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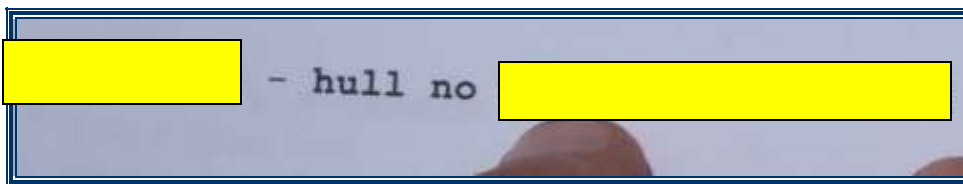
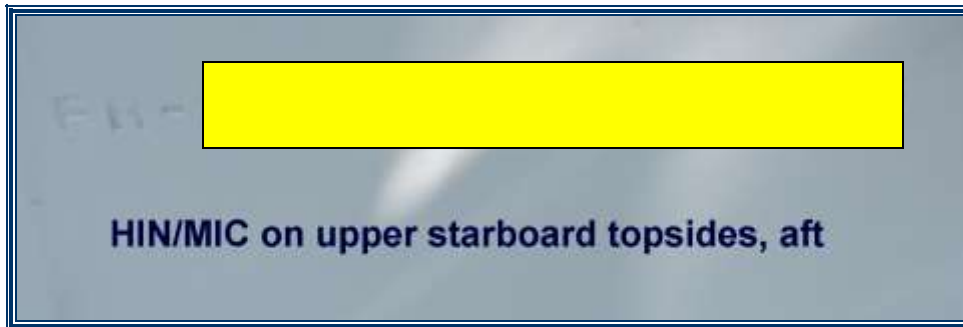
## MARINE SURVEY REPORT

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**Report Number :** 2009S/1539  
**Date of Inspection :** August 2, 2009  
**Commissioned by :** [redacted] to photograph\*, document and determine the cause, nature and effect of a fractured bulkhead and related damages.  
**Address :** [redacted]  
**e-mail :** [redacted]  
**Phone :** [redacted]

### GENERAL

**Make of Vessel :** [redacted]



HIN/MIC from builders' certificate

\*A separate file of original digital photographs is available.

## SURVEY SITE

The vessel was inspected afloat at [REDACTED], Toronto, Ontario. The weather was clear, warm and dry. The owner did attend.

## SCOPE OF SURVEY

The purpose of this inspection and survey report is to determine, insofar as possible within the limitations of visual and physical accessibility, through non-invasive and non-destructive means, the vessel's condition at time of survey by reporting deficiencies related to the fracture in the forward saloon bulkhead to starboard of the door.

## Description of deficiencies.

1. The forward saloon bulkhead to starboard of the door shows a horizontal fracture evident on both fore and aft sides of the bulkhead.



- 1b.** Bulkhead fracture close-up viewed from saloon. Note gap between door frame mouldings. A close up of this fracture will show vertical and slight horizontal movement along the fracture line.



- 1c.** Bulkhead fracture viewed from V-berth.



2. V-berth liner shows a 1" high buckle within the yellow oval. Generally radial fractures are noted around the cutout in the liner for the transducer as shown by the yellow lines.



- 2a. Close-up of generally radial fractures in the liner on the aft – outboard side of the transducer cut-out.



3. Top of saloon door viewed from saloon. Saloon door cannot be closed. Frame trim has shifted vertically and horizontally.



- 3a. Bottom of saloon door viewed from saloon.



4. Saloon bulkhead and compression post cover viewed from saloon. Arrows show where the compression post cover caulking has separated from the bulkhead. The vertical yellow line shows a separation in the veneer of the compression post cover.



- 4a. Close up showing separated caulking and vertical veneer separation on compression post cover.



5. Arrows point to separation of deckhead and side paneling on port side of saloon.



6. Arrows point separation of deckhead and side panels on starboard side of saloon.



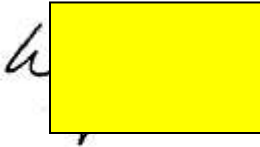
## Conclusions

Cabin trunk, topsides, decks and hull/deck joint appear visibly fair and sound on exterior surfaces. From the interior there appears to have been a significant movement of the side decks, forward saloon bulkhead and compression post cover. This movement was largely vertical with a lesser degree of horizontal movement. The cause of this movement could not be determined without removal of all non structural elements in the suspect area.

## Recommendation

All joinerwork, cabinetry, wooden cover panels, side deckhead panels and any other wooden structure in contact with the forward saloon bulkhead and compression post should be removed to facilitate a closer inspection of the bulkhead and any supporting structure. Further and more invasive examination may be required.

Prepared without prejudice



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