

APPENDIX A

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Our Ref :ml/0022/6/16

Your Ref :Voyager Marine-WALKWAY

5th July 2025

This is to Certify that

Mike Lyness

did, on the 25TH June 2025, at the request of Voyager Marine Ltd, without prejudice inspect the walkway bridge sections leading to the tidal landing pontoon used for landing passengers which are connected to the shore in Saltash by the aforementioned Walkways, located in Saltash, Cornwall slightly North of the Tamar bridge, to inspect the condition of the structures and level of corrosion present.

The areas were inspected in place and viewed from the water whilst on a small boat as well as from the walkways themselves, this gave reasonable access externally, except in those locations very close to the shoreline.

Coating were not removed for Ultra-sonic spot -thickness readings to be taken. Additionally, as required the shell plating was visually inspected for defect and selectively-randomly "hammer tested", and if required additional areas were prepared and additional Ultra-sonic spot -thickness readings were taken.

Ultra-sonic spot-thickness readings are strictly point thickness recordings and there is no warranty that the adjacent or adjoining areas of plating share the same thickness reading, therefore the Ultrasonic spot-thickness readings should be considered as guidance only. An initial inspection was undertaken which identified several areas requiring attention.

UPON EXAMINATION FOUND

The structure was in place and the main section was a straight formation access gangway, fixed gangway leading to a hammerhead pontoon arrangement, the structure is supported and anchored by five tubular piles set into the sea bed.

The arrangement is typical of this type of landing pontoon and is laid out as walkway for access to floating pontoons with an additional two fingers on either side of the main walkway leading to the main hammerhead landing pontoon, the arrangement allows for the rise and fall of the tidal height in the area and it appears to be in the region of between 0-50 degrees working angle with a articulation or roller for the variable tide heights.

The inspection was mainly to ascertain the general condition of the gangway sections.

INSPECTION

The Underside Areas

The gangway is supported on concrete formed piles each pile located below the articulated gangway supporting a concrete pad.

Various areas of significant corrosion were noted mainly around the fixed supports connected to the concrete pile, we were unable to obtain a reliable reading using ultra sonic testing equipment due to the level of scale present. Other areas including several intermediate supporting sections also had significant areas of corrosion present, we were able to obtain reliable readings around these sections, readings obtained suggested that the diminution from the original 5mm wall thickness was now in areas down to 3mm. Various other sections were noted as having corrosion present however we do consider that these areas should be monitored for further deterioration.

The Top Of The Walkway

Most of the area was covered with decking type boards and access was not possible however around articulated sections a hinged section did give access, it was clear that corrosion had completely perforated the box section in these areas.

We have not sighted the original specification of the structures which reference the original wall thickness of the steel thickness however various readings were taken in what appeared to be sound material away from areas of corrosion which would suggest that the original material thickness was 5mm

Generally the structure in good order however significant scale was noted in various isolated areas, with other areas not visible, we would suggest that the visible areas have temporary repairs undertaken to prevent any further short term deterioration and all areas exposed and inspected in the winter months when the facility is not in service, we do consider it likely that further short term repairs will be required when the areas are exposed.

At present it would appear that the structures are in serviceable condition and fit for purpose however, we strongly suggest that the visible areas of corrosion are over plated to help prevent further corrosion of the sections.

We are unaware of any ongoing maintenance regime, we would suggest that due to the location of the facility being so exposed to the weather and salt water, the various sections of the walkway and pontoons are inspected annually and an ongoing maintenance program put in place.

Recommendations

- Grind out all defective welds and rectify by seam welding continuously with over weld extending at least 150mm to either side of the affected areas or to the horizontal / vertical joint to each affected plate.
- Abrasive blast the surfaces where possible to remove existing coatings and provide a suitably prepared surface to SA 2.5 or equivalent, surfaces overcoated in a epoxy blast/holding primer any further areas requiring repair addressed and then overcoated in a suitable epoxy primer.

Summary

We would consider that if all the above recommendations are undertaken, the bridge and pontoons should have a working life in excess of 15 years subject to annual continued maintenance.

REMARKS

1. This report is for the sole use of the commissioning client only and we are not legally liable to any future holder of the report.
2. This survey is carried out on the understanding that it does not constitute a full survey for design condition and does not take into account any undisclosed defects that may be revealed by more in depth studies which may have a bearing on the pontoons and there usability.
3. This report does not express or imply in any form any opinion regarding the original design, fitness for purpose, structural integrity or stability characteristics of the structure.

Signed
Primrose Marine Ltd

Enc...