Aluminium Hulls

Look for electrolysis and fractured welds. Electrolysis will cause the aluminium to corrode and is caused by dissimilar metals and debris being in contact. Keep a regular check on the hull. It is especially important to maintain a clean bilge as corrosion will lead to holes in the aluminium. "Hard points" caused by seat, frame or support connections to side and bottom plating will often cause the plate to fatigue and crack.
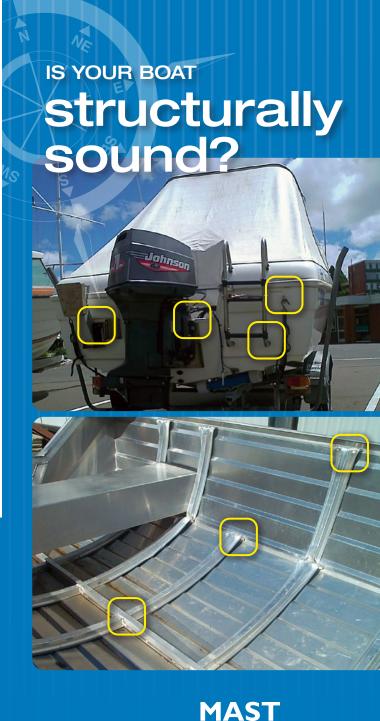
Fibreglass (GRP) Hulls

Two problems are common to older fibreglass boats. These are delamination which can lead to rotting of the timber core material and fractures in the glass laminate.

Transom cores should be looked at especially if the motor has been changed or removed sometime during the boat's life. You should remove the engine mounting bolts and inspect the timber inside the fibreglass. Water can enter through these holes and become trapped inside causing the timber to rot and reduce the structural integrity of the hull. This can also occur with the bungs, so it is important to also remove bilge drain plugs and inspect. Delamination and rotting can also happen with the frames of the boat, so where possible remove the flooring and check.

Fibreglass stress fractures can also occur where point loads exist, such as bulkheads.

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Learn more:

IS YOUR BOAT structurally sound?

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Check for rot / corrosion	Sound ✓	Monitor ✓	Repair / comments
Around main engine bolts			
At fastenings, rivets and screws			
In bilge and around bung holes			
Auxiliary engine brackets			
Ski hooks and berley bins			
Boarding ladder / added pod connections			
Where bilge water sits			
Other hull fittings			
Stress Fractures			
Around dive doors			
Transom / hull connection gussets			
Keel			
Where hull sits on trailer rollers			
Seat post mounting points			
Bulkhead joins			
Osmosis in hull (small bubbles)			
At frame and seat connections			
Welding on transom brackets			

It is recommended you seek the opinion of a boat builder or shipwright if unsure of your boat's integrity.