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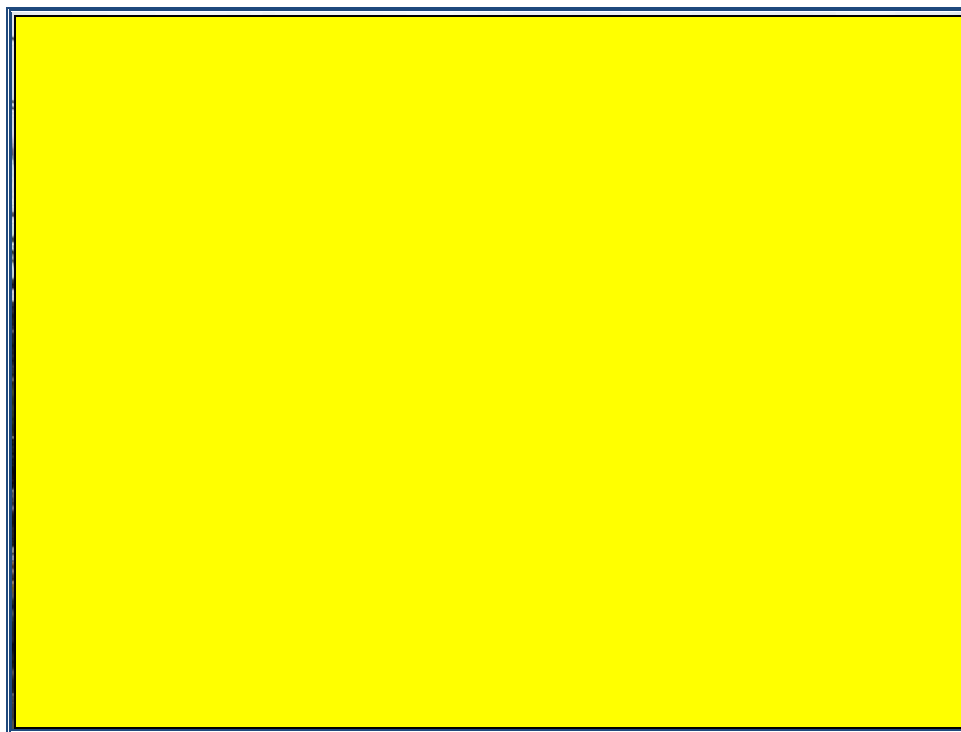


Marine Safety Inspection

Contract Number : 2014PC/4038

Date of Inspection : July 23, 2014

Commissioned by :



COMMISSION

To inspect the auxiliary sailing vessel [redacted] license number [redacted] to determine its suitability for in water moorage with regards to the safety of its structure and systems.

SURVEY SITE

The vessel was inspected afloat at [redacted] Ontario.

GENERAL

The vessel is a 40' FRP ketch with the hull molded over a male plug and reportedly designed by Bruce Roberts. As there is no HIN/MIC, date of manufacture cannot be determined however HIN/MIC's were required in Canada as of 1984. We therefore presume the vessel was manufactured prior to that year.

SCOPE OF INSPECTION

This report is not to be construed nor used as a Marine Survey Report rather a visual inspection of major systems and structural components. The inspection is based on the opinion of the surveyor using Transport Canada, "Small Vessel Construction Standards" and American Boat & Yacht Council, "Standards & Technical Information Reports For Small Craft".

The statements in this survey are the personal opinions and observations of the undersigned surveyor and are for the consideration solely of the party or persons retaining him, with no guarantees express or implied.

Hull :

The hull with integral keel is sound and heavily constructed. Ballast is fitted but not accessible for inspection and material therefore not determined.

Decks :

The decks are teak planked in good condition and check sound.

Superstructure :

The cabin trunks (fore & aft) appear generally sound.

Auxiliary system :

The Volvo diesel engine and drive system are securely installed and appear little used. The fuel system is neither grounded nor secured in accordance with required standards.

Interior :

The interior can best be described as "roughed in". There is no substantial part of the interior that could be considered "finished".

Sanitation :

A marine toilet is bolted to the deck in the aft companionway but neither flush water supply nor holding tank are fitted and the waste is ejected directly through a seacock seized in the open position.

Other fuels :

A propane stove/oven is fitted and the fuel line terminates at a pressure regulator in the aft companionway. This fuel line is not fitted with a pressure regulator and is not long enough to reach outside the hull and no approved type propane storage locker is fitted. The fuel line will reach a 20lb. propane tank stored in the non-ignition protected environment of the bilge forward of the engine compartment.



Outlet multiplier #1



Outlet multiplier #2 & #3



Outlet multiplier #4 & #5



Outlet multiplier #6



Outlet multiplier #7



Outlet multiplier #8



Outlet multiplier #9



Outlet multiplier #10



Outlet multiplier #11



One of three ungrounded fuel fill connections



Propane line and regulator near galley



20lb. propane tank in bilge

GENERAL COMMENTS :

A complete and accurate assessment of the electrical system is unlikely due to the number and general disarray of various extension cords and outlet multipliers. Inspection is also limited because of limited access due to the large volume of loose gear onboard.

AC system - Although eleven outlet multipliers were sighted, there may be more. Twenty one extension cords (some homemade with reversed polarity), outlet multipliers and lack of any circuit protection or AC/DC ground bonding whatsoever pose a significant ESD, electrocution and fire hazard. DC system – Wiring was incomprehensible and much appeared without any circuit protection and many connections are made with twisted wire covered with various types of adhesive tape.

Storing propane inside the vessel in this manner is an immediate threat to the vessel, crew and any nearby boats and harbour personnel. At time of inspection there were no provisions onboard for safe installation of a propane storage or fuel supply system to the galley stove.

Upon discovering the propane tank in the bilge exposed to non-ignition protected equipment, I immediately disembarked due to safety concerns therefore this inspection must be considered incomplete.

RECOMMENDATIONS

The propane tank must be immediately removed from the vessel and no propane system onboard to be used until proper fuel supply and storage systems are fitted.

The AC and DC power systems must be disconnected, all outlet multipliers and extension cords to be removed from the vessel pending a complete electrical inspection. All hatches, lockers, bilge or any other compartment containing electrical systems or parts thereof be made readily accessible for such inspection.

When all parts of the electrical system are made readily accessible, the vessel should be re-inspected.

Prepared without prejudice



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