



Vessel Compliancy and Maintenance

The Inland Waterways Small Passenger Boat Code (IWSPBC) requires that all vessels are compliant with respect to the following build standards and equipment fit out:

- Construction and structural strength
- Watertight Integrity
- Water freeing arrangements/ deck drainage
- Machinery
- Electrical installation
- Steering gear/steering position
- Bilge pumping/ draining
- Stability
- Freeboard
- Life-saving appliances
- Fire safety and fire-fighting appliances
- Communications equipment
- Navigation lights and sound signals
- Miscellaneous equipment
- Anchors and cables
- Accommodation
- Protection of personnel
- First aid kit
- Prevention of pollution

The vessel holds a valid commercial Boat Safety Certificate. Its purpose is to help minimise the risk of boat fires, explosions, or pollution risks. Tests are carried out every four years.

Engineering and maintenance plan:

The following maintenance routine is in place and records are kept in the daily working folder:

1. Daily equipment checks – Crew:

At the start of the day, crew members are required to check through the on-board equipment list, reporting back to the skipper if anything is not in place / in good working order

2. Pre-operational checks – Skipper:

At the start of the day, skippers perform a visual engine check, raw water filter and sea cock, Instrument and electrics working, bilges, cooling water, steering, gearing, electrics.

3. Weekly checks – Managing Skipper:

Visual hull check, header tank, hoses, belts, engine oil level, gear box oil level, operation of anchor and safety equipment.

4. Annual checks when the boat is on the hard standing – Managing Skipper / Engineer:

Pressure wash and Inspection of hull and underwater running gear, antifoul hull, polish superstructure

5. Annual engine service – engineer:

Filters, oil levels, stern gland greaser, batteries.

Safety equipment expiry dates:

The following equipment is serviced annually, and a record of expiry dates held in a register:

- Engine



- Wheelchair lift
- Fire extinguishers
- Life jackets
- First aid kit
- Defibrillator pads

All the electrical equipment is PAT tested

Recording and rectifying faults;

Mechanical faults are recorded by the daily skipper and reported to the Managing Skipper / Operations Manager

The engineer will be responsible for assessing and rectifying the fault.

Any significant repairs identified as necessary during the process, must be completed before further use. If it is not possible to rectify the fault and it is seemed to be non-critical or does not affect safety, then the rectification can be deferred until the next routine servicing.