the engine bay (gauge in the green sector, last serviced 2024), and a fire blanket in the galley in good condition. All extinguishers are within their service dates. Two smoke alarms are fitted — one in the saloon and one in the bedroom — both tested using the test button and both alarming correctly; both are within date (installed 2022) and are appropriately positioned on the ceiling. A CO alarm is fitted in the bedroom (sleeping area) in compliance with BSS requirements, positioned at head height. The unit was tested and alarms correctly, and is within date (installed 2022). Navigation lights were tested and are all operational: port (red), starboard (green), stern (white), and masthead (white) — all LED type and in good condition. No defects were identified within the safety equipment inventory.

Fire extinguishers — type, quantity, gauge, and service date.

BSS Compliance & Documentation

The vessel holds a current BSS certificate (BSS/67890/2023), issued under the Private Pleasure category, with an expiry date of 20 September 2027 — approximately 17 months remaining from the date of this inspection. No advisory notices are recorded on the current certificate. The CRT licence (67890123) is current and expires March 2027. The vessel is in good standing with no outstanding compliance issues.

Vessel identity markings are present and correct: CRT index number CRT 67890 is displayed on both bow and stern and matches the licence documentation; HIN GB-ANT12060C is displayed on the hull and matches builder documentation. All identity markings are legible.

The vessel is confirmed as built by Aintree Boats, Liverpool, in 2012, to a cruiser stern configuration, 60ft × 7ft, in steel (10mm baseplate, 6mm sides), as verified by the HIN, builder records, and UTT results.

No items were identified during this inspection that would be likely to require attention prior to the next BSS examination in September 2027, with the exception of the gas regulator (see Gas Installation section), which is recommended for replacement on age grounds and which should ideally be addressed prior to the next BSS examination as a matter of good practice. All safety-critical systems — earth bonding, combustion air vent, gas locker drain, CO alarm, smoke alarms, and fire extinguishers — are in good order. The vessel is well-placed for a straightforward BSS renewal.

The interior layout is standard configuration (bow to stern: bedroom, bathroom, saloon/galley) with a cruiser stern open cockpit providing seating for four. The vessel is configured as a two-berth craft with a fixed double bed in the bow cabin.

Fit-Out & Interior

The internal fit-out is of high quality, featuring solid oak joinery throughout and tongue-and-groove oak linings with Celotex rigid foam board insulation. The use of Celotex rather than spray foam is specifically noted as a positive characteristic: it preserves full future UTT access and has no adverse implications for insurability or resale value. No evidence of moisture ingress, condensation staining, or damp was found anywhere in the interior. Internal hull surfaces, inspected via the engine bay and under-floor access hatches, show only superficial surface rust consistent with age — there is no active corrosion. All roof penetrations were verified from the interior with no water staining or evidence of any ingress.

All electrical and gas installations appear professionally executed to a good standard. The 2024 lithium battery and inverter/charger installation was carried out by a qualified marine electrician (invoice provided). No evidence of amateur or non-standard modifications was found anywhere in the vessel.

The overall interior condition is very good for a 13-year-old leisure narrowboat with no condensation staining, structural damage, or persistent damp. Soft furnishings are well-maintained and of good quality. The galley and bathroom are in good condition. Minor wear around the solid fuel stove area is entirely typical and presents no concern.

The cabin is configured as a two-berth vessel: bow cabin with a 1.5m wide fixed double bed; separate bathroom wet room with shower, basin, and cassette toilet; midships L-shaped galley with four-burner hob/oven, fridge, and good storage; aft saloon with L-shaped seating and Morso Squirrel stove; and cruiser stern open cockpit with seating for four. The layout is well-proportioned for leisure use by a couple.

Joinery and internal linings — construction quality and evidence of moisture ingress. Inspect accessible areas for internal hull surface corrosion. Note insulation type; spray foam presence must be explicitly recorded (prevents future UTT, affects insurability and resale). Confirm roof penetration seals from interior.

4. DEFECTS REGISTER

Item	Category	Recommendation
Blacking condition — reapplication due approximately 2025/2026. Bituminous blacking applied October 2023 is in very good condition but is approaching the recommended reapplication interval for a vessel in regular use.	Cat B	Schedule blacking reapplication at the next suitable haul-out, estimated 2025/2026. Combine with anode inspection and replacement as required. Continue the current practice of two-coat bituminous application.
Packing gland — slight weeping observed at approximately one drip per three seconds when running, which is at the upper boundary of acceptable limits.	Cat B	Repack the stern gland within the next twelve months, or sooner if the rate of weeping increases. This is a straightforward boatyard task. Monitor gland regularly in the interim and ensure the sterntube greaser is maintained.
LPG regulator — 30mbar two-stage regulator installed 2015, approximately 11 years old at the date of inspection, exceeding the 10-year recommended replacement interval.	Cat B	Replace the LPG regulator as a precautionary measure. Budget approximately £40–£80 for the regulator and fitting by a competent person. Replacement is recommended prior to the next BSS examination in September 2027.

5. RECOMMENDATIONS

No Category A (immediate safety hazard) defects were identified during this inspection. All rectification items are Category B (significant — to be addressed at the next service interval) and are detailed below in priority order.

Category B — Significant Defects (Address at Next Service Interval)

1. Packing gland repacking. The stern gland was observed to weep at approximately one drip per three seconds during the engine run, placing it at the upper boundary of acceptable limits. The gland should be repacked within the next twelve months; this is a straightforward task for any competent inland waterways boatyard and represents minimal expenditure. The rate of weeping should be monitored in the interim. Should the rate increase, the work should be brought forward accordingly.

2. LPG regulator replacement. The gas regulator is a 30mbar two-stage unit installed in 2015 and is therefore approximately eleven years old at the date of this survey, exceeding the ten-year recommended service life cited by many manufacturers. Although the regulator was found to be functional, replacement is strongly recommended as a precautionary measure. Budget approximately £40–£80 for a replacement regulator and fitting by a competent person. This should ideally be completed prior to the next BSS examination in September 2027.

3. Blacking reapplication. The current bituminous blacking was applied in October 2023 and remains in very good condition. However, reapplication should be planned for approximately 2025/2026 in line with the standard two-year interval for a vessel in regular leisure use. The haul-out for blacking should be combined with inspection and replacement of the sacrificial anodes as required. The surveyor recommends maintaining the current practice of two-coat bituminous blacking.

Category C — Cosmetic or Minor Items

Minor surface rust at two locations on the port side chine (approximately 150mm each) and minor paint scuffing at two locations on the gunwales and rubbing strakes should be treated and touched up at the next repaint as a matter of routine maintenance. No structural significance is attached to these items.

6. CONCLUSION & SEAWORTHINESS

Meadow Lark is considered to be in very good overall condition for a 60ft steel narrowboat of its age (2012) and type. No Category A defects requiring immediate rectification before use were identified. Three Category B maintenance items are noted — packing gland repacking, LPG regulator replacement, and scheduled blacking reapplication — none of which affect the immediate seaworthiness or fitness for purpose of the vessel on inland waterways.

Subject to rectification of the Category B items within the timescales recommended, and subject to the scope limitations stated in this report, the vessel is considered seaworthy and fit for its intended purpose as a private leisure narrowboat on the inland waterways of England and Wales. The vessel is recommended as a suitable subject for purchase at an appropriate price reflecting its age, condition, and the minor works required.

---

7. SIGN-OFF

This report has been prepared in good faith based upon a careful inspection of the vessel Meadow Lark carried out on 26 April 2026 at Stoke Bruerne Boat Company, Northamptonshire, in accordance with YDSA guidelines for pre-purchase narrowboat surveys. The inspection was necessarily limited to those areas and systems accessible at the time of survey; concealed areas and systems not operated could not be assessed and are subject to the scope limitations stated herein. This report is prepared solely for the use of the named client for the specific purpose stated and should not be relied upon by any third party without the surveyor's prior written consent. The surveyor's liability is limited to the fee paid for this report.

James Hartley

James Hartley

MIIMS, YDA Member

IIMS No. 12345

info@coastalmarine.co.uk

Coastal Marine Surveys Ltd

12 Harbour Lane

Southampton

SO2 4BA

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

Reviewed and approved by James Hartley on 26 April 2026.

APPENDIX A — PHOTOGRAPHIC EVIDENCE

Hull & Structure (Steel)

Visual inspection of hull plating above waterline — distortion, damage, and pitting (particularly at waterline and chines). Note areas requiring UTT.

No timestamp
No GPS fix

Rubbing strakes, bow, and stern — impact damage or corrosion.

No timestamp
No GPS fix

Blacking condition and last application date — record coating type, approximate age, condition (bare patches, bubbling, delamination), and last application date if known.

No timestamp
No GPS fix

Propulsion System

Engine visual inspection — leaks (oil, coolant, fuel), corrosion, mounts, and alignment with propshaft. Note make, model, and hours.

No timestamp
No GPS fix

Stern gear — propshaft, sterntube, packing gland/seal, and propeller. Operate weedhatch to access propeller — confirm lid seal, hinge condition, and drain. Note wear, leaks, and lubrication.

No timestamp
No GPS fix

Electrical Systems (DC)

Solar panel / wind generator — mounting security on roof, wiring condition, charge controller type.

No timestamp
No GPS fix

Gas Installation (LPG)

Regulator — condition and approximate age. Flag if age unknown or likely over 10 years.

No timestamp
No GPS fix

Heating Systems

Solid fuel stove — door seals, glass condition, grate, ash pan, and manufacturer plate. Flue pipe — type (single/double skin), condition, clearances to combustibles, and support brackets.

No timestamp
No GPS fix

Safety Equipment

Fire extinguishers — type, quantity, gauge, and service date.

No timestamp
No GPS fix

Fit-Out & Interior

Joinery and internal linings — construction quality and evidence of moisture ingress. Inspect accessible areas for internal hull surface corrosion. Note insulation type; spray foam presence must be explicitly recorded (prevents future UTT, affects insurability and resale). Confirm roof penetration seals from interior.

No timestamp
No GPS fix

APPENDIX B — AMENDMENT HISTORY

No amendments have been made to this survey.

APPENDIX C — SURVEY INTEGRITY RECORD

SHA-256 Hash	`ffef0a27c10e340d2684c1d125fa8c54c81ac00a3793904d3dd1dd543eb39047`
Sealed at	26 Apr 2026, 11:15
Report Seal	`634e0bd8458867772df2a06dac88847dabf3b495023b0063bafe5cf655ad14b0`
Approved at	26 Apr 2026, 11:19
Verify online	marine-inspect.co.uk/verify/2524501e-1dd0-470e-a51d-22d0501655b1

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*.