



September 29, 2025  
File No. 27225-1  
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Follow-up conducted January 21, 2026

**RE: "SERENGETI", 2002, 130-foot Westport Motor Yacht**

**HYDRAULICS**

1. The port and starboard generator PTO nitrogen suppressors are low on charge. Port-500 PSI - Starboard 1000.
2. A small amount of oil is seen dripping for one of the stainless steel hose fittings on the davit reservoir.
3. The oil suction hoses to both steering pumps are dry cracking at the hose clamped connections.
4. The suction hose to the starboard engine stabilizer pump is wet with oil.
5. Oil is collecting under the Naiad valve block above the starboard generator. Clean up and monitor for leaks.
6. Oil and crystalized salt build up is seen under the starboard generator PTO. Source could not be determined.
7. One of the hydraulic pressure hoses off of the starboard gen PTO is wet with oil.
8. Address the corrosion on the hose fittings to the hydraulic pressure block, case drain block, and case drain oil cooler in the engine room bilge.

**CONDITION AND FINISH**

1. There are missing or damaged wall panels along the port hull side in the engine room.
2. The soft wall panels in the control room are damaged, well worn, and stained.
3. There are multiple abandoned screw holes in the lazarette laminate wall panels.
4. The carpet is pulling up on the bilge hatch in the engineer's cabin.
5. The engineer's cabin is in average condition overall..
6. Large cracks are seen around the edge of the transom door and doorframe.
7. The painted finish on nearly all of the aluminum masts, brackets, antenna standoffs, and equipment bases on the hardtop are blistering and failing.

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8. There are soft spots on the hardtop adjacent to the main mast. The area of concern extends approximately two feet from foot of the mast to port and starboard and approximately one foot forward.
9. The fore and aft facing hailers on the hardtop are cracked and inoperable.
10. The windscreen on the flybridge shows corrosion on the frames, heavy silicone on the seams and perimeters, and crazed tinted Plexiglas., At the next paint job on the superstructure, the windscreen should be reconditioned.
11. The exposed areas of the exterior show paint deterioration and sub-par touchups. These areas include but are not limited to the hardtop, pilothouse brow, house brow, and foredeck inner bulwarks, boat deck bulwarks, and transom. The exterior of the house is due for a paint job.
12. The varnished wooden table forward of the boat deck has a crack in its finish near a seam. Fill or re-varnish to protect.
13. The swim platform fuel locker shows deterioration and flecking paint. It is recommended that the gasket be changed, the locker be cleaned, and the nozzle protected.
14. The fabric on the bridge helm console is deteriorated near the port side windshield. The fabric may need to be replaced.
15. There is some damage to the wood finish on the wheelhouse dash edges and table.
16. The Corian countertop in the crew galley is badly cracked and needs to be replaced.
17. The mirrors in the captain's head are beginning to oxidize around the edges. They need to be replaced
18. The mirrored wall panels in the port and starboard forward crew heads are beginning to oxidize along the edges. They need to be replaced.
19. The wood finish is sun damaged and peeling in small areas inside the owner's stateroom window boxes.
20. The wood finish is sun damaged and just beginning to peel in the window boxes for the salon, dining salon, galley, and starboard guest entry foyer.
21. The wood finish is sun damaged and beginning to peel in the window boxes of the sky lounge.
22. Water intrusion was observed around port swim platform foot pedal. Dry and re-bed with marine sealant.
23. Water intrusion and corrosion are present on the gasoline tank mounting bolts in the steering compartment.

### **TEAK**

1. As a general statement, the teak decks aboard are in very good condition. Some appear to have been replaced recently. However, the teak on the main side decks forward is deteriorated, and shows splits and small missing pieces. Some of the caulk seams are worn down and missing. These areas should be addressed by a teak deck specialist.
2. The swim platform teak shows some missing or separated caulk seams. This area should be addressed by a teak deck specialist.

### **ELECTRICAL**

1. It is strongly recommended that an independent electrical survey be conducted due to the multiple electrical issues found.
2. The covers are cracked on the main engine fuel priming pump switch boxes.
3. The amp meters on the main switchboard are not operational on shore power.
4. There is currently no seamless transfer between shore power to generators or between each generator. The manual switching panel has been installed at the main switchboard. The Magnus shore power converter system that was installed reportedly has the capability for seamless transfer but was never completely configured. This should be investigated further by a certified marine electrician familiar with Magnus systems.
5. The 110-volt GFCI outlet under the bow seating hatch is not getting power. The breaker was checked and verified as being on. Investigate and rectify.
6. The junction box for the anchor wash and anchor control solenoid is cracked and deteriorated. It should be replaced.
7. The 110-volt GFCI outlet mounted to the aft side of the hot tub has been relocated inside the hot tub compartment.
8. There are some disconnected unterminated wires forward of the bow thruster tube starboard side that are coming from the terminal strip for the submersible bilge pump and switch in the forward crew bilge. These wires need to be removed or properly terminated inside an enclosure.
9. There does not appear to be galvanic isolators installed on the shore power system.
10. The vessel was originally designed with isolation transformers for the shore power. The transformers and inlet breakers are still installed. It is unclear if this system is still operational. The breakers are installed next to the converter system breakers in the lazarette. There is no clear labeling for either breakers or proper lock out in place. It appears both could be energized at the same time. This should be investigated further.

### **PLUMBING AND PIPING**

1. As a general comment, many of the engine room hoses appear to be original and at the end of service life. Carefully go through, inspect, and replace as necessary.
2. The bilge suction foot in the forward engine room needs to be replaced.
3. As a general comment, there is corrosion on multiple steel hose fittings throughout the engine room. Recommend all be inspected and the corrosion addressed.
4. The rubber black water hoses are dry-cracked at the valve manifold in the control room bilge. The hose to the deck fitting is also starting to dry crack. Some of the hoses are wet exhaust hoses. Sanitation hose should be used when replaced.
5. There are dry cracked rubber hoses above the fuel transfer pump.
6. The rubber hose between the sea strainer and the Naiad seawater cooling pump is starting to dry crack.
7. The port main fuel tank crossover valve handle is missing.
8. One of the overboard discharge through hulls in the starboard lazarette has been capped off.
9. The port side freshwater anchor wash is not operable.

10. The shower in the hatch on the port side swim platform has been abandoned.
11. Cracked rubber hoses located outboard of watermaker pre-filters.
12. Generator dry exhaust hoses in the steering compartment are dry cracking and due for replacement.
13. The rubber drain hoses from the gas tank well are dry, cracked, and due for replacement.

### **RUNNING GEAR**

1. Corrosion and evidence of minor leaks are noted on both port and starboard shaft seal hose barbs.

### **STEERING**

1. The starboard steering ram base is shifting. The port ram shows minor movement. Inspect the mounting bolts and retighten.

### **BATTERIES**

1. The batteries were visually inspected only. For a true evaluation of condition, they should be load tested by a certified marine electrician.

### **AUDIO/VISUAL**

1. As a general overall comment, the AV system needs significant upgrades and modernization.
2. There are two marine speakers on the top deck that are inoperable and one is hanging out of the overheads with a blown woofer. These speakers should be replaced.
3. The bow, boat deck, and aft deck rheostats (volume controls) are not functional; they may have been abandoned.
4. The bow and boat deck speakers could not be tested.
5. Four of the six aft deck speakers are not functioning.
6. The remote for the TV in the port forward crew cabin is missing.
7. The Pioneer car stereo CD player in the port and starboard crew cabins are obsolete and do not work.
8. The Kaleidescape movie and music server system is outdated and only works in the sky lounge. The rest of the locations are not working. Along with the upgrades to the AV system on board, the Kaleidescape movie and music server system needs to be removed.
9. Without Wifi, Apple Airplay from the two I-phones cannot be tried in the dining salon, galley, sky lounge, bow, aft deck, or flybridge.
10. The DirecTV system could not be fully proven. There is no subscription to the DirecTV system. It has been superseded by Starlink.

### **THROUGH HULLS**

1. The bilge pump seawater through hull valve is stuck in the open position. The valve handle is also corroded and due for replacement.
2. The blackwater discharge through hull in the control room bilge is stuck in the open position. There is also mineral buildup and corrosion around the through hull fitting.

3. The through-hull valve is stuck closed for the outboard air conditioning seawater pump.
4. Generator wet exhaust discharge valves in the steering compartment were found stuck/seized; service or replace as needed.

### **HEATING, VENTILATION, AND AIR CONDITIONING**

1. Due to the numerous issues with the air conditioning system, it is strongly recommended that the air conditioning plant needs to be thoroughly inspected by a certified marine HVAC tech.
2. The cable management at the AC plant could be better executed.
3. The engine room exhaust ventilation trunk insulation in the starboard lazarette is failing.
4. The outboard air conditioning seawater pump is no longer wired or plumbed into the system. The electrical cable has been cut off, and the motor junction box cover is missing. The discharge hose from the pump has been plugged.
5. The original condensate drain plumbing for the AC plant has been cut off in the bilge below. The condensate trays are all plumbed into a hose, which drains onto the deck.
6. The chilled water pump and seawater pump breakers are no longer being used. It appears that they are fed off the #1 compressor circuit breaker. When the breaker is turned off, the main control screen and the pumps power off.
7. Two of the main power cables to the chillers have been spliced and covered with heat shrink. Any AC Voltage splices should be made inside an electric J-Box.
8. The evaporator fins on the control room air handler are corroded. Anticipate replacement.
9. The ventilation discharge plenums on the port and starboard forward side decks have vermin screens that have removed or have deteriorated away. These should be replaced.
10. The discharge plenums on the side decks and fresh air make-up louvers on the Portuguese deck show blistering and failing paint.
11. The galley ductwork needs to be professionally cleaned. It is not known when the ductwork above the range hood to the exterior of the vessel was last cleaned.
12. The makeup air unit in the pilothouse console void is in very poor condition and is not cooling. The makeup air handler unit needs to be replaced. The cabinet needs to be thoroughly cleaned. An air filter needs to be installed on the back of the air intake grill on the front of the house. The chillwater lines need to be reinsulated.
13. The air handler unit in the starboard aft guest cabin is in poor condition and the void space is very dirty.

### **BONDING**

1. Some of the bonding connections in the control and engine room bilge have corrosion. Several have some deterioration.
2. The bronze fittings on the air conditioning seawater discharge through hull are isolated.

3. One of the sea strainers and one of the seawater pumps for the AC plant are isolated.
4. The bonding wire is disconnected from the starboard shaft brush.

### **BOTTOM INSPECTION**

1. The bow and stern thruster zincs are missing.
2. The bottom paint is very thick and peeling. The bottom is due to be media blasted and a new antifouling system applied.
3. There are welded repairs at the roots of all propeller blades. These appear to be repairs due to cavitation burn.
4. Small square visible paint repair is seen on the starboard aft hull side.
5. There is corrosion around the edges of the stainless steel upper stem plate.
6. The anchor plates could be compounded and polished for a better appearance.
7. The forward port speed wheel block is off-center. It appears the transducer and fairing block have shifted.
8. The transom zincs are well-worn and due for replacement.
9. There are two dented intake grates on the port aft hull bottom. Some intake grates are also missing hardware.
10. The strut zincs are missing.
11. The tabbing over the strut bases is cracked and holding water. This appears to be cosmetic only.
12. There appears to be some fiberglass delamination inside the port stern tube.

### **WINDOWS, HATCHES, AND DOORS**

1. As a general statement, the hatches and cabinet doors on the exterior should have their gaskets inspected and replaced as necessary.
2. The counterbalance belt on the aft deck double door is loose.
3. The felt gasket on the port and starboard bridge wing door is deteriorated and detaching.
4. The bridge wing doors show blisters on the black side seams.
5. The tint on the starboard main deck guest entry door is beginning to peel or delaminate on the bottom.
6. The paint on the aluminum hinge frame on the port and starboard Plexiglas side deck doors is blistering and failing.
7. The bumper stop on the starboard main deck sliding door is flattened and should be replaced.
8. The port and starboard wing station hatches show blisters and failing paint. The latch on the port side is difficult to manipulate.
9. The cabinet door under the aft deck sink is cracked by the latch and has been repaired. The cabinet door should be remade.
10. The fret around the pilothouse windows is beginning to delaminate.
11. The keys for the aft deck and boat deck sliding double doors cannot be located.
12. The bow seating hatch is missing its assist strut. There appears to be extra holes on the underside where the strut should mount.

13. The hinges on most of the top deck under cushion storage lockers are broken. The hatches should be replaced.
14. The stay on the port side entry door has been removed. When the door is opened, it can make contact with the deck cleat and may cause further damage.
15. The pantographic transom door shows cracks along its sides which appear to be delamination cracks.
16. The dogging wheel on the pantographic transom door shows failing paint. Several of the dogging levers are loose and should be tightened.
17. The tint on the windows along the sides of the wheelhouse need to be redone. They are beginning to peel along the bottom edges.
18. The center windshield wiper does not turn off with the control panel. The breaker needed to be turned off to make it stop. This needs to be further investigated and corrected.
19. The windshield wiper spray nozzles need to be adjusted.

### **SMALL BOAT AND DAVIT**

1. The sponsons on the Novurania are well worn with cracks and seams splitting. It is due to have the tubes replaced.
2. The outboard is missing a large chunk out of the lower unit
3. The tinting windscreen is crazed, cracked, and missing a piece. A new windscreen has reportedly been ordered.
4. The Icom VHF transceiver is not operable. It should be replaced before further use.
5. The deck lights on the Novurania are not operational.

### **PASSERELLE**

1. The passerelle has not been operated in years reportedly. It was not functional at the time of survey and was not tested. It should be fully inspected and proven by a certified Opacmare technician.

### **NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT**

1. The display screen on the Icom VHF radio at the galley settee is washed out. It should be replaced.
2. The EMX series 5000 night vision camera is not operable and no input is seen on the monitor.
3. The arch of visibility for the anchor light is limited by the satellite domes.
4. The autopilot display in the wheelhouse is beginning to bubble and delaminate. It needs to be replaced.
5. The VSAT #2 is not working and reportedly is decommissioned.
6. The KVH TracPhone Inmarsat Mini M satellite phone does not work.
7. The handset is missing for the flybridge VHF radio.
8. The display for the flybridge VHF radio is washed out and unreadable. It needs to be replaced.
9. There is a ComNav Marine 101 autopilot on the flybridge. This autopilot is obsolete. It needs to be removed.

### **GROUND TACKLE**

1. The sight glass on the starboard anchor gearbox has been painted blue. The sight glass should be changed or the paint removed.
2. The sight glass on the port anchor gearbox shows emulsified oil. The gear oil should be flushed and refilled with the prescribed fluid.
3. The starboard anchor chain shows corrosion on its links. Having the chain re-galvanized and remarked to the shot chart should be considered.
4. The aluminum mounting flange on the underside of the starboard windlass is corroded and deteriorated. It should be replaced when the windlass is next rebuilt.
5. The port anchor gets jammed in the hawse pipe requiring a crew member to use a crowbar and mallet to dislodge it and to deploy. This is not usual and a solution or modification should be devised.

### **MAIN ENGINES**

1. The port main engine seawater discharge elbow appears to have some corrosion and active leaks. There appears to have been previous repairs.
2. Corrosion and evidence of pinhole leaks are seen on the port engine seawater pump.
3. The seawater pump housing and bronze inlet elbow on the starboard engine have corrosion and evidence of pinhole leaks.
4. The seawater discharge elbow on the starboard engine has evidence of pinhole leaks.
5. Multiple steel hose fittings, clamps, and hardware on the front of both engines have corrosion.
6. There is corrosion on the rubber compensator flanges on the main engine seawater intake plumbing.
7. The Detroit Diesel station select panel is badly corroded at the boat deck driving station. It needs to be replaced.

### **SUGGESTIONS ONLY**

Note: All of the following items are considered to be improvements and upgrades that an owner and/or his captain and crew may want to consider.

1. Recommend adding isolation valves on the main engine and gearbox oil sumps.
2. The spares in the forward guest bilge need to be inventoried and reorganized.
3. The galley range hood and ducting is not fit with a fire suppression system or dampeners. Later Westport builds were fitted with a wet agent fire suppression system.

**\*The asterisked items should be addressed for safe operation and insurability.**

Note: These "Findings and Recommendations" are based upon the observed condition of the yacht and are not a warranty either expressed or implied thereof. Latent defects that cannot be determined without the opening or removal of decking, sheathing, coatings, joiner work, and/or assembly or disassembly of all machinery including plumbing, engines, wires, etc., are not covered by this survey.

These Findings and Recommendations are prepared for Mr. Kevin Merrigan of Northrop and Johnson and as aforesaid do not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Mr. Kevin Merrigan of Northrop and Johnson that World Yacht Survey and Mr. Christopher M. Pliske of CMP Marine, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, and Mr. Jake Roy, Marine Surveyor, shall not be held liable or responsible for any errors, omissions, or oversights in the surveying of the above described yacht.

Respectfully submitted without prejudice,

World Yacht Survey,



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