

# Maritime Surveyors Ltd.

LOWESTOFT

Survey Report

No:

**MSL/05/104**

on

**"RIVERMAN"**

**CONDITION & EVALUATION SURVEY**

**LOWESTOFT:- 29<sup>TH</sup>. JULY, 2005**

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Dated: 1<sup>st</sup>. August 2005

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**MARITIME SURVEYORS LIMITED**

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# Maritime Surveyors Ltd.

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1<sup>st</sup>. August, 2005.

## SURVEY REPORT No:-

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**THIS IS TO CERTIFY that**, at the request and on behalf of the Owner,  
survey has been held on the steel, single screw, motor tug

### “RIVERMAN”

while lying on the slipway at the premises of The Excelsior Yard, Lowestoft, on 29<sup>th</sup>. July, 2005, for the purpose of carrying out a survey, to determine the general condition and current market value of the vessel, at that time.

### GENERAL PARTICULARS OF VESSEL:

Name of Vessel:-	“RIVERMAN”
Length Overall:-	62 ft. 00 ins. (18.90 metres.)
Breadth Extreme:-	15 ft. 00 ins. ( 4.57 metres.)
Date of Build:-	1955

While the above particulars are believed to be correct and are given in good faith, they are not guaranteed.

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**GENERAL DESCRIPTION OF VESSEL:**

The vessel is of steel, all welded construction, built on a double, hard chine form, having a central keel, bilge keels, port and starboard and aft skeg.

The vessel has a single, flush, watertight main deck, a single, steel constructed deck casing, incorporating forward accommodation space, entrance and skylights, aft machinery space entrances and skylights, having a timber constructed wheelhouse mounted on the casing, situated between forward accommodation and aft engine room and a steel funnel casing mounted immediately aft of the wheelhouse structure.

A single, tubular steel foremast is mounted on the accommodation casing top, forward of the wheelhouse structure.

A storage locker is incorporated into the superstructure casing, port side forward.

Beneath the main deck and arranged from forward, are the following watertight spaces:-

Fore Peak Tank.

Accommodation Space.

Machinery Compartment.

General Storage Space.

Aft Peak Tank.

The accommodation space has direct access from the main deck, starboard side forward, via steel weather tight door and timber ladder, is fully lined, has hinged, opening skylights over and comprises two single bunks, bench seating, dining table, storage lockers, stainless steel sink unit with cold water supply.

The accommodation has been partially stripped out, for renovation.

The machinery space has direct access from the main deck, port side, via steel weather tight hatch and vertical steel ladder, has hinged opening skylights over and houses the main and auxiliary machinery, fuel tanks, air receivers and electrical distribution installation.

The general deck store has access from the main deck, starboard side, via steel weather tight hatch and vertical steel ladder and is unlined.

The wheelhouse has direct access from the casing top, port and starboard, aft, via timber, weather tight doors and is equipped with steel spoked helm wheel and pedestal mounted main engine speed and direction controls, instrument and alarm panels.

**GENERAL CONDITION OF VESSEL:**

As the vessel was out of the water, at the time of survey, the external hull plating, above and below the waterline was visually examined and hammer tested where appropriate and found to be, generally, in a relatively good condition, structurally sound, free from damage or defect, apart from a degree of surface erosion to be expected in a vessel of this age.

The central keel, bilge keels, port and starboard, aft central skeg and stern frame were all found to be, generally, in a relatively good condition, structurally sound and free from damage or defect, apart from a degree of surface scaling to be expected in a vessel of this age.

It was noted that there was a slight leak from the aft peak tank, in way of a welded seam, between skeg plating and stern frame, port side, which requires immediate remedial action.

It was also noted that there were no sacrificial zinc anodes attached to the external hull plating, these having been wasted completely.

The external plating of the hull, together with skeg and stern frame had been newly painted, above the waterline and newly anti-fouled, below the waterline.

The single steel plate rudder was found to be in a very good and sound condition, free from damage or defect, securely mounted, with a slight degree of wear in the bottom pintle bearing, which is to be expected in a vessel of this age and does not detract from the safe operation of the rudder, at this stage.

The three, fixed bladed, bronze propeller was also found to be in a good and sound condition, free from damage or defect, securely mounted to the tail shaft, with only slight erosion and localised chipping to the leading and trailing edges.

The main deck, externally, was examined in its entirety and hammer tested where appropriate and found to be in a relatively good condition, structurally sound and free from damage or defect, apart from a degree of surface pitting to be expected in a vessel of this age.

It was noted that the external plating had been de-scaled fairly recently.

All deck fittings, bollards, mooring posts etc., were all found to be in a good and sound condition, with the exception of the hand anchor windlass, which was in a seized condition.

**GENERAL CONDITION OF VESSEL:**

The main deck is bounded by steel plate bulwarks, topped by a steel bulwark rail and supported by steel plate stanchions, which were all found to be in a relatively good and sound condition, free from damage or defect, apart from a degree of wastage on isolated stanchions, recently de-scaled and newly painted.

The degree of wastage to the bulwark stanchions does not affect the integrity or strength of the vessel's hull at the present time.

The superstructure casing has also been recently de-scaled, externally and was found to be, generally, in a relatively good condition, structurally sound and free from damage or defect, apart from a degree of erosion to be expected in a vessel of this age.

All access hatches and doors were found to be in a good and sound condition, free from damage or defect and fully operational.

The internal structure, where accessible, in the machinery and store spaces, was examined and found to be in a good condition, structurally sound and free from damage or defect.

The wheelhouse structure was also found to be in a good condition, structurally sound and free from damage or defect.

All windows and doors were intact and in good order and afforded good all round vision.

None of the equipment in the wheelhouse was tested at the time of survey.

The tubular steel foremast was of a recent construction and was found to be in excellent condition, true and fair and free from damage or defect.

The accommodation was spartan, having been partially stripped out for refurbishment and was, generally, in good order, apart from several floorboards, which were part rotten and broken away.

The main engine comprised a Lister Blackstone, six cylinder, in line, single acting, four stroke, turbo-charged marine diesel engine, arranged with fresh water primary cooling and compressed air starting, direct driving the single propeller, via a marine reverse/reduction gearbox.

Once started, the main engine can be operated from the wheelhouse.

A Lister, single cylinder, single acting, four stroke, naturally aspirated marine diesel engine, radiator cooled and arranged with hand starting, direct driving a generator and air compressor is mounted in the engine room.

**GENERAL CONDITION OF VESSEL:**

As the vessel was out of the water, at the time of survey, the main machinery could not be operated, but appeared, externally, to be in a relatively good and fully operational condition.

It was noted that none of the deck or navigation lights were in operation, the wiring having been cut.

It was also noted that the electrical wiring, in general, was in a relatively poor condition.

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**Note:-** We have not inspected any woodwork or other parts of the structure that are hidden or otherwise un-exposed and, therefore, we cannot state that any such part of the structure is free from damage or defect.

Neither have we opened up or removed any parts from any machinery or equipment and, therefore, we cannot state that any such machinery or equipment is free from damage or defect.

-----**OOO**-----

**RECOMMENDATIONS:**

1. Leaking seam, in way of stern frame, port side, to be cleaned off and re-welded, with weld runs over the existing welded.
2. New anodes to be supplied and fitted to the external hull plating, as necessary.
3. Localised wasting of bulwark stanchions to be monitored and repaired as and when necessary.
4. Partially rotten and broken floorboards in accommodation space to renew.
5. Electrical wiring to renew throughout, new fuse or trip switch panels to fit to all circuits and all electrical appliances and fittings to be tested on completion.

Of the above Recommendations, items 1; and 2, should be carried out prior to the re-launch of the vessel and we have been informed, by the Owner, that this will be carried out.

With regard to the remaining Recommendations, it is obvious that the vessel is in the process of being fully re-furbished and these items can be carried out during this refurbishment.

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**REMARKS:**

The vessel, in general, was found to be in a relatively good condition for its age, structurally sound, with no damages or defects, apart from those enumerated in this Report and which form the basis of the Recommendations made, that would affect the structural strength, seaworthiness or safe operation of the vessel.

We have been informed that the vessel is undergoing a programme of refurbishment, which is ongoing.

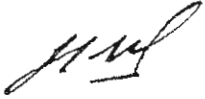
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1<sup>st</sup>. August, 2005.

**For and behalf of  
Maritime Surveyors Limited**



**Mr. L. Holland  
Attending Surveyor.**

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