

**From:** Robert Conconi  
**Sent:** Thursday, March 20, 2014 12:36 PM  
**To:** Dan Streech  
**CC:** Trevor Smith; Robert Conconi; Jeff Leishman; Jim Leishman; Diane Conconi; Mark Vanderbyl  
**Subject:** Re: Follow Up

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Dan, I have responded to these pre-delivery invoices with questions and further stated that nothing will happen until the complete purchase completes in accordance with our contract.

I wish you had taken advantage of the request or invitation to see me at the time of the CBSA seizure, your not responding and Jim's statements and subsequent email has only compounded the situation.

This is currently being investigated, the lawyers are involved, CBSA has many questions of PAE, it is a mess.

I am not prepared to send you one cent until Aurora is finished and complete to my satisfaction.

Most of the entire heating and air conditioning system is being removed because of an extremely poor installation. All you have to do is read what we are sending you. most questions are either ignored, or not responded to promptly and appropriately.

Mark and I are doing PAE's job in managing the commissioning and quality assurance of Aurora, it is like you have walked away.

I can't tell you how upset I am.

You or PAE can't even acknowledge the simplest of questions or responsibility. This is not the experience we agreed upon and framed our purchase around.

Bob

On Thu, Mar 20, 2014 at 12:22 PM, Dan Streech <[dan@nordhavn.com](mailto:dan@nordhavn.com)> wrote:

Dear Bob,

How are you and belated birthday wishes. I saw a notice on Skype last week that you had a birthday.

As noted by the date stamp of Trevor's email below, our delivery invoice for N120#1 has been in

**From:** Captain Mark Vanderbyl  
**Sent:** Tuesday, April 15, 2014 9:25 AM  
**To:** Bob Conconi  
**CC:** Trever Smith; Jeff Leishman; Dan Streech  
**Subject:** Stone estimate

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Good morning sir,

Joe Zelko from West Coast Stone Care came by the boat yesterday to examine the condition of the stone on the boat and provide an estimate for repairing, polishing and sealing. This was something I noted way back on the original deficiencies list that PAE felt wasn't necessary (I guess) so it slipped through. We know that the galley stone in particular was subjected to a lot of abuse on the crossing and there is evidence of grease incursion and things of that nature that probably wouldn't have shown up as much with proper sealing. Joe's words to us were that the stone (I think he was referring mostly to the galley at that point) looked as though it were on a boat that was 40 years old, not new. As you probably know, West Coast Stone Care has done several large yachts in the area including the Nova Spirit (150' Trinity) and Dennis Washington's boats (160' Feadship, 220' Feadship, and 328' Vancouver Shipyards).

Joe's ballpark estimate for time and men is 2 guys for 2 weeks. A lot of that time is used in prep and protection of the surrounding areas such as wood work, carpets, furniture, appliances, etc. He will be providing an official written estimate.

Talk later,

Mark

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