JAS Marine

Quality Dockside Service Since 1989

150 Damen Maaskant Trawler

"Scintilla Maris"



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Pre-Sale for Owner Report of Marine Survey

"Scintilla Maris"

150 Damen Maaskant Trawler

TABLE OF CONTENTS

Pre-Sale for Owner Report of Marine Survey 1
- Introduction 1
  - Conditions of Inspection 1
- General Information 1
  - Volvo Penta Engine Warranty Information 2
- Engine(s) Information 2
  - Engine Core 2
  - Engine Electrical 2
  - Engine Cooling System 5
  - Engine Fuel System 6
  - Engine Exhaust System 7
  - Engine Oil System 7
  - Miscellaneous Items 8
- Trial Run Information 8
  - Trial Run Information 8
- Survey Pictures 10
  - Engine Pictures 10
  - Generator(s) Pictures 11

Findings & Recommendations 12
- B: Secondary Priority / Findings Needing Timely Attention 12

Summary 14
- Summary 14

INTRODUCTION

PURPOSE & SCOPE

Acting at the request of Erick Vonk, the attending Surveyor did attend onboard the vessel named Scintilla Maris on 10/09/2026. The reason for the Survey, was to ascertain the physical condition and operation of the vessel's machinery. The engine equipment and peripherals were tested for function where possible and some features may have been tested for basic and/or limited function only. The wiring was inspected where accessible and was found to be in generally serviceable condition, unless otherwise noted. A significant amount of wiring could not be observed due to the wiring looms and conduits that transit areas which would require dismantling and removals for their inspection. No reference or information should be construed to indicate evaluation of the internal condition of engines, transmissions, drives or generators, except when specifically requested for further borescope or other internal investigation outside of the standard Scope of Survey.

This machinery was inspected without the removal of any parts except for plugs and some sensors in order to connect diagnostic equipment. This signed report represents the findings of the Survey and supersedes any and all conversations, statements and representations, whether verbal or in writing. This Survey Report represents the condition of the machinery on the above date or dates and is the unbiased opinion of the undersigned, but it is not to be considered an inventory, warranty or guarantee, either specified or implied. The Survey Report is for the exclusive use of the client only, and is not assignable to any other parties for any purpose.

DEFINITION OF TERMS

The terms and words used in this report have the following meanings as used in this Report of Survey:

USE OF "A", "B" or "C":

Use of the letters "A", "B" or "C" in the body of this report will indicate that a finding will be listed in the ''Findings and Recommendations'' Section, pertaining to the lettered item.

PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.

Unless specifically noted otherwise, there were no measurements or calculations performed during the Survey. The specifications listed within the report are believed to be correct; however, accuracy is not guaranteed. Recommend obtaining accurate measurements and performing calculations as desired, or verifying all vessel specifications and capacities with the vessel's builder.

OIL SAMPLES

Oil samples are taken by JAS Marine unless requested otherwise on the main engines, transmissions and generators on board the vessel. Oil samples may not be taken if the sea trial portion of the survey was not completed, the decision to pull samples in this situation would be decided by Jim Brancaccio, Lead Technician and/or Erick Vonk. The oil sample results can take anywhere from 2-4 days to generate and may be sent after the survey report has been completed and sent to Erick Vonk. In the circumstance that the boat is purchased prior to receiving the oil sample results, Erick Vonk understands that the decision to purchase Scintilla Maris was Erick Vonk alone and that Erick Vonk was not instructed to do so by Jim Brancaccio, Lead Technician or any representatives from JAS Marine.

CONDITIONS OF INSPECTION

TRIAL RUN

A trial run was performed as part of the machinery inspection.

GENERAL INFORMATION

TYPE OF INSPECTION

Engine Inspection.

WORK ORDER NUMBER

540680

INSPECTION DATE
10/09/2026

TYPE OF VESSEL
150 Damen Maaskant Trawler

VESSEL NAME
Scintilla Maris

ATTENDING HULL SURVEYOR
Duncan, Elite Marine

VOLVO PENTA ENGINE WARRANTY INFORMATION

ENGINE WARRANTY EXPIRATION
No active warranty available

ENGINE(S) INFORMATION

ENGINE CORE

ENGINE MANUFACTURE
Volvo Penta

ENGINE MODEL
D161-E MG 3 mains
D5a-B TA Harbor Gen.

ENGINE RATED RPM
1800, Constant speed

NUMBER OF CYLINDERS
6 Cylinder (Inline)

ENGINE SERIAL NUMBERS
#1 Port. 1016156566
#2 Center. 1016156565
#3 Starboard. 1016156573
#4 Auxiliary. 1512794002

ENGINE HOURS
#1 885
#2 1288
#3 1239

ENGINE ELECTRICAL

ENGINE WIRING CONDITION
All wiring on engine including main engine wiring harness is in good condition, no signs of corroded or rusted terminals, broken connections or open circuits.

STARTER
Engine starter engages with no issues, all connections are in good shape, overall condition of starter is good.

FAULTS/ALARMS
No faults or alarms at this time

ENGINE DISPLAYS

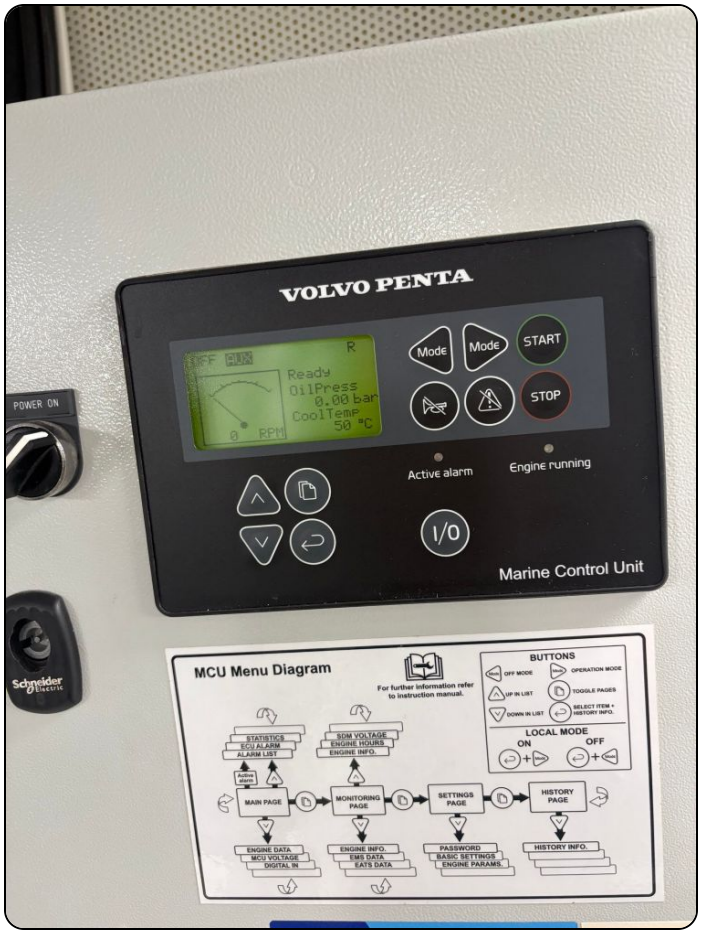
All engine displays in working condition, correct information being displayed.

Each engine is equipped with a Volvo Penta Display. plus the boats monitoring system.






VOLVO PENTA
Mode
Mode
START
STOP
Active alarm
Engine running
I/O
Marine Control Unit
MCU Menu Diagram
For further information refer to instruction manual.
BUTTONS
LOCAL MODE
ON
OFF
MAIN PAGE
MONITORING PAGE
SETTINGS PAGE
HISTORY PAGE
1181H 301025


VOLVO PENTA
POWER ON
Mode
Mode
START
STOP
Active alarm
Engine running
I/O
Marine Control Unit
MCU Menu Diagram
For further information refer to instruction manual.
BUTTONS
LOCAL MODE
ON
OFF
MAIN PAGE
MONITORING PAGE
SETTINGS PAGE
HISTORY PAGE



ENGINE COOLING SYSTEM

COOLING SYSTEM TYPE

Engine cooling system uses fresh water (coolant) to cool the engine.

HEAT EXCHANGER

Heat exchanger appears to be in good physical condition at this time, no external leaks or corrosion around end caps.

RAW WATER HOSES

Raw water hoses and clamps appear to be in good condition

RAW WATER HOSE CLAMPS

All raw water clamps appear to be in good condition at this time.

RAW WATER PUMP

Raw water pump shows no signs of leaks at this time, check prior maintenance records and continue servicing according to manufacture service schedule.

EXPANSION TANK CAP

Expansion tank cap appears to be in good condition with no leaks from seal.

FRESH WATER HOSES

Fresh water hoses and hose clamps appear to in good physical condition

FRESH WATER HOSE CLAMPS

All fresh water clamps appear to be in good condition at this time.

FRESH WATER PUMP

Fresh water pump shows no signs of leaks at this time.

ENGINE COOLANT LEVEL

Engine coolant level is at correct level.

COOLING SYSTEM OVERVIEW

FINDING B-1

ENGINE FUEL SYSTEM

FUEL TYPE

Diesel

FUEL LINES/HOSES

No active leaks from fuel lines/hoses, all hoses and lines appear to be in good condition as well as clamps and fittings.

PRIMARY FUEL FILTER

Dual Racor 1000 For D16 engines
Single Racor 900 for D5 generator







SECONDARY FUEL FILTER

OEM fuel filter installed on engine.

FUEL FILTER CONDITION

Primary fuel filters appear to be clean, continue to service filters as per manufacture schedule or as needed.

ENGINE EXHAUST SYSTEM

EXHAUST MANIFOLD

Engine exhaust manifold appears to be in good condition at this time.

EXHAUST RISER

Engine exhaust riser appear to be in good condition at this time.

TURBOCHARGER

Turbocharger appears to be in good condition, makes proper boost under load and shows no signs of lag.

ENGINE OIL SYSTEM

ENGINE OIL LEVEL

Engine oil level is at correct level.

MANUFACTURE RECOMMENDED OIL TYPE

Volvo Penta Diesel Engine Oil VDS-4.5 SAE 15W-40

ENGINE OIL FILTERS

Engine oil filters appear to be in good condition with no leaks, check prior maintenance records and continue servicing according to manufacture service schedule.

ENGINE OIL LINES

All engine oil lines appear to be in good condition with no active leaks at this time.

ENGINE OIL PAN

Engine oil pan appears to be in good condition with no visible leaks or rust at this time.

MISCELLANEOUS ITEMS

ENGINE MOUNTS

Engine mounts appear to be in good condition at this time.

ENGINE AIR FILTER

Engine air filter appears to be in good condition at this time, check prior maintenance records and continue servicing according to manufacture service schedule.

ENGINE BELTS

All engine belts appear to be in good condition, check prior maintenance records and continue servicing according to manufacture service schedule.

TRIAL RUN INFORMATION

TRIAL RUN INFORMATION

ENGINE CRUISE PERFORMANCE

Three Volvo Penta D16 Generators for main propulsion.
Engines were run at 80% load.

Coolant Temp: 185 F
Oil Pressure: 60 PSi
Oil Temp. 224 F
Fuel Pressure: 82 PSi
Manifold Temp: 118 F
Manifold Pressure: 29 PSI
Sea water pressure. 39 PSI
Throttle Load: 80%
Engine RPM: 1800

Coolant Temp: 185 F
Oil Pressure: 57 PSi
Oil Temp. 224 f
Fuel Pressure: 82 PSi
Manifold Temp: 118 F
Manifold Pressure: 29 PSi
Sea water pressure. 37 PSi
Throttle Load: 80%
Engine RPM: 1800

Coolant Temp: 185 f
Oil Pressure: 62 PSi
Oil Temp. 220 F
Fuel Pressure: 80 PSi
Manifold Temp: 118 F

Manifold Pressure: 29 PSI
Sea water pressure. 38 PSi
Throttle Load: 80%
Engine RPM: 1800

D5 Engine for harboar gen.

Coolant Temp: 184 F
Sea water pressure. 29 PSi
Oil Pressure: 60 PSi
Oil Temp. 180 F
Fuel Pressure: 39 PSI
Throttle Load: 75 %
Engine RPM: 1500

TRIAL RUN CONDITIONS

A coastal trial run was performed in 2-3 foot sea conditions.

ENGINE SPACE COMBUSTION AIR VOLUME

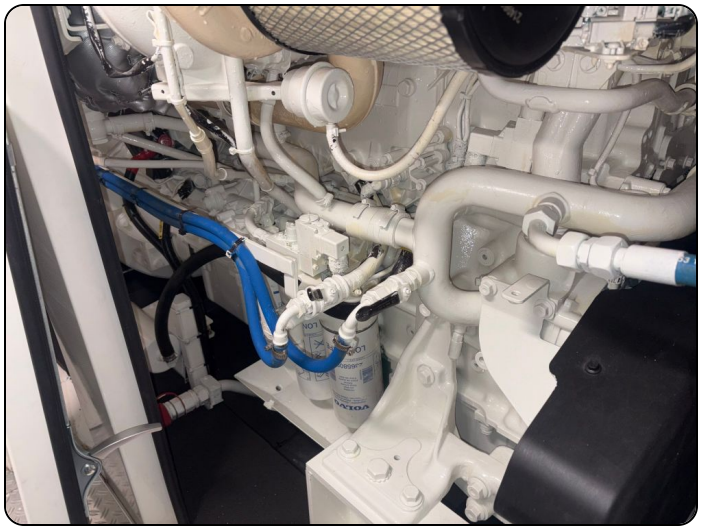
The engines appeared to have adequate air flow and combustion during the trial run.

SURVEY PICTURES

ENGINE PICTURES

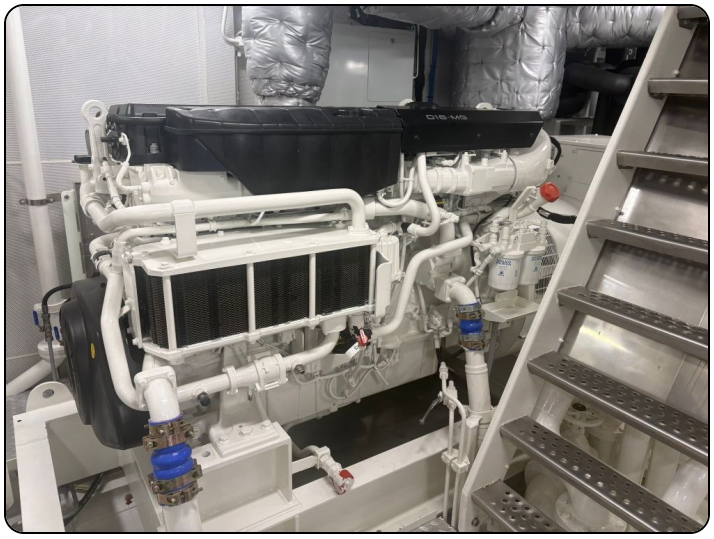
ENGINE PICTURES











GENERATOR(S) PICTURES

GENERATOR(S) PICTURES



FINDINGS LEAD-IN

The Findings & Recommendations section is only one section of the "Scintilla Maris" survey report. If received on its own, this section should not be mistaken as this vessel's full survey report. **PLEASE BE ADVISED THAT SOME DEFICIENCIES, OBSERVATIONS AND SUGGESTIONS MAY ALSO BE CONTAINED IN THE BODY OF THE REPORT.**

Deficiencies noted under ''FIRST PRIORITY/SAFETY FINDINGS'' should be addressed before the vessel is next underway. These findings could represent an endangerment to personnel and/or the vessel's safe operating condition. Findings may also be in violation of U.S.C.G. Regulations, ABYC Voluntary Safety Standards & Recommended Practices or NFPA Codes & Standards.

Deficiencies noted under ''SECONDARY PRIORITY/FINDINGS NEEDING TIMELY ATTENTION'' should be corrected in the near future, so as to maintain and adhere to certain codes, regulations, standards or recommended practices (and safety in some cases) and to help the vessel to retain its value.

Deficiencies noted under ''SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS'' are lower priority or cosmetic findings, which should be addressed in keeping with od marine maintenance practices and in some cases as a desired upgrade.

Deficiencies will be listed under the appropriate heading:

A. FIRST PRIORITY/SAFETY FINDINGS

B. SECOND PRIORITY/FINDINGS NEEDING TIMELY ATTENTION

C. SURVEYOR'S GENERAL FINDINGS, NOTES AND OBSERVATIONS

B: SECONDARY PRIORITY / FINDINGS NEEDING TIMELY ATTENTION

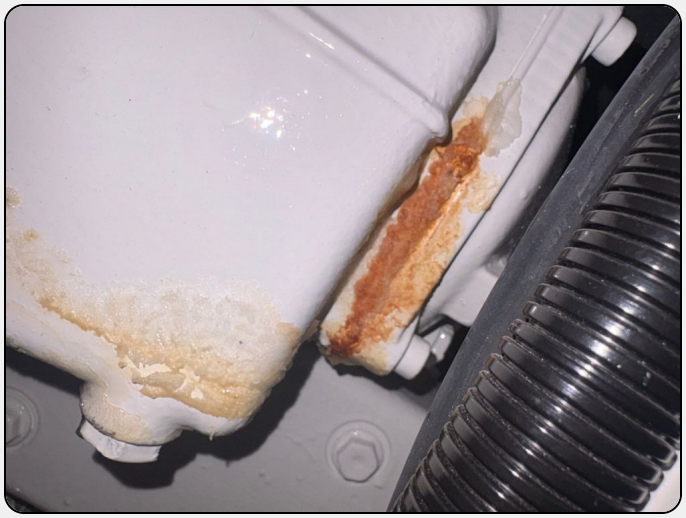
FINDING B-1 **COOLING SYSTEM OVERVIEW**

#4 aux gen. Charge Air cooler is leaking sea water.

RECOMMENDATION

Charge air cooler needs to be resealed.





POST-FINDINGS NOTE

The Findings & Recommendations section is only one section of the full Survey Report of the 150 Damen Maaskant Trawler Scintilla Maris. If received on its own, this section should not be mistaken as the full Survey Report.

SUMMARY

SUMMARY STATEMENT

In accordance with the request for the Engine Survey of the Scintilla Maris, for the purpose of evaluating the machinery condition, I herewith submit my conclusion based on the preceding report. The subject vessel was personally inspected by the undersigned on 10/09/2026. Subject to correction of deficiencies listed in sections A and B, the vessel is considered to be reasonably suitable for its intended use. Other deficiencies listed should be attended to in keeping with good maintenance practices or as upgrades.