



MEADOWS MARINE SURVEYORS LTD.

Marine Surveyors and Consultants
10322 Resthaven Drive
Sidney, B. C. V8L 3H1



INSURANCE SURVEY: Condition and Valuation

Vessel Name:	Iron Maiden	Survey Date:	2&3 May, 2012
Builder:	Peltier Welding-Port Alberni, BC	Surveyed:	in water & in drydock
Model:	West Coast Troller	Location:	The Boatyard, Sidney, BC
Official No:	806964	Requested By:	Daryl Egan
Licences:	A,T,S	Address:	601 Frayne Road Mill Bay, BC VOR-2P4
V.R.N. #	29347	Telephone:	812-9135
Age:	1990	e-Mail:	darylegan@shaw.ca
Length:	42' ft.		
Beam:	16 ft.		
Draft:	8' 6" ft. in.		
Displacement:	49 tons lb.		



CONDITIONS OF SURVEY

- 1) This survey was completed only for the client named as requesting it.
 - a) This report is issued entirely without prejudice for the exclusive use of the client named for the designated purpose.
 - b) Any other person or persons using or relying on this survey do so at their own sole risk and peril.
- 2) This is not a complete survey.
 - a) An in depth full survey, including hidden areas is available at additional cost. A complete structural, mechanical and electrical inspection was not undertaken. Further deficiencies and or deterioration may be found if the vessel is fully opened up for detailed examination.
 - b) There are different types of surveys, each one being undertaken for a specific purpose and requiring different degrees of inspection.
 - c) In the case of a verbal discussion with the client, during or after the survey, then said discussion is a vital part of the survey even though it is not contained herein.
 - d) No opinion is given regarding hidden or inaccessible areas of the vessel. Deterioration and or original construction faults may exist in such areas.
- 3) Examinations of all vessels are made in good faith and carried out as thoroughly and as carefully as possible. However, Meadows Marine Surveyors Ltd., its representatives, employees, agents or otherwise, cannot accept liability or responsibility under any circumstances whatsoever, for errors in judgment, inaccuracy, omission, misrepresentation or misstatement, default or negligence in this or any report in the carrying out of any surveys.
- 4) Items listed below were examined during survey and, unless otherwise noted, were found to be in satisfactory condition for their intended purpose.

CONSTRUCTION / SCANTLINGS

Hull:	Welded steel, two chines Long keel, 36"bulb on bow
Ribs:	3" x 3" x 1/4" steel angle on 48" centers
Stringers:	2"x 2" x 1/4" steel angle angle, on roughly 16" centers
Deck:	Welded steel
Cabin:	Welded steel

ENGINE SYSTEMS

<p><u>Main Engine:</u> General Motors Model: 6:71 Horsepower: 180 Hours: unknown Age: 1990 Engine Beds: Steel Engine Mounts: Flexible Cooling Type: Fresh Water – keel cooled Exhaust System: Dry wrapped steel to steel muffler through cabinet to cabin roof</p>	<p>Marine Gear: Twin Disc Model: MG 509 (rep't, --not accessible) Ratio: 4/1 Instrumentation: Tachometer Engine temperature Oil pressure Gear Oil pressure</p>
<p><u>Auxiliary Engine:</u> ISUZU Model: C240 Hours: no meter Age: 1995 Engine Beds: Steel Engine Mounts: Flexible Cooling : Fresh – keel cooled Exhaust System: Dry steel through cabinet to cabin roof</p>	<p>Cooling Type: Fresh Water Instrumentation: Tachometer Oil pressure Voltmeter & Ammeter</p>

Generator: LEROY SOMER
 Belt driven on ISUZU
 (-not currently connected)

The engine(s) and related mechanical equipment were not inspected or test run.

Freezer System: CARRIER 5F40 – to freezing plates at aft center crossing & holding plates on deck-head in all crossings in hold
 ...
 Mounted on stbd fuel tank
 Hydraulically driven

Hold: Three crossing foamed and fibreglassed hold with aluminum pen boards and freezing plates in all pens.

Drag Winches: Two 12" alu body hydraulic -- pt. & stbd.on working deck
Wire: 3/8" x 7 x 19 galvanized steel – 200 fm (rep't renewed each 2 yrs).
Drum: 4' 6" alu , hydraulic (Kinematics), mounted forward of cockpit
Trolling Gurdies: 6 EASTHOPE hydraulic,-- pt & stbd at cockpit

Fuel Systems:

Fuel Type:	Diesel	Location:	Engine room & Lazarette
Tank Capacity:	2 x 1500 liter & 2 x 1000 liter	Tank Fillers:	On deck
Fuel Lines:	Copper & Aeroquip	Tank Material:	Steel
Water Separator:	RACOR 1000 MA	Tanks Vented:	To atmosphere
	RACOR 500 FG	Shutoff Valves:	at tanks & filters
			S.S. wire remote pulls
DAY TANK:	40 gallon – on cabin roof		

Fuel tanks were not tested. Life expectancy for tanks such as these can vary from ? to ? years

Hydraulic System:

Hydraulic pump mounted on forward end of main engine – services deck winches etc.
 Hydraulic pump mounted on ISUZU drives CARRIER freezing system.
 Smaller pump running on main engine – aft, for steering
 Hydraulic Reservoirs: Two 20 gallon steel , on fuel tanks, plumbed to port keel cooler

Bilges: wet SEE RECS

Pumps:	Location	Discharge
Manual diaphragm	on deck - stbd	on deck
2" JABSCO – &	belt driven on main engine picks up from manifold, with check-valves	\ To freezer heat exchanger & to deck-wash/firefighting /
Automatic RULE 2000	under engine	on deck

WIRING and ELECTRICAL**Shore Power: none**

Ship's Power: Voltage: **12 VDC**
 Battery Isolation Switch: Yes
 Branch circuit protection: Breakers & Fuses
 Voltmeter: two
 Ammeter: One
 Wiring: Copper flex braided marine See Recs

Batteries:

Number	Voltage	Group	Capacity	Location	Secured
6	6	deep cycle		Stbd fwd engine room-on tank	yes
1	12	29		at generator	SEE RECS

Chargers / Inverters:

Manufacturer	Model	Input	Output	Location
XANTREX	2010- charger	110 VAC	20 AMP DC	Engine room
ELIMINATOR	1200 -inverter	12 VDC	1200 watt AC	Wheelhouse
ELIMINATOR	1000 -inverter	12 VDC	1000 WATT	Wheelhouse

Navigation Lights:	Location	Type	Visibility	Operational
Port, Starboard:	cabin roof-light boards	12 VDC	Col. Regs compliant	yes
Stern:	mast	12 VDC	Col. Regs compliant	yes
Anchor light:	mast	12 VDC	Col. Regs compliant	yes
Steaming light:	mast	12 VDC	Col. Regs compliant	yes
Fishing:	mast	12 VDC	Col. Res. Compliant	yes

Alarms:

SEAMAR: Engine temperature, engine room bilge level
 Engine room fire,
 Galley fire

CONTROLS and DRIVE TRAIN

Steering:	2 station-WAGNER hydraulic.	** under oily bilge water (no pumping indrydock)
Rudder:	Steel- on steel skeg	Controls: 2 station HYNAUTIC - hydraulic-.....
Shaft:	3 1/4" Stainless steel	Rudder Gland: not sighted(not leaking) **
Stern Bearing:	Cutless -yr.2007- no wear	Shaft Gland: not sighted(not leaking) **
Propeller:	48RH30 – 3 blade bronze	Below Keel: No
Zincs:	new at survey	Electrolysis: none obs.

SEA CONNECTIONS

Function	Location	Shut Off Valve	Approved
Engine Cooling:			
Inlet	n/a – keel cooled		
Outlet			
Auxilliary Engine Cooling:			
Inlet	n/a – keel cooled		
Outlet			
Galley Sink Drain	- stbd - high		
Head:			
Inlet	port engine room	bronze ball	yes
Outlet	port engine room	bronze ball	yes
Vanity Sink Drain			
Washdown Inlet:	port engine room	bronze ball	yes
Raw Water Inlet:	port engine room	bronze ball	yes
Through Hull Material:	steel		

VESSEL EQUIPMENT**Stoves and Heaters:**

Manufacturer	Model	Fuel	Location	Approved
Dickinson Pacific	range with oven	diesel	galley – S.S. shield	yes

Refrigeration:

Manufacturer	Model	Fuel	Location
DOMETIC	RM 240	12/120 volt	galley – not in service

Fire Extinguishers:

Size	Type	Location	Date Charged	Approved
5 lb	ABC	Wheel house	no tag	SEE RECS
5 lb	ABC	Wheelhouse	no tag	SEE RECS

Ground Tackle:

Chain and rope were not pulled for inspection.

Anchor:	200 lb FORFJORD
100 lb	DAVIS -- spare – on wheelhouse roof
Chain:	1/2" 25 fm..
Rope:	3/4" braided nylon - 50 fm.
Winch:	TRITES MARINE 20" drum --- hydraulic

Fresh Water Systems:

Capacity:	700 gallon
Material:	Steel

Location: Aft ,under cockpit
 Heater: TORRID 6 gallon - 110 VAC & engine coolant - on port fuel tank
 Pump: FLOJET 3.5 gpm -stb engine room – on fuel tank
 Plumbing: Plastic

Raw Water Systems:

Pump: 2” JABSCO
 Plumbing: Heavy hose

Holding Tank Systems: none

REMARKS AND DESCRIPTION

Hull Liner:	Blown foam & fiberglass. in hold, plywood in foc'sle	Trim:	wood
Head Lining:	photo-grain plywood in wheelhouse & foc'sle	Upholstery:	vinyl
Bulkheads:	Three - steel	Housekeeping:	poor
Soles:	plywood	Maintenance:	Fair
Cabinetry:	Photo-grain plywood	Intended Use:	Commercial fishing- Salmon, tuna & shrimp
Counter Tops:	Arborite	Use Suitability:	Very good

This is a welded steel commercial fishing vessel currently licensed and active in salmon and tuna trolling and shrimp trawling around the Queen Charlotte Islands.

It is well built and is well suited for it's fisheries due to it's relatively wide beam giving it greater packing capacity for it's length and greater stability and safety for it's trawling activities. . It would pack approximately 22,000 lb of frozen product.

It was found in essentially good condition but needs attention to details of wiring and engine room cleanliness. Rigging, although appearing serviceable, should be examined on deck and aloft for greater certainty of condition. A short period of work will put the vessel in 'Bristol condition'.

General Arrangement:

It has a small foredeck with anchor winch forward, very narrow side decks, working deck with a large hatch and trolling cockpit aft.

.There is a three berth foc'sle below deck, spacious wheelhouse with galley to starboard and dinette / double berth to port, and private head accessed from the portside deck. The engine room is below the wheelhouse with floor-hatch access.

The working deck has hydraulic controls on the house and trawl winches port and starboard, main hatch with three crossing foamed and fibreglassed hold with freezing below deck, small hydraulic drum for the shrimp net mounted high over the trolling checkers, trawl door towers and trolling gurdies either side and cockpit aft.

Rigging:

Spars:

Mast: 4" steel "A-frame"
Boom: 4" steel

Stays:

Fore: Twin 3" steel pipe
Running: Upper & intermediate 7 x 19 1/2" & 3/8" galv. steel wire for trolling poles
3/8" 7x19 x1/2" galvanized steel wire for boom winches
Terminals: Galvanized steel thimbles & Nico-press
Spreaders: steel pipe, single pair, un-swept for trolling pole support
Turnbuckles: Galvanized steel, open
Toggles: Galvanized steel shackles
Chainplates: Steel, welded to 4" steel pipe caprails

Running Rigging: Dacron

Winches:
Boom: PULLMASTER hydraulic
Boom: PULLMASTER hydraulic
Waist deck Hydraulic warping head – on aft side of wheelhouse

Mast and Rigging were not unstepped; no comment is made herein on their actual condition.

ELECTRONIC and OTHER EQUIPMENT

Compass: 6" DAIKO
Depth Sounder: FURUNO F501 (not sighted--in repair)
VHF/FM Radiotelephone: ICOM IC-402
Private Phone: KENWOOD
SSB Radiotelephone: ICOM IC-M700
Sat-phone: QUALCOM – Global-star
GPS: FURUNO GP-70 Mk II
Radar: FURUNO 16 mi
Autopilot: COM NAV 2001 with 'remote'
Rudder Angle Indicator: WAGNER
Computer: NEC laptop 2002
ACER laptop 2010
Navigation Program: NOBELTEC
DVD / TV: 23" INSIGNIA
AM / FM / Tape Deck / CD: JVC – KD-G230
Ship's Bell: 6 1/2" brass
Deck Cleats / Hardware: galv. steel
Liferaft: BEAUFORT 4 person SOLAS – due April 2008 – secured on roof
SEE RECS
Survival Suits: Three – in foc'sl -- no date tags