

The following information has been provided to help our clients determine the most appropriate services to meet their needs. Once a quote has been accepted, a signed contract is a requirement in order to proceed with the work. The contract will be emailed and can be signed electronically. Work is invoiced in advance of the inspection date.

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Services Provided

Full Survey (recommended when purchasing a vessel)

Our most comprehensive inspection of the vessel, including out of the water (hull bottom and underwater gear), in the water (including testing of static systems, AC and DC electrical systems, hull piping and tankage, safety equipment, rigging and spars, decks and superstructure, hull interior and below deck structural components, cockpits, helms and navigation equipment, cabin interiors, galley and head systems, as well as visual inspection of propulsion engines and related systems).

Full surveys also include wait time for haul & launch of the vessel, and **Sea Trial** (which includes operational testing of onboard systems and performance of the vessel while underway). Full surveys are strongly recommended when purchasing a vessel. Expensive repairs are often identified during all three portions of a full survey; in the water, out of the water, and during sea trial.

Basic Survey (out-of-water survey typically required for insurance)

An inspection of the vessel either in or out of the water (but not both), in cases where the full survey is not required or not practical. The inspection will extend to as much of the vessel as is reasonably possible. Basic surveys are typically completed out of the water when an insurer requests a survey for a new insurance policy, or for renewal of an existing policy.

Basic surveys on vessels inspected in the water only will not be evaluated for the condition of items not accessible (such as wetted surfaces of the hull, topsides, underwater gear, outdrives, transom, and so forth), however items that can be operated in the water (such as shore power systems, generators, water and sanitation systems, appliances, air conditioners and so forth) will be tested (propulsion engines excepted).

Conversely, a basic survey on a vessel inspected out of the water limits the surveyor's ability to evaluate the operation of onboard systems and tends to be primarily about structural integrity and visual inspection of onboard systems that may not have power to operate (or not safe to operate out of the water).

Sea Trial

The Sea Trial is an often-overlooked service where the surveyor attends the vessel during a test run away from the dock in open water. The surveyor does not captain (or operate) the vessel, but spends time onboard inspecting structures and machinery. The benefit to the boat buyer is that the surveyor is able to evaluate the vessel in a dynamic state, in the water while underway. Deficiencies are often identified during a Sea Trial that cannot be seen during an out-of-water inspection or while moored. The Sea Trial is also an excellent opportunity for the seller or broker to provide the buyer with a helpful orientation to the vessel.

A sea trial is included in a full (comprehensive) survey, but may be scheduled as a separate service (or an additional service to a basic survey) if requested.

Ultrasonic Testing

This specialized form of non-invasive testing provides information on the thickness (and condition relative to new) of many hull substrates, as well as coating thickness. Time required for ultrasonic testing can vary widely depending on the type and condition of vessel. Such testing is not included in our standard survey rates, but can be quoted separately and specifically once an out-of-water inspection has been completed.

Hull Bottom Survey

An inspection of the hull bottom, transom, topsides, underwater gear and thru-hulls from the exterior of the vessel only, with the vessel hauled out of the water. A bottom survey is typically conducted when an in-water inspection has already been completed, or may be scheduled at a future date. The surveyor does not board the vessel during a bottom survey. All inspection work is completed from the ground.

Oil Analysis

Oil samples are optional and can be taken from propulsion engines and generators, in order to evaluate the condition of the oil. An oil analysis will provide information on contaminants such as fuel, coolant and foreign debris. Oil condition that can provide insight into existing or developing problems with the engine. Oil analysis is most commonly performed on diesel engines, but can be beneficial with gasoline engines, transmissions and gear boxes as well.

Fees for Services

(All fees are in Canadian dollars and subject to applicable taxes and a minimum service fee of \$295.00 – all surveys include travel)

Up to 25' powerboat (at our Edmonton facility only) BASIC SURVEY	\$349.00 Flat Fee
Up to 25' powerboat without cabin - BASIC SURVEY	\$540.00 Flat Fee
Up to 25' powerboat without cabin FULL SURVEY	\$740.00 Flat Fee
Up to 29' powerboat with cabin (or sailboat) – BASIC SURVEY	\$675.00 Flat Fee
Up to 29' powerboat with cabin (or sailboat) FULL SURVEY	\$990.00 Flat Fee
30-39' power or sail – BASIC SURVEY	\$870.00 Flat Fee
30-39' power or sail – FULL SURVEY	\$1270.00 Flat Fee
40-49' power or sail – BASIC SURVEY	\$995.00 Flat Fee
40-49' power or sail – FULL SURVEY	\$1595.00 Flat Fee
50-59' power or sail – BASIC SURVEY	\$1295.00 Flat Fee
50-59' power or sail – FULL SURVEY	\$1895.00 Flat Fee
60-80' power or sail – BASIC SURVEY	\$1595.00 Flat Fee
60-80' power or sail – FULL SURVEY	\$2295.00 Flat Fee
Sea Trial	\$475.00 Flat Fee
Hull Bottom Survey	\$295.00 Flat Fee
Follow-up Inspection	\$295.00 Flat Fee
Ultrasonic Testing	\$250.00 Hourly
Oil Analysis	\$110.00 per sample
Consulting Services	\$250.00 Hourly

**Please note that we no longer provide pricing 'by the foot'. Flat fee pricing is more representative of time required to properly conduct a thorough inspection and report. Full surveys require a full day of work for a surveyor on most vessels, and often more than a full day where long travel times are involved.*

***Pricing includes travel of up to 150km one-way from Toronto, Ontario or Edmonton, Alberta. Work requiring longer travel times from these hub cities will be quoted separately.*

****The above pricing is for pleasure craft only. Commercial vessel pricing will be quoted specifically on a case-by-case basis.*

Terms & Conditions

Limitation of Liability

Acceptance and use of a marine survey report by the client acknowledges the client's understanding that the report will be composed of information that is believed to be true after reasonable investigation and inquiry but is not warranted to be so. The information will be obtained without drilling, diving, ultrasonics, cleaning or opening up to expose parts or conditions ordinarily concealed. There will be no tests for tightness or soundness conducted other than the conditions noted visually. Acceptance and use of the survey report acknowledges the client's understanding that no determination of stability or structural strength will be made and no opinion expressed. Acceptance and use of the survey report acknowledges the client's understanding that Lewis Martin & Associates Ltd. (Marine Surveys Canada) does not accept any responsibility for damage or deterioration not found or discovered during the course of survey, nor for consequential damage, deterioration or loss due to any error or omission. The Client hereby undertakes to keep the Surveyor/Consultant and its employees, agents and subcontractors indemnified and to hold them harmless against all actions, proceedings, claims, demands or liabilities whatsoever or howsoever arising which may be brought against them or incurred or suffered by them, and against and in respect of all costs, loss, damages and expenses (including legal costs and expenses on a full indemnity basis) which the Surveyor/Consultant may suffer or incur (either directly or indirectly) in the course of the services under these Conditions. Notwithstanding the above clause, in the event that the Client proves that the loss, damage, delay or expense was caused by the negligence, gross negligence or wilful default of the Surveyor/Consultant aforesaid, then, save where loss, damage, delay or expense has resulted from the Surveyor's/Consultant's personal act or omission committed with the intent to cause same or recklessly and with knowledge that such loss, damage, delay or expense would probably result, the Surveyor's/Consultant's liability for each incident or series of incidents giving rise to a claim or claims shall never exceed a sum equal to the Surveyor's/Consultant's charges.

Terms and Conditions of your Marine Survey

Lewis Martin & Associates Ltd. (Marine Surveys Canada) and its associates provide marine surveys according to the following terms and conditions. In order to appreciate the limitations of a marine survey, it is imperative to understand what the Marine Surveyor is looking for. A Marine Surveyor will be inspecting & evaluating the condition of your boat against a specific set of standards. Even though a boat may appear safe to launch, please keep in mind that a Marine Surveyor is skilled at looking beyond cosmetic presentation. Structural problems or hazardous items identified with fuel or electrical systems onboard the boat can result in the Marine Surveyor finding the boat unsafe to launch or insure. A MARINE SURVEY IS NOT A GUARANTEE OF INSURABILITY.

Deficiencies identified in the Marine Survey Report are based on the knowledge & experience of the Marine Surveyor, along with accessibility at the time of the physical inspection. Lewis Martin & Associates Ltd. (Marine Surveys Canada) shall not, under any circumstances, be held liable for deficiencies not identified due to limited access, as a result of either vessel design or equipment installed on or in the vessel after manufacture. *Clients are encouraged to remove all belongings and non-fixed chattels in preparation for the marine survey, in order to allow full access for the Marine Surveyor.*

Should repairs be required to correct deficiencies prior to launch, such repairs are the responsibility of the vessel owner. A follow-up inspection may be required to render the boat seaworthy. The cost of a follow-up inspection shall be borne by the client.

Payment for services is due prior to the surveyor arriving onsite for the survey.

The Marine Survey Report may take up to three (3) business days to be completed, although the report is typically generated within 24 hours. The report will be attached to electronic mail and presented in PDF format. Requests for alternate formats (including printed copies) will be subject to a document fee.

Bookings made with a Marine Surveyor are binding upon the client, based upon acceptance of the terms outlined in this agreement. Cancellation of a booking must be made 24 hours prior to the date and time of the booking. Should a cancellation be necessary within 24 hours of the scheduled booking, a cancellation fee of 20% of the quoted fees shall apply. Cancellation fees must be paid in full prior to re-booking the Marine Surveyor. Lewis Martin & Associates Ltd. (Marine Surveys Canada) reserves the right, at the discretion of a Marine Surveyor, to postpone or cancel a booking based on weather conditions, scheduling conflicts, or other unforeseen circumstances. Lewis Martin & Associates Ltd. (Marine Surveys Canada) acknowledges, however, that services will not be unreasonably withheld.

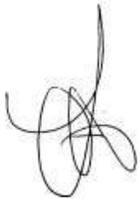
Lewis Martin & Associates Ltd. (Marine Surveys Canada) will not, under any circumstances, divulge information to a third party without the written consent of the client. Further, Lewis Martin & Associates Ltd. (Marine Surveys Canada) offers no guarantees or warranties to any third party to this agreement.

Lewis Martin & Associates Ltd. (Marine Surveys Canada) is committed to providing competent and professional services to the marine industry. Should a conflict or dispute arise with any of the services provided by Lewis Martin & Associates Ltd. (Marine Surveys Canada), please contact us by e-mail clientservices@marinesurveyscanada.com

Confirmation of the booking e-mail and signing of the survey contract constitutes acceptance of the terms & conditions contained herein, and therefore will be considered by Lewis Martin & Associates Ltd. (Marine Surveys Canada) as acknowledgement by the client of the existence of a contract between the client and Lewis Martin & Associates Ltd. (Marine Surveys Canada), according to the limitations of federal & provincial law. By agreeing to the terms & conditions of the contract, you agree to receive periodic newsletters and technical bulletins via email. You may unsubscribe from this mailing list at any time.

The standard terms and conditions contained in this document are effective as of February 27, 2021.

Signed,



Timothy J.S. Martin
Director, Eastern Operations



Tyler Lewis
Director, Western Operations