



Fire Investigation Report

Ministry of
Public Safety and Solicitor General

Incident No. TLA 11 01 05 23 01

Office of the Fire Commissioner

P.F.R. No. *

Date of Report February 16, 2011

Report Received January 18, 2011

Time 1100H

Investigated By: FSA Kempton Quon

Reportee: Fire Chief Ray Delcourt Telephone No. 250-416-9134 Location of Fire Ladysmith, BC

Property Classification Marina Fire

Date of Fire January 05, 2011

Time of Alarm 0000H

	Name	Address	Telephone
Owner	s.22	Ladysmith Maritime Marina 614 Oyster Bay Drive, Ladysmith BC V9G 1A7	
Occupier	Same as above	s.22	s.22
Witness	s.22		
	s.22	Visitors dock aboard the “ s.22 ”	
	s.22	Visitors dock aboard the “ s.22 ”	
Other	Cst Kelly Mobbs (GIS)	2881 Nanaimo St. Vic BC	250-995-7726
	Cst Jill Swan (GIS)	800-27 th Street, Courtenay BC	250-331-6010
Agencies Involved	LAFC Ray Delcourt	Ladysmith Fire Department	250-245-6436

SUMMARY OF FINDINGS

- A. Area of Origin: Undetermined, but suspect inside the cabin of the boat called the “ s.22 ”
- B. Point of Origin: Undetermined
- C. Source of Heat: Undetermined
- D. Material First Ignited: Undetermined
- E. Act or Omission Undetermined

Still under investigation by other agency: Yes ☒ No ☐

Photos taken: Yes ☐ No ☒

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INTRODUCTION

On January 18, 2011, as directed by Deputy Fire Commissioner Rob Owens, I conducted a fire investigation at the Ladysmith Maritime Marina, 614 Oyster Bay Drive, PO Box 1030, Ladysmith, British Columbia. I was assisted by the following individuals during the fire investigation:

- Fire Chief Ray Delcourt, Ladysmith Fire Department
- Cst Kelly Mobbs (GIS), Nanaimo Detachment
- Cst Jill Swan (GIS), Courtenay Detachment

located in a boathouse owned by s.22. The boathouse is occupied by s.22 boat called the “ s.22 ” (see colour photo of sister boat) and moored at Ladysmith Maritime Marina, 614 Oyster Bay Drive, Ladysmith BC.

The fire was reported at 0000H on January 05, 2011, through the 9-1-1 system. On arrival, members of the Ladysmith Fire Rescue discovered multiple vessels and boathouses were fully engulfed by flames. Fire was moving from the south side of the fire involvement finger to the north side of the finger.

Fire Chief Ray Delcourt interviewed two eye witnesses that saw where the fire first started (see drawing & copy photo):

- The first eye witness interviewed was s.22 stated that he heard a loud noise s.22 he could s.22 t to me in a picture of the marina the boathouse that he first saw the fire coming from was the boathouse containing the s.22 vessel.
- The second eye witness was s.22 from the vessel “ s.22 s.22 noticed the fire first coming from within the s.22 vessels as the rear plastic weather cover to the boathouse was consumed by the fire. s.22 also pointed out the s.22 vessel and boathouse on my marina photo as the first boathouse and vessel on fire.

The s.22 vessel was on shore power at the time of the fire. The only things running on the vessel was a Caframo 9206 deluxe heater unit (photo #014 & #016) which had been connected to a power bar (photo #015 & #016) which was powered by a timer unit (photo #013 & #017) from the shore power onboard the vessel. The timer could operate up to 4 hours per day. No one has been onboard the vessel since December 21, 2010.

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BUILDING/WATERCRAFT DETAILS

- Unknown age of boathouse
- Wood frame construction
- Metal sheeting's exterior
- Roof structure is wood trusses covered with metal sheeting's
- Boat make is a s.22
- Boat model is a s.22
- Year built 1977
- Boat name is called " s.22 "
- Serial s.22

AREA OF ORIGIN

The s.22 vessel burnt to the water line (photo #004) and sank to the bottom of the ocean. Drivers secured the vessel and a crane lifted up vessel (photo #004, #007, #008, #009) and placed on a floating barge. Due to extend of the fire, I suspect the fire started in the sleeping quarters. In this area we recovered remains of power bar, timer and the Caframo 9206 deluxe heater unit (see drawing & photo #013, #014, #016 & #017)).

POINT OF ORIGIN

A point of origin could not be determine due to extended fire damage

SOURCE OF HEAT

Undetermined

MATERIAL FIRST IGNITED

Undetermined

ACT OR OMISSION

Undetermined

Kempton Quon
Fire Service Advisor

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Photo Index

Picture #	Photo #	Description
1	001	Main ramp to Ladysmith Maritime Marina dock
2	002	View of the fire consumed & damaged boathouses
3	003	View of the destroyed boathouses
4	004	Raising the boat call " s.22
5	005	Raising the boat call " s.22 "
6	006	View of the boat called " s.22 "
7	007	View of the boat called " s.22 "
8	008	View of the boat " s.22 " been placed on the barge
9	009	View of the boat " s.22 " on the barge
10	010	View from the bo
11	011	View of the boat interior
12	012	View of the sleeping quarters
13	013	View of the electric timer
14	014	View of the electric heater fan
15	015	View of the power bar
16	016	View of the heater fan and power bar
17	017	Inside view of the timer

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Photo #001 - Main ramp to Ladysmith Maritime Marina dock

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Photo #002 - View of the fire consumed & damaged boathouses

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Photo #003 - View of the destroyed boathouses

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Photo #004 - Raising the boat call "

s.22

"

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Photo #005 - Raising the boat call " s.22 "

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Photo #006 - View of the boat called " s.22 "

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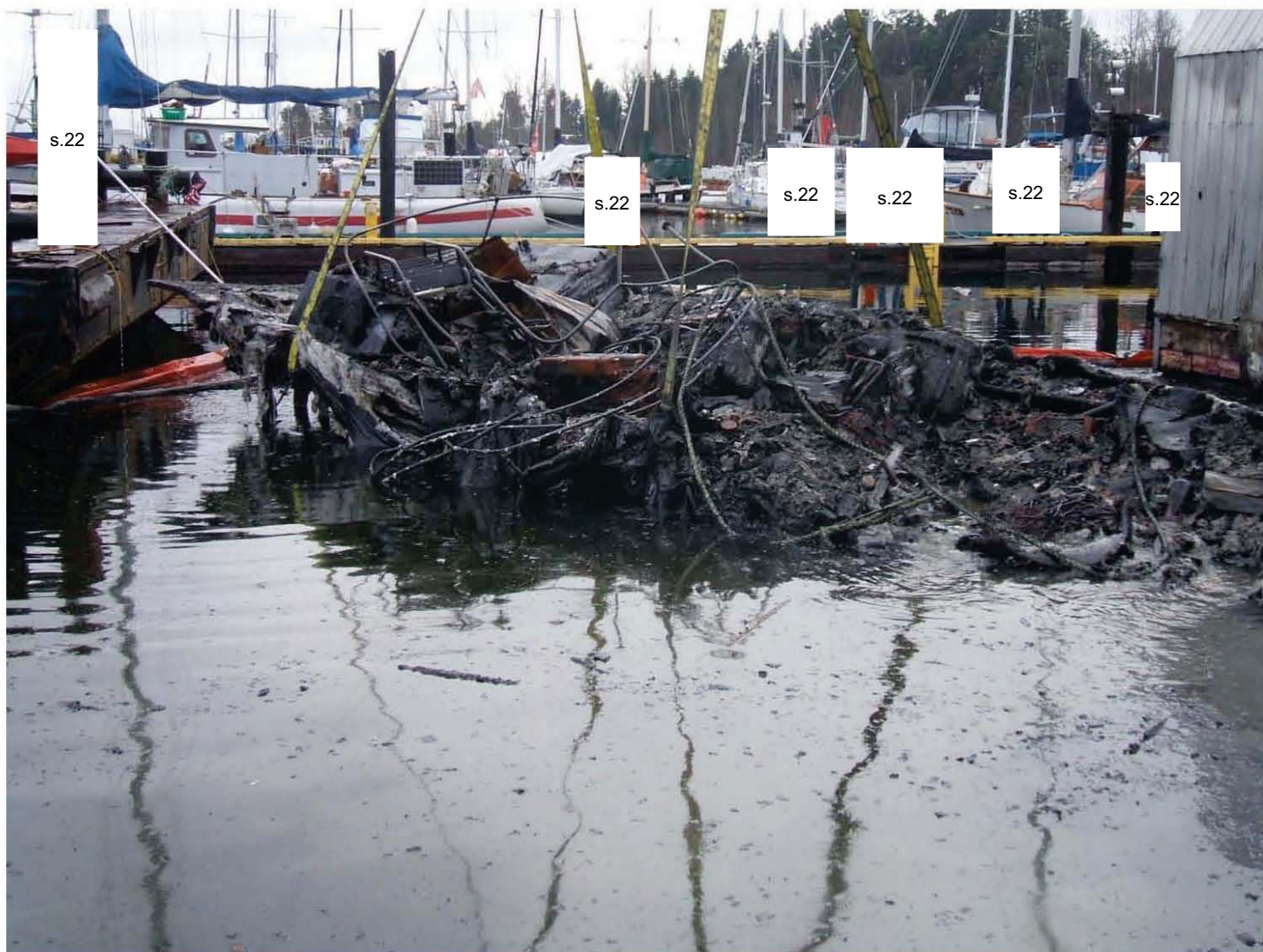


Photo #007 - View of the boat called "

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Photo #008 - View of the boat " s.22 " been placed on the barge

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Photo #009 - View of the boat " s.22 " on the barge

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Photo # 010 - View from the bow of the boat

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Photo # 011 - View of the boat interior

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Photo #012 - View of the sleeping quarters

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Photo #013 - View of the electric timer

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Photo #014 - View of the electric heater fan

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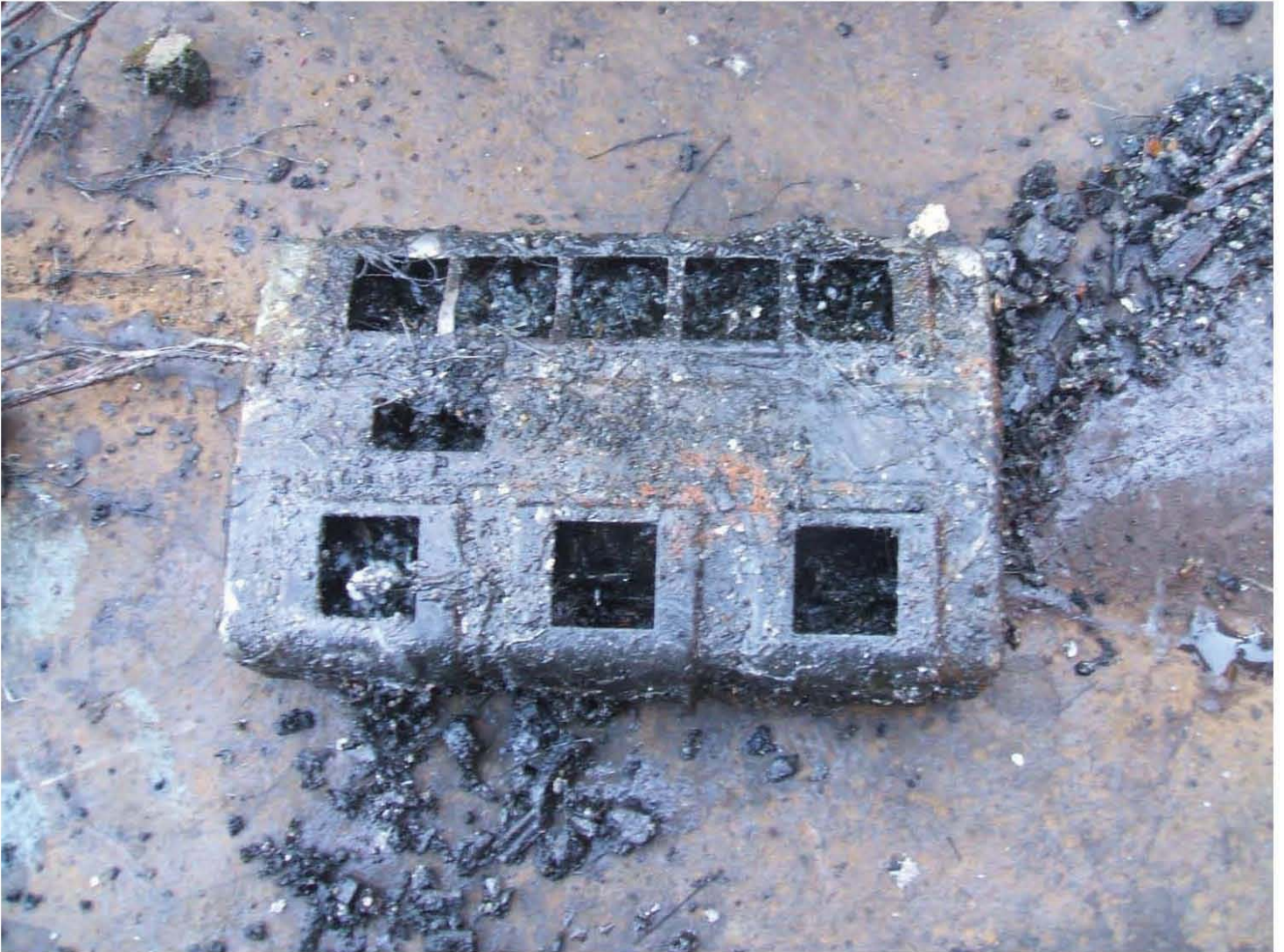


Photo #015 - View of the power bar

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Photo #016 - View of the heater fan and power bar

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Photo #017 - Inside view of the timer

PROVINCE OF BRITISH COLUMBIA
Ministry of Public Safety and Solicitor General
Emergency Management BC / Office of the Fire Commissioner

FIRE REPORT - **VEHICLE**

INCIDENT NUMBER: **TLA 2011 01 06 00
01**

Location of Incident:

**614 OYSTER BAY DRIVE P.O. Box 1030
LADYSMITH BC V9G 1A7**

of Occupants (At time of fire): **0** # of Injured: **0** # of Deaths: **0** Total Dollar Loss Estimate: s.22

Related to Wildland Interface Fire:

NO

e:

s.22

Content Value:

s.22

Total Value at Risk:

\$

s.22

Code Name : Code Description

PROPERTY CLASSIFICATION : 8490 WATERCRAFT - UNCLASSIFIED (DESCRIBE)

MANUAL FIRE PROTECTION : 4000 EXTINGUISHER ONLY

TRANSMISSION OF ALARM : 1000 911

FIRE SERVICE : 2000 VOLUNTEER/PAID-ON-CALL FIRE DEPARTMENT ONLY

INCIDENT : 1000 FIRE - FIRE DEPARTMENT ATTENDED

ACTION TAKEN : 3000 EXTINGUISHED BY FIRE DEPARTMENT

METHOD OF FIRE CONTROL : 4500 65MM/77MM (2 1/2"/3") HOSE -2 OR MORE HAND LINES

FIRE ORIGIN, AREA : 0000 CANNOT BE DETERMINED

EXTENT OF FIRE : 6000 EXTENDED BEYOND PROPERTY OF ORIGIN

IGNITING OBJECT : 0000 CANNOT BE DETERMINED

FUEL OR ENERGY : 0000 CANNOT BE DETERMINED

FORM OF HEAT : 0000 CANNOT BE DETERMINED

MATERIAL FIRST IGNITED : 0000 CANNOT BE DETERMINED

ACT OR OMISSION : 0000 CANNOT BE DETERMINED

Investigating Officer	L AFC Badge #	Telephone	ReportDate
DELCOURT, RAYMOND	1247	250-245-6436	2011-01-09

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FIRE REPORT - **VEHICLE** (PRODUCT/
EQUIPMENT)
INCIDENT NUMBER: **TLA 2011 01 06 00
01**

LOG #	: 164683		
ITEM TYPE	: WATERCRAFT		
ITEM DESCRIPTION	:		
MAKE	: s.22	CERT. AGENCY1	:
MODEL	: s.22	CERT. AGENCY2	:
	s.22		
YEAR	: 1977	CERT. AGENCY3	:
LICENSE NO.	: s.22	CERT. AGENCY4	:
SERIAL NO.	: s.22	CERT. AGENCY5	:
MAKE	: s.22		

COMMENTS :

Investigating Officer	L AFC Badge #	Telephone	ReportDate
DELCOURT, RAYMOND	1247	250-245-6436	2011-01-09

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FIRE REPORT - **VEHICLE** (NARRATIVE)

Emergency Management BC / Office of the Fire Commissioner

INCIDENT NUMBER: **TLA 2011 01 06 00 01**

Remarks:

LADYSMITH FIRE RESCUE WAS DISPATCHED TO A MARINA FIRE AT 00:00 HRS WHICH INVOLVED MULTIPLE VESSELS AND BOATHOUSES. DURING MY FIRE INVESTIGATION OF THE LADYSMITH MARITIME SOCIETY MARINA FIRE I WAS ABLE TO TALK TO TWO SEPERATE EYE WITNESSES THAT HAD BEEN IN THE AREA s.22 SHORTLY AFTER THE FIRE HAD BEEN NOTICED. THE FIRST WITNESS I INTERVIEWED WA s.22

s.22 HE COULD SEE A FIRE IN THE REAR CABIN AREA OF THE VESSEL IN THE SECOND TIME s.22 THE FIRE HAD MOVED THROUGHOUT THAT BOATHOUSE. s.22 POINTED OUT TO ME IN A PICTURE OF THE MARINA THAT I HAD WITH ME THE VESSEL AND BOATHOUSE THAT HE FIRST SAW THE FIRE COMING FROM. THE BOATHOUSE s.22 PICKED ON THAT MARINA PICTURE WAS THE BOATHOUSE CONTAINING THE s.22 VESSEL. THE OTHER EYE WITNESS THAT I SPOKE TO LATER WAS s.22 FROM s.22

s.22 STATED THAT HE COULD CLEARLY SEE THE s.22 VESSEL O NG WITH THE HEAT
AND SPREADING TO THE OTHER BOATHOUSES. AS STATED PRIOR s.22 NOTICED THE FIRE
FIRST COMING FROM WITHIN THE s.22 VESSELS AS THE REAR P R COVER TO
THE BOATHOUSE WAS DESTROYED DUE TO THE FIRE. HE THEN SAW THE FIRE MOVE RIGHT FIRST TO THE
s.22 BOATHOUSE (EAST) THEN MOVED LEFT TO THE s.22 BOATHOUSE (WEST) AGAIN FROM THE
s.22 BOATHOUSE. s.22 ALSO POINTED OUT THE s.22 VESSEL AND BOATHOUSE ON MY
MARINA PHOTO AS THE FIRST BOATHOUSE AND VESSEL INVOLVED IN THE FIRE. ON THE FIRE
DEPARTMENTS ARRIVAL WE COULD SEE THE FIRE MOVING FROM THE SOUTH SIDE OF THE FIRE
INVOLVEMENT FINGER TO THE NORTH SIDE OF THAT FINGER INVOLVING THE s.22 BOATHOUSE AND
VESSEL FIRST THEN TO THE s.22 BOATHOUSE AND VESSEL ALSO LOCATE HE NORTHSIDE OF
THAT FINGER. WE HAVE PICTURES TAKEN FROM THE NORTH OF THE FIRE SCENE TO VERIFY THIS. ALSO
MY FIRST FIRE ATTACK TEAM REPORTED THIS. DURING MY INVESTIGATION I NOTICED THAT THE MOST
FIRE DAMAGE AREA INDICATES THAT THE FIRE COULD HAVE MOVED FROM THE AREA IN AND AROUND
THE s.22 VESSEL AND BOATHOUSE. DURING THE FIRE INVESTIGATION OF THE REMAINS OF THE
s.22 SEL WITH A FIRE INVESTIGATOR FROM THE OFC WE COULD NOT DETERMINE THE FIRE ORIGIN
IS FIRE ON THE s.22 VESSEL DUE TO THE OVERALL EXTENT OF FIRE DAMAGE TO THE VESSEL
DURING THE FIRE. TH EL WAS ON SHORELINE POWER AT THE TIME OF THE FIRE. THE ONLY
THINGS RUNNING ON THE VESSEL AT THE TIME OF THE FIRE WAS A CAFRAMO 9206 DELUXE HEATER
UNIT WHICH HAD BEEN CONNECTED TO A POWER BAR WHICH WAS POWERED BY A TIMER UNIT FROM
THE SHOREPOWER ON BOARD THE VESSEL. THE TIMER WOULD OPERATE FOR 4 HRS PER DAY. WE FOUND
THE REMAINS OF THE HEATER UNIT AND IS BEING CHECKED OUT AT THIS TIME. THERE WAS ALSO A
BATTERY CHARGER FOR A CORDLESS DRILL WHICH WE COULD NOT FIND. NO ONE HAD VISITED THE
VESSEL SINCE DECEMBER 21, 2010.

Investigating Officer	LAFC Badge #	Telephone	ReportDate
DELCOURT, RAYMOND	1247	250-245-6436	2011-01-09

PROVINCE OF BRITISH COLUMBIA	FIRE REPORT - VEHICLE (NAMES)
Ministry of Public Safety and Solicitor General	
Emergency Management BC / Office of the Fire Commissioner	INCIDENT NUMBER: TLA 2011 01 06 00 01

Name no.	: 1	Name Status	: OWNER
Name	: s.22	Phone	: s.22
Address	: s.22		

s.22

Claims Adjuster Name :
Claims Adjuster Firm :
Claim Number :
Insurance Company :
Policy Number :

LOSS ESTIMATES:

Property

Loss : \$ s.22

Content Loss : \$ s.22

Total Loss : \$ s.22

REMARKS:

Investigating Officer
DELCOURT, RAYMOND

LAFC Badge #
1247

Telephone
250-245-6436

ReportDate
2011-01-09