



September 29, 2025
File No. 27225-1
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Northrop & Johnson
Attention: Mr. Kevin Merrigan
2015 SW 20th Street
Unit 200
Fort Lauderdale, FL 33315

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

Dear Mr. Merrigan:

At your request, the undersigned independent marine surveyors have conducted an inspection on the 2002, 130-foot Westport motor yacht named "SERENGETI" while she lay afloat and hauled out at the Marine Group in National City, California, and during a trial run in the Pacific Ocean off of San Diego, California. These inspections took place on September 29 and 30, and October 1, 2025. A follow up inspection and sea trial was conducted on January 21, 2026 while she lay afloat at Balboa Bay Club in Newport Beach, California and in the Pacific Ocean off of Newport Beach, California. On board, representing the vessel, was Captain Trevor Mulkey and crew.

Onboard, conducting an independent inspection of the main engines, reversing gears, and generators, was Mr. Lance Biggs of Marine Diesel Injection. Mr. Biggs will file a separate report. There was no electrical inspection conducted at this time.

This is a condition and value survey only and is not to be used for other purposes. In conjunction with knowledge gained from over 100 years of combined experience in the marine industry, this survey is conducted following recommendations and standards for pleasure and recreation motor and sailing yachts published by the United States Coast Guard, the American Boat and Yacht Council, and the National Fire Protection Association (NFPA 302).

This is a report of those findings.

1800 SW 9th Avenue Fort Lauderdale, FL 33315
Ph: 305.431.1244 305.342.1893
worldyachtcmp@gmail.com www.worldyachtsurvey.com

GENERAL

"SERENGETI" is a stock built fiberglass constructed motor yacht designed by William Garden and built by Westport Yachts of Westport, Washington in 2000. She is a model year 2002. She is hull #1503. She has a raked stem, transom stern, stepped decks, open flybridge, and is twin diesel engine powered. She is the ex; "MARY ALICE II".

She is a U.S. documented vessel. Her United States of America Certificate of Documentation was provided and is included with this report. This document states:

- Vessel Name: SERENGETI
- Official Number: 1124259
- IMO or Other Number: WPS01503H002
- Year Completed: 2002
- Hailing Port: St John VI
- Hull Material: FRP (fiberglass)
- Mechanical Propulsion: Yes
- Gross Tonnage: 309 GT ITC; 180 GRT
- Net Tonnage: 92 NT ITC; 154 NRT
- Length: 116.4
- Breadth: 25.5
- Depth: 12.3
- Place Built: Westport WA
- Owners: Serengeti LLC
- Operational Endorsements: Recreation; Coastwise
- Managing Owner: Serengeti LLC
1 Richmond Sq Ste 125B (Providence RI)
2201 Dupont Dr Ste 310
Irvine CA 92612
- Restrictions: None
- Entitlements: None
- Remarks: None
- Issue Date: January 31, 2025
- This Certificate Expires: February 28,2026
- Signed: Director, National Vessel Documentation Center

Also enclosed are copies of the following documents:

- DNV United States of America Tonnage Certificate
- International Tonnage Certificate (1969)
- DNV United States of America Tonnage Certificate
- Receipt for the FCC Radio License.*

*Note: The license is not on board

She is painted in an all eggshell white color with a black boot stripe in a Dupont paint. She has teak overlay decks with stainless steel trim and deck hardware. The decaled name and hailing port on her transom reads "SERENGETI", "St. John USVI". The engraved hull identification number seen on her starboard transom corner just above the boot stripe reads "WPS01503H002".

Her principal statistics as taken from the provided listing sheet and other information found onboard and not necessarily verified for accuracy is as follows:

- Length Overall: 130.0"/39.62 M
- Length Waterline: 114' 11"/34.74 M
- Beam: 26'0"/7.92 M
- Maximum Draft: 6'/1.82 M
- Height: 35'6"/10.82M
- Displacement Full: 400,000 lbs.
- Displacement Half: 350,000 lbs
- Fuel Capacity: 10,000 gallons/37,854 liters
- Water Capacity: 1,500 gallons/5,678 liters
- Holding Tank Capacity: 800 gallons/3,028 liters
- Cruise Speed: 20 knots
- Maximum Speed Full Load: 22 knots
- Maximum Speed Half Load: 24 knots
- Range: 2300 nautical miles at 11.5 knots

HULL CONSTRUCTION

"SERENGETI" is of all hand laid up fiberglass construction using polyester and vinylester resins. She has a core material in her topsides, bottom, deck, and house. She has four main longitudinals, which start in the transom, disappear into the bow, and act as engine beds in the engine room. Her deck is fully tabbed to the hull around the full perimeter. She has four main bulkheads that are tabbed around the full perimeter. She has partial bulkheads, longitudinals, intercostals, and floors as needed throughout.

It is reported she is built with an Airex PVC core. It is also reported that the outer layer is laid up with an anti-blister resin.

The interior of the hull was inspected wherever possible. The exterior was inspected when she was hauled out. There are no cracked or delaminated sections found and no loose tabbing. There are no signs of obvious repairs. She appears to be a well built fiberglass yacht in good structural condition.

TANKAGE

FUEL

She carries a reported 9,945 gallons of diesel fuel in (5) welded aluminum tanks. These tanks are as follows:

- Port forward tank 1,024 gallons
- Starboard forward tank 1,024 gallons
- Center main tank 2,132 gallons
- Port wing tank 2,882 gallons
- Starboard wing tank 2,882 gallons

All five tanks are monitored in the VIC ship's monitoring system. The center main tank and the port and starboard aft storage tanks are each fit with sight glasses. All five tanks vent to the hull side and are filled on deck.

POTABLE WATER

She carries a reported 1,606 gallons of potable water in (2) drop-in aluminum tanks. These tanks are as follows:

- Port water tank 802 gallons
- Starboard water tank 804 gallons

Both tanks drain together and act as a single tank. The tanks are filled together on deck and vent to the hull side. The tanks are monitored in the VIC ship's monitoring system.

BLACK WATER

She has (2) fiberglass black water holding tanks with a total capacity of 1,163 gallons. The forward tank has a capacity of 358 gallons. The aft tank has a capacity of 805 gallons. Each tank vents to the hull side and pumps either overboard or to an on deck pump out fitting via AC or DC electric black water discharge pumps with a wastewater manifold. The tanks are monitored in the VIC ship's monitoring system with 75% and 100% level indicators.

GRAY WATER

There are (3) gray water sumps and a single gray water holding tank. The gray water sumps are located in the forward crew beneath the crew lounge, in the engineer's control room bilge, and in the lazarette bilge. Each sump is a fiberglass box with a Plexiglas lid. The forward crew and aft crew sumps have both AC and DC discharge pumps with automatic float switches. The engineer's cabin has a DC electric sump pump only. Each sump pump can discharge either directly overboard or to a gray water holding tank. The gray water tank has a capacity of 943 gallons. This tank consists of (2) aluminum tanks which are cross connected and act as a single tank. The individual capacity of each of these tanks is unknown. The gray water holding tank is discharged via the wastewater manifold via a DC or AC electric sewage discharge pump. This discharges either directly overboard or to a waste pump out fitting deck. All three sumps and the gray water holding tank vent to the hull side. The level in the gray water holding tank is monitored in the VIC ship's monitoring system. Note: Currently not working. Indication of the three sump tanks is in the VIC ship's monitoring system.

LUBE OIL

There are (2) lube oil tanks – one designated as the clean lube oil tank with a capacity of 78 gallons and one designated as the waste oil tank with a capacity of 33 gallons. Both are located in the engine room.

GASOLINE

In the swim platform is a 100-gallon drop-in aluminum gasoline tank. It is accessed via a flush gasketed hatch in the swim platform deck. The tank is filled inside the locker. There is a pneumatic operated gasoline pump with a fill nozzle and hose. Tank level is determined via dip stick into the fill.

None of these tanks were opened at this time. These tanks were inspected visually only and there were no signs of damage, leaks, or fuel odors noted. However, for a true evaluation of their integrity, they should be hydrotested. A conscientious captain and engineer will always determine the actual usable capacity of each tank.

BILGE INSPECTION

FORWARD BILGES

The forward bilges are accessed by a flush removable hatch centerline forward in the crew accommodations passageway. A stainless steel vertical ladder is provided. The bilges are fully painted and well lit with overhead lights. Forward and aft are DC lights.

CREW SHOWER BILGE

Forward through a bolted and gasketed cast aluminum hatch is access to the crew shower bilge. This is a sealed collision compartment.

The following gear and equipment is noted in this space:

- Anchor windlass hydraulic piping
- Head black water drain runs
- Insulated potable water runs

CREW QUARTER BILGE

The forward end of the crew area bilge space just aft of the crew shower bilge is the crew's quarter bilge. This space is protected by a Rule 24-volt DC 2,000-gallon per hour automatic/manual submersible bilge pump on a Rule Superswitch two-stage float switch with high water alarm and the central bilge pumping system pickup with strainer foot. There are composite dunnage deck plates provided.

The following gear and equipment is noted in the crew quarter bilge:

- Forward crew black water drain with check valves and cleanout plug
- Forward crew toilet flush solenoids with isolation valves
- Bow thruster and anchor windlass hydraulic solenoid block
- Fiberglass bow thruster tube with Wesmar Vortex V2-16 hydraulic bow thruster motor
- Bow thruster foot oil header tank

CREW LOUNGE BILGE

Aft in the forward bilge is the crew lounge bilge. This space is protected by a 24-volt DC submersible automatic/manual Rule 2,000-gallon per hour submersible bilge pump on Rule Superswitch two-stage float switch with high level alarm and central bilge pumping system pickup with strainer foot.

The following gear and equipment is located in the crew lounge bilge:

- Hydraulic bow thruster/anchor windlass piping
- Port crew cabin toilet flush solenoid with isolation valve
- Port crew cabin toilet drain
- Main black water run with cleanout plug and check valve
- Closed top fiberglass gray water sump with submersible AC electric basement type pump and Rule 24-volt DC 2,000-gallon per hour automatic pump on Rule Superswitch two-stage float switch with high level alarm
- Gray water sump discharge with selector valve to overboard or holding tank

GUEST STATEROOM BILGE

A quick acting dogged and gasketed Freeman 24" circular cast aluminum hatch on the deck below the hinged crew stairs provides access to the guest stateroom bilge. This space is fully painted and lit with DC light fixtures. Additional access is provided to the

after margins of the VIP cabin bilge and stabilizer fin heads by flush hatches under the port and starboard aft guest cabin bunks. The bilge is protected via a Rule 24-volt DC 2,000-gallon per hour submersible automatic/manual bilge pump on Rule Superswitch two-stage float switch, central bilge pumping system pickup with strainer foot and a battery operated smoke detector located forward.

The following gear and equipment is noted in the guest stateroom bilge:

- Molded fiberglass forward black water holding tank
- Condensate drain collection piping
- Hydraulic piping runs
- (4) Guest heads toilet flush solenoids with isolation valves
- Main black water runs with cleanout fittings
- Insulated hot and cold potable water system pipe runs
- (2) Welded aluminum potable water tanks with sight gauge acting as a single tank
- (2) Welded aluminum fuel tanks with sight gauges
- Naiad model #521, serial #09040009 port and serial #09040010 starboard stabilizer fin heads
- Molded fiberglass aft black water holding tank

ENGINE CONTROL ROOM BILGE

The engine room control room bilge is accessed via multiple flush mount hatches in the control room sole. The engine room control room bilge is lit with overhead DC spotlighting. The bilges are protected by a Rule DC submersible bilge pump on a float switch with high level alarm. There is a separate pickup with foot strainer off the central bilge pumping system.

Seen inside the engine room control room bilge is the following:

- Fiberglass gray water tank with clear Plexiglas lid fit with AC and DC submersible pumps on automatic float switches
- (2) MP Pumps AC electric emergency bilge pumps
- PIUSI AC electric fuel transfer pump
- Fuel tank crossover isolation valves
- Naiad marine seawater cooling pump
- Paragon DC electric potable water pressure pump
- (2) Headhunter Aqua Box 230-volt AC electric potable water pressure pump
- (2) Watermaker low-pressure pumps
- Potable water expansion tank
- Edson 120 AC electric diaphragm-type sewage transfer pump
- Sealand 24-volt DC diaphragm blackwater water discharge pump
- Blackwater valve manifold
- Blackwater discharge through hull valve
- Watermaker through-hull valve
- Hydraulic cooling pump through hull valve
- Bilge pump seawater priming through hull valve

LAZARETTE BILGES

The lazarette bilges consist of flush-mount hatches located in the lazarette, in the engineer's cabin, and the outboard starboard side air conditioning compartment. All of these spaces are unlit.

In these bilges is the following:

- (3) Rule 2000 bilge pumps on automatic float switches with high-level alarms
- Central bilge pumping system pick up with spring-loaded check valve strainer foot
- (2) AC electric seawater pumps for chiller plant
- (2) Air conditioning seawater strainers
- Through-hull valves and strainer for air conditioning seawater pumps
- Welded aluminum drop-in gray water tank with bolted and gasketed access plate
- Miscellaneous storage

INTERIOR ARRANGEMENT

OWNER'S STATEROOM

The owner's stateroom is located all the way forward on the main deck. The owner's stateroom has a king size berth in a fore and aft arrangement off of the forward bulkhead. At the berth are twin nightstands with reading lamps. In the house sides are large fixed windows with shades. There are port and starboard electric drop down windows sections. Along the port side is a built-in set of chest of drawers forward with an office desk aft with upper bookcase aft. Centerline aft is an entertainment center and an additional built-in chest of drawers. Entertainment is provided to the owner's stateroom via a Samsung LED Smart TV with an RTI all-in-one touchscreen remote interfaced into the DirecTV satellite TV for the United States, DirecTV satellite TV for Puerto Rico, Internet TV, and Kaleidescape. Inside the entry to the owner's stateroom inboard is a large cedar lined walk-in closet. Inside the walk-in closet is a separate locking hanging locker. Also inside the closet is a digital safe. The inside of the entry door is mirrored.

Forward port and starboard are entries into the ensuite head. The ensuite head is full width. Outboard port and starboard are marble topped vanities undermount ceramic sinks and mirrored medicine cabinets. The port side vanity has a makeup desk with pivoting lit mirror and a pivoting stool. Centerline is a large Jacuzzi tub with marble surround forward and a marble encased glass enclosed walk-in shower. The head has twin toilets. Forward is a towel storage locker and laundry bins.

STARBOARD SIDE GUEST ENTRY FOYER

The starboard side guest entry foyer is entered on deck via a painted aluminum framed glass panel sliding locking and gasketed door with sidelight from the starboard side deck. Forward in the house side is a large fixed window with shades and blinds. All the way forward centerline is entry into the owner's stateroom. Forward inboard is entry into the main deck day head. The main deck day head has a marble countertop vanity with undermount sink, mirrored wall panels, and toilet. The soles in the day head are marble.

Inboard centerline is entry into the galley and country kitchen. Inboard and aft are carpeted curved stairways up to the sky lounge deck and down to the guest area.

Between the stairways inboard is an art display case. All the way aft is an open passageway into the main and dining salon.

GALLEY

The galley has marble countertops with finished upper and lower wood cabinetry. In the house sides are large fixed windows with shades. Port side outboard is a dogged and gasketed locking door with a window out to the port side deck. All the way forward is a U-shaped sitting area on a raised platform with a marble top table on fixed pedestal mounts. Forward centerline is a carpeted stairway down to the crew area.

The following appliances are noted in the galley:

- Viking 6-burner glass top induction range
- Stainless steel overhead range hood with multispeed fan and light
- (2) Gaggenau electric ovens
- Viking stainless steel side-by-side refrigerator freezer
- LG microwave oven
- Miele Professional undercounter dishwasher

Also at the settee forward is an ICOM model #IC-M127 VHF radio. Inside the entry to the galley starboard side is a VIC ship's monitoring system touchscreen remote panel.

MAIN AND DINING SALON

The main and dining salon is one large area with the dining salon forward and the main salon aft. In the house sides are large fixed windows with shades and blinds. All the way aft is a double stainless steel framed glass locking door out to the aft deck with sidelights. Below the windows along the hull sides are a series of storage cabinets.

The dining salon forward is divided from the main salon via a granite top buffet with salon TV on electric lift. At the buffet are a pair of finished wood columns. Inside the buffet are pegged crystal and service stores. All the way forward to port is a door into the galley. To starboard is an open passageway to the starboard guest entry foyer. Port and starboard are granite top service buffets with additional crystal, china, and silverware storage. Centerline is a glass top and wood dining table on wood pedestal mounts with seating for 10.

The main salon aft has the following loose furniture:

- Couch
- (3) Upholstered armchairs
- (2) Swiveling barrel back chairs
- Marble coffee tables
- Side table
- Large end table with twin lamps

Entertainment is provided to the salon via a Samsung LED TV on an electric lift in the console which divides the salon from the dining area. The A/V system has an RTI all-in-one remote with DirecTV USA satellite TV system, DirecTV Puerto Rico satellite TV system, Blu-ray DVD player, iPod dock, FM radio, Video game port, and Kaleidescape movie and music system. There are two I-phones with downloaded music and Apple Airplay to play music throughout the vessel.

GUEST AREA

The guest area is accessed via a carpeted curved stairway down from the starboard guest entry foyer. In the stairway are stainless steel handrails. At the bottom of the stairway is a marble foyer with custom inlay. Off the foyer to port is a laundry center. Inside the laundry center is an LG washer and dryer with full height cabinets for hotel storage. Underneath the stairway is a storage compartment. Off of the foyer forward and aft are entries into the four guest cabins.

Port and Starboard Forward Guest Cabins

The port and starboard forward guest cabins are identical. Each has two single berths in a fore and aft inboard and outboard arrangement off of the forward bulkhead. Athwartship above the beds along the aft wall is a drop down pullman berth. Between the berths is a nightstand with reading lamp. In the hull side is a painted aluminum framed dogged and gasketed opening portlight with deadlight behind Shoji screen. Aft and outboard is a cedar lined hanging locker. Forward centerline is a built-in set of chest of drawers and the entertainment center. Entertainment is provided to each cabin via a Samsung LED TV with an RTI all-in-one remote interfaced into the DirecTV USA satellite TV system, the DirecTV Puerto Rico satellite TV system, a Blu-ray DVD player, and Apple TV.

Aft in each cabin is an enclosed head with marble countertop vanity with undermount sink, mirrored wall panels, toilet, and fiberglass lined frameless glass enclosed shower. In the hull side is a painted aluminum framed dogged and gasketed opening portlight with deadlight behind shade.

Port and Starboard Aft Guest Cabins

The port and starboard aft guest cabins are also identical. Each has a queen size berth in an athwartships arrangement off of the hull side. At each berth are twin reading lamps with table lamps. In the hull side are painted aluminum framed dogged and gasketed opening portlights behind Shoji screens. Inboard is a cedar lined hanging locker with mirrored door. Inboard and centerline is a chest of drawers and the entertainment center. Entertainment is provided to the cabin via a Samsung LED TV with an RTI all-in-one remote interfaced into the DirecTV USA satellite TV system, the DirecTV Puerto Rico satellite TV system, a Blu-ray DVD player, and Apple TV.

All the way aft is entry into the enclosed heads. Each head has a marble countertop vanity top with undermount sink, mirrored wall panels, toilet, and fiberglass lined frameless glass door enclosed shower. In the hull side is a painted aluminum framed dogged and gasketed opening portlight with deadlight behind shade.

ENGINEER'S CABIN

The engineer's cabin is aft of the engine room and is to port of the lazarette. In this cabin is a single berth in a fore and aft arrangement along the hull side. In the cabin aft is a desk and a cedar lined hanging closet. The cabin is finished with vinyl overheads, wallpaper, finished wood, and carpet overlaid floors. In this cabin is a VIC ship's monitoring display, B & G Display, Alpine car stereo, two overhead speakers, heat detector, carbon monoxide detector, and smoke detector. Forward is an enclosed head with a Corian countertop vanity with stainless steel sink, toilet, and enclosed shower.

CREW AREA

The crew area is accessed via a carpeted stairway down from the galley centerline. The bottom section of the stairway is hinged and lifts up on a pair of gas assists to a storage compartment and a flush removable hatch into the bilge space below. At the bottom of the stairway is the crew lounge and galley.

Crew Lounge and Galley

Aft to starboard is an L-shaped upholstered crew lounge settee with a Corian top table on fixed pedestal mount. In the hull side is a dogged and gasketed painted aluminum framed opening portlight with deadlight. At the settee is an Icom model # IC-M127 VHF radio, a B & G Hydra 2000, and a B & G Hydra 1000. In the crew lounge outboard is a stainless steel undercounter refrigerator. Outboard to port is entry into the captain's cabin. Outboard to starboard is the crew galley.

The crew galley has a Corian countertop with undermount stainless steel sink and finished upper and lower wood cabinetry. In the galley is seen a Sub Zero undercounter refrigerator and an LG microwave oven. Also in the crew lounge is a VIC ship's monitoring system remote panel.

Forward centerline is a passageway leading to the port and starboard forward crew cabins. In the deck of the passageway forward is a lift out hatch into the bow thruster compartment. To starboard is a laundry center with a GE stacked washing machine and dryer. Opposite the laundry center is a cabinet into the crew area AC electric subpanel.

Captain's Cabin

The captain's cabin has a double size berth in a fore and aft arrangement along the hull side. Inboard and aft is a small desk and mirror. In the hull side is a painted aluminum framed dogged and gasketed opening portlight with deadlight. Underneath the berth are storage drawers. Entertainment is provided to the cabin via a Samsung LED Smart TV. Next to the TV is a B & G Hydra 2000 multifunction wind, speed, depth and position display. Forward to starboard is a built-in set of chest of drawers and a mirrored wall panel. Forward to port is a cedar lined hanging locker.

Forward is entry into the enclosed head. The enclosed head has a Corian countertop vanity with undermount stainless steel sink, mirrored medicine cabinets, toilet, and fiberglass lined glass door enclosed shower.

Port and Starboard Forward Crew Cabins

The port and starboard forward crew cabins are identical. Each cabin has two berths in a high/low fore and aft arrangement along the hull side. At each berth is a reading lamp. Inboard and aft is a built-in set of chest of drawers. Forward inboard and outboard are cedar lined hanging lockers. Entertainment is provided to each cabin via a Samsung LED TV at the foot of each berth with DirecTV satellite feed and a Jensen car stereo/CD player.

Forward in each cabin is entry into an enclosed head. Each enclosed head has a Corian countertop vanity with undermount stainless steel sink, mirrored wall panel, toilet, and fiberglass lined glass door enclosed shower.

WHEELHOUSE

The wheelhouse is located all the way forward on the 02 deck. The wheelhouse has a 7-panel raked windshield forward with windshield wipers with wash along the three center panels. Additionally, there are side windows and dogged and gasketed sliding doors with windows out to the port and starboard Portuguese bridge. Forward is a finished wood and padded top helm console. At the console are a pair of Crown upholstered helm and companion chairs on adjustable stainless steel pedestal mounts with adjustable back, arm and footrests. Aft on centerline is an upholstered U-shaped built-in settee on a raised platform with finished wood table on dual stainless steel pedestal mounts. The after wall is mirrored. Port side aft is a nav desk with an office chair and an upper bookcase. Starboard side aft is a doorway to the sky lounge deck.

SKY LOUNGE

The sky lounge is accessed on deck from the upper aft deck via a double sliding locking stainless steel framed glass doors aft and via a carpeted curved stairway up from the starboard side main entry foyer. In the stairway are stainless steel grab rails. At the top of the stairway is a marble foyer. In the house side of the marble foyer are fixed windows with shades. Inboard and aft of the stairway is entry into the 02 deck day head. The 02 deck day head has a marble countertop vanity with undermount sink, mirrored wall panel, toilet, and marbled panel soles.

The sky lounge is located all the way aft on the upper 02 deck. The sky lounge has large fixed windows along the house sides with shades and blinds. All the way aft centerline are double stainless steel framed dogged and gasketed sliding doors out to the aft deck with fixed side window. Port side forward is a bar area with granite countertop and bar top with upper and lower finished wood cabinetry with pegged glassware and bottle storage and two barstools. In the countertop is a stainless steel sink and faucet. In the bar is seen a Scotsman bin type ice machine and a Sub Zero drink refrigerator.

The sky lounge has the following loose furniture:

- Couch
- Armchair
- Side table with lamp
- Glass top finished wood coffee table
- Round gaming table with (4) armchairs

All the way forward centerline is a built-in bookcase and storage cabinet with the entertainment center. Entertainment is provided to the sky lounge via a Samsung LED TV with an RTI all-in-one remote interfaced into the DirecTV USA satellite TV system, the DirecTV Puerto Rico satellite TV system, cable TV, CD player Kaleidescape movie and music server system AM/FM stereo, I-pod dock, Wii game console, Xbox game console, and Apple airplay.

DECK ARRANGEMENT AND EQUIPMENT

FOREDECK

The teak overlay decks of the foredeck are protected by chest high boxed bulwarks. Low in the bulwarks are bolted polished stainless steel fairleads to bolted polished stainless steel cleats on deck. Forward is a molded fiberglass platform with cushions and storage beneath. On centerline is a socket for a jackstaff. Seen at the platform base is a potable water washdown quick connect fitting. Inside the platform locker are the anchor windlass tethered remotes and the anchor windlass hydraulic control junction box.

Centerline on deck is a Freeman model #3030H cast aluminum quick acting dogged and gasketed hinged hatch on pneumatic ram assist with painted nonskid finish leading to the forepeak and chain bin areas. Directly aft of the forepeak hatch through-bolted on a stainless steel well with raised lip is a pair of Maxwell 6000 hydraulic anchor windlasses with vertical capstans and gypsies. Above the anchor windlasses is a stainless steel stand with a 12" chrome plated bronze ship's bell.

Aft of the anchor windlasses located on the foredeck is a circular seating area with cushions and covers. Inside the seating area, the vessel name and logo is fashioned into the teak deck. Port and starboard are marinized stereo speakers. Centerline leading aft is a Portuguese walk with teak overlay treads to the bridge deck walkarounds. Courtesy lights are fitted to the deck treads.

SIDE DECKS

Extending aft along the house sides down a set of steps with teak overlay treads are the teak overlay side decks. The side decks are partially protected overhead by the housetop overhang. There are chest high boxed bulwarks with large freeing ports. The forward house sides are fit with polished stainless steel grab rails. Low in the bulwarks are bolted polished stainless steel fairleads to bolted stainless steel cleats on deck. In the deck are waterways to scupper drains with removable stainless steel grates. Seen mounted in the overhead are flush mounted lights. In the starboard side deck overhead is a remote closed circuit television camera dome. There are Harken tracks mounted just below the rub rails above the freeing ports forward to port and starboard.

In each of the port and starboard bulwarks are single part opening boarding gates. At each gate are boarding ladder mounts. A boarding ladder is seen stored in a recess on the starboard side.

On the port side house forward is a lockable hinged dogged and gasketed door leading to the main deck galley. On the starboard house side forward is a sliding lockable dogged and gasketed door leading to the main entrance foyer. Forward of this door are a pair of potable water fills. Aft of the main entrance door is a recessed area with storage for the 9-tread anodized aluminum boarding ladder. At the aft end of the starboard side deck recessed in the house side is a fuel fill and waste pump out fitting. At the aft end of the port side deck is a single diesel fill box with clean lube oil service fitting.

At the aft end of each side deck are hinged polycarbonate latching wing doors leading to the aft deck. Mounted port and starboard on the house sides inside the house pilasters are Type IV throwable personal flotation devices with a poly line throw bag.

AFT DECK

The teak overlay decks of the aft deck are protected by waist high boxed bulwarks with a full isinglass enclosure. The overheads are protected by the boat deck overhang. Fitted in the overheads there are flush mounted lights, marinized stereo speakers, and a remote operated closed circuit television camera dome. Aft are two LED transom floodlights. Low in the bulwarks are stainless steel fairleads to bolted stainless steel cleats. The decks are cleared by waterways to scupper drains with removable stainless steel grates. Forward on centerline are stainless steel framed sliding lockable glass doors leading to the main salon with side lights. Adjacent to the salon door to starboard is a lockable hinged and gasketed door to the companionway serving as the engine room access. To starboard is a curved companionway with teak overlay treads and stainless steel handrails up to the boat deck. At the top of this companionway is a hinged hatch. To port is a wet bar with stained and varnished wood bar top, (3) stained and varnished stools and solid surface countertop. In the sink cabinet is a storage rack with a Denon AVR-X3000 receiver and DirecTV control box. Below the bar is general storage and a Danby refrigerator. Forward of the bar is a water resistant glass panel covering a Samsung flat screen television. At the bar are GFCI protected 110-volt AC outlets and USB chargers. Forward of the bar is an upper cabinet for glassware storage and below that is another cabinet with a Scotsman ice maker. Mounted centerline on the aft deck is a dual pedestal mounted stained and varnished table with (12) stained and varnished wooden chairs with cushions. Two loose teak deck chairs are seen on the starboard aft deck.

On the aft deck is a built-in bench seating area with cushions and covers. Adjacent to the seating area port and starboard are open companionways with teak overlay treads and stainless steel handrails down to the swim step. Adjacent to the starboard companionway is a latched and gasketed hinged locker door leading to a deep storage locker. Adjacent to the port companionway is a two-part opening gate providing access to the passerelle boarding area. Located in this passageway is a small locker and the passerelle controls. Mounted just below the upper rub rails to port and starboard are Harken tracks.

SWIM PLATFORM

The teak overlay decks of the swim platform are protected by stainless steel hoop style removable handrails. Port and starboard are line handling stations, each with Maxwell 3500 24-volt DC electric vertical warping windlasses operated by flush mounted footswitches. Adjacent to the windlasses are bolted polished stainless steel cleats to bolted polished stainless steel fairleads. Forward of each line handling station are built-in recesses and hinged latched and gasketed doors on pneumatic ram assist.

In the port side transom locker is the following:

- 30-amp outlet
- GFCI 110-volt AC outlet
- Potable water washdown bib with quick connect isolation valve
- Plumbing for shower wand and valve

In the starboard transom locker is the following:

- (2) 100-amp shore power inlet plugs
- Aft machinery space pass-through port
- 50-amp shore power outlet plug
- 100-amp Glendinning shore power cord
- Dockside telephone and television jack connection
- Engine room ventilation duct

At the swim platform perimeter are stainless steel tender cleats. There are vertical rod holders mounted on the grab rails to port and starboard sides of the swim platform. To port on the transom is a removable gate and hatch providing access to the passerelle. Low across the swim platform are courtesy lights. Centerline is a quick acting dogged and gasketed pantographic door leading to the lazarette, engineer's cabin, and engine room. In the centerline swim platform deck is a teak overlayed flush hatch with struts assists to the gasoline storage tank well with a pneumatic pump, valve, hose and fill nozzle. The gasoline locker is fitted with drains. The decal applied name and hailing port on her transom reads "SERENGETI", "ST JOHN USVI". The molded hull identification number taken from the transom just below the boot stripe on the starboard corner of the swim platform reads "WPS01503H002".

BRIDGE DECK

The teak overlay decks of the bridge deck walkarounds are protected by waist high boxed bulwarks. The overheads are partially protected by the bridge top overhang. In the overheads are flush mounted lights. Forward of the bridge are curved seating areas to port and starboard with cushions and covers. On centerline is a teak overlay companionway leading down to the foredeck. There are stainless steel handrails and deck level lights provided.

Port and starboard on the bridge sides are sliding lockable doors leading to the pilothouse station. Forward of these doors are recessed flush mounted swing out wing stations.

The teak overlay decks of the bridge deck walkarounds extend aft along the sky lounge sides and the teak overlay decks of the sky lounge aft deck. The sky lounge side decks are protected by waist high boxed bulwarks. Inside the starboard pilaster is a man overboard throw ring with a tethered poly line throw bag .

The teak overlay forward end of the sky lounge aft deck is partially protected overhead by the housetop overhang. Seen mounted in the overheads are flush mounted lights, marinized stereo speakers, and aft facing boat deck floodlights. There are stainless steel stanchions to accommodate an awning or sail shades to protect the seating and hot tub areas of the deck. Forward on centerline is a stainless steel framed lockable sliding glass door leading to the sky lounge. To starboard from the sky lounge aft deck is a companionway with teak overlay treads and stainless steel handrails up to the flybridge deck. To port is a curved seating area with cushions, covers, and storage beneath. Fronting the seating is a stained and varnished wooden table on two polished stainless steel pedestals and two teak chairs.

To starboard is a molded fiberglass hot tub with a teak overlaid step and a two part hinged fiberglass lid. The inside is painted with a tiled waterline. The EasyPak spa controller and heater is located in the locker on the aft of the hot tub. Adjacent to the hot tub locker door is the ACR EPIRB mounted with hydrostatic release. Next to the EPIRB is mounted the SART.

BOAT DECK

Directly aft of the sky lounge aft deck is the painted nonskid boat deck. To starboard from the boat deck is a companionway with teak overlay treads, stainless steel handrail and hinged fiberglass hatch leading down to the aft deck. The boat deck is protected port and starboard by low boxed bulwarks with polished stainless steel handrail. Aft is a molded toe rail with waist high polished stainless steel hoop style handrails. Centerline aft off the boat deck is a stern and tow light. Seen to port on the boat deck in a fore and aft arrangement is a Nautical Structures electrohydraulic davit with board storage racks mounted on the outboards. Secured just aft and outboard of the davit is a stainless steel Alfresco propane grill with cover. Several deck boxes are also seen on the boat deck port side. Mounted on stainless steel racks on the starboard bulwarks of the boat deck are two canister style life rafts. On deck are painted aluminum chocks and mounting points for the tender. Two Ocean kayaks are secured to the tender chocks. There is a helm station pedestal on the port aft of the boat deck.

FLYBRIDGE DECK

The painted nonskid decks of the flybridge deck are completely covered in an outdoor carpet. The flybridge is protected by a full hardtop forward of the supports and a stainless steel tube frame and permanent awning aft of the hardtop. Further protection on the perimeter by waist high boxed bulwark with polished stainless steel handrail. Forward is a stainless steel framed dark smoked Plexiglas wraparound windscreen. There is a full isinglass enclosure protecting the entire flybridge. On centerline forward is the flybridge helm station with destroyer type steering wheel. There is a single Stidd helm chair on a polished stainless steel pedestal. Under the helm are a set of latched and gasketed cabinet doors providing access to the storage space of the house top. Port and starboard of the helm are curved seating areas with cushions and pedestal mounted granite tables. Entertainment is provided by a 40' Samsung TV in a water resistant casing on an articulating arm mounted on the inboard side of the port hardtop support. Behind the bar top is a Fusion model #MS-RA 70 stereo head unit. At the seat bases are marine stereo speakers. Built in between the aluminum hardtop supports is a wet bar area with granite countertops, stainless steel sink and faucet. Forward of the bar are four pedestal mounted barstools. On the underside of the hardtop are flush mounted lights and marine stereo speakers. Below the bar is general storage and a stereo amplifier. In the bar base is a potable water washdown bib quick connect fitting. Aft of the bar is a built-in sun pad with cushion and cover. To starboard adjacent to the sun pad is the companionway with stainless steel handrail and deck level lights down to the sky lounge aft deck. Mounted in the bulwark tops port and starboard and secured to the arch sides are fiberglass whip antennas and a lightning rod.

Seen on the flybridge is the following equipment:

- Peloton exercise bike
- Various Bowflex weight devices

- Vissani freezer
- Frigidaire Gallery freezer
- Kenmore freezer

The following gear and equipment is noted on the hardtop and mast extensions:

- Fiberglass whip antennas
- Sanshin remote searchlight
- Kahlenberg triple trumpet pneumatic horn
- EMX series 5000 night vision camera
- KVH Tracfone 252 dome
- (2) Furuno model #RSB-0074 radars
- Furuno FAX 5 antenna
- Masthead anchor light
- Foremast with steaming light
- B & G Anemometer boom
- (3) Newmar hailer speakers
- (2) Satellite domes
- Starlink antenna
- GPS antennas
- Furuno GPS compass antenna

PASSERELLE

"SERENGETI" is outfitted with a Besenzoni electrohydraulic passerelle which extends from the transom at the port side of the aft deck. There is a fiberglass removable bulwark cover and separate removable hatch cover for the passerelle. The passerelle is operated by touchpad on the aft deck. The passerelle is full hydraulic power with slewing, luffing, and extension with a 24-volt DC electrohydraulic power pack located in the engine room aft of the generator. Please see the "Findings and Recommendations" concerning the passerelle.

FOREPEAK

The forepeak chain locker is accessed by a Freeman model #3030H quick acting dogged and gasketed hinged cast aluminum hatch on pneumatic ram assist centerline forward on the foredeck. The forepeak is fully painted and well lit with LED overhead lighting. Passive ventilation is provided through the spurling holes. Built-in dunnage shelves are provided.

The following gear and equipment is noted in the forepeak:

- Anchor chain wash hose runs with electric solenoids and manual isolation valves
- Maxwell anchor windlass motors and gearboxes
- General storage

GROUND TACKLE

"SERENGETI" carries a pair of polished stainless steel Navy stockless type high holding power anchors each reported to be 594 lbs. Each anchor is swivel shackled to 5/8" diameter short link grade G40 galvanized steel anchor chain. It is reported chain lengths are 300' starboard and 400' port. The anchors and chains are hauled by separate Maxwell model #VWC6000 hydraulic anchor windlasses with vertical capstans and gypsies through-bolted on a stainless steel well with raised lip with drains back to

the hawse pipes. The anchors are stowed in composite hawse pipes with high pressure potable water chain wash via the high pressure pump. The anchors rest against polished stainless steel plates in the bow. There is a stainless steel cutwater at the stem extending below the waterline. Hydraulic power is provided by the central hydraulic system.

The windlasses are fit with band brakes, cone clutches, stripping bars, and devil's claws. At the top each hawse pipe is a round grooved roller and stainless steel roller cover. The chains are led below decks through open spurling holes to a divided unlined bin with drain directly overboard. The bitter ends of the anchor chains are secured with heavy tag lines. The windlasses are operated by single speed reversible tethered remotes located in the foredeck bosun's locker seat. The anchor windlass and ground tackle were demonstrated and found to be in good condition. See "Findings and Recommendations" for deficiencies.

A Fortress model #FX55 anodized aluminum stowable anchor is seen assembled and stowed in the forepeak.

SMALL BOATS AND DAVIT

"SERENGETI" carries a 2002 17'8" Novurania rigid bottom inflatable. Her transom placard reads hull identification number "PDK13771J102". She is fitted with a 115 hp Suzuki outboard model DF115B, serial number 11506F-241054. The engine shows 571 hours on the clock.

The Novurania is equipped with the following :

- Icom VHF transceiver
- Garmin plotter/sounder
- Compass
- Fuel gauge
- Tachometer
- Teak sole
- Good running lights
- Anchor, chain, and rode
- Whistle

The tender and personal watercraft would be launched over the port side by a port side mounted fore and aft stowed Nautical Structures model #CE2000EX full power electrohydraulic davit. The davit is stowed on a deck crutch. The davit has a reported capacity of 2,000 lbs. and is rigged with a ½" Amsteel Dyneema cable in single part makeup on a linear winch system with a properly rated safety hook. The davit is a full power control with slewing, luffing, and extension by wireless remote with tethered backup connection. A 220-volt AC electrohydraulic power pack is located in the engine room. The davit was demonstrated launching and recovering the Novurania. The davit appears to be in good working condition. It is reported that the hoist cable was replaced in 2022.

LAZARETTE

The lazarette is entered by either a quick-acting dogged and gasketed painted pantographic door in the transom from the swim platform or via a quick-acting dogged and gasketed door located centerline in the aft engine room bulkhead from the engine room. Under the aft stairs is a dogged and gasketed hatch into the steering compartment. The lazarette is lit with overhead flush AC fluorescent lights with separate DC fluorescent light fixtures, which come on automatically upon loss of AC electrical power. The decks are wood panels with a rubber floor overlay. The overhead is insulated behind painted perforated aluminum sheathing. The walls are white Formica panels. This space is air-conditioned and protected by a carbon monoxide detector, a thermal fire detector, and a smoke detector. At the top of the stairs, port and starboard, are storage lockers. Located forward starboard side is a Traulsen side-by-side built-in stainless steel refrigerator/freezer. Aft is a Dometic conditioning panel. Outboard to starboard is a door into the lazarette machinery space. Outboard to port is the entry into the engineer's cabin.

Seen inside the lazarette and machinery space is the following gear and equipment:

- Dometic tempered water air conditioning system rated at 240,000 Btu's of cooling capacity with reverse cycle heat. This system consists of:
 - (4) 60,000 BTU compressor units
 - (2) 1.5-hp, 230-volt single-phase electric air conditioning seawater cooling pumps
 - 230-volt chillwater circulating pump
 - Makeup line off the potable water system with pressure relief and an Amtrol expansion tank
 - Dometic LCD control panel/display
- Starboard main engine exhaust piping
- Starboard generator exhaust piping
- Chest freezer
- 240 or 480 volt shore power selector switch
- Shore power #1 and #2 isolation breakers
- Glendinning model #CM-8 electric shore cord reel with molded fiberglass bin
- Engine room exhaust fan, ductwork, and fire dampeners
- AO Smith potable water heater
- Grundfos hot water circulation pump
- Aft machinery AC electric magnetic breaker panel
- Chilled water air handler unit for the lazarette
- Dry chemical fire extinguisher
- (2) Foam fire extinguisher
- (2) CO2 fire extinguisher
- Tool chest and small workbench
- Fishing rod storage
- Fishing gear locker
- (2) Scuba tanks

ENGINE CONTROL ROOM

The engine room control room is accessed by a curved stairway down from the aft deck starboard side or from a dogged and gasketed door with round viewing window from the forward engine room bulkhead. At the top of the companionway is a storage locker. The

control room is lit with AC recessed fluorescent and DC lighting. The decks are plywood panels machine fastened in place with diamond plate rubber overlay on aluminum framework secured to the main structure. There are lift up flush mount hatches with access to the control room bilge. To port is a dogged and gasketed hull side port light. The control room is insulated behind powder coated aluminum sheathing. The bulkheads are insulated behind a vinyl covered panel. The control room is found to be fully air conditioned. It is monitored by a rate of rise heat detector, optical smoke detector, and a carbon monoxide detector.

The following gear and equipment is noted in the control room:

- Stainless steel workbench with undercounter Craftsman toolbox, stainless steel sink, storage cabinet, bookshelf, and Wilton cast iron vise
- Eyewash station and first aid kit
- (2) Sea Recovery reverse osmosis watermakers
- Fuel tank sight gauges for the port, starboard, and centerline fuel storage tanks
- Systems pump and main engine panel with the following:
 - Port and starboard MTU/ DDC engine displays with engine keyed ignition switches and starts.
 - Engine room ventilation variable frequency drive control panel
 - Pump #1 and #2 freshwater pumps and the AC electric bilge pumps with bilge system suction gauges and a freshwater system pressure gauge
 - Fuel transfer pump timer
 - AC sewage pump timer
 - DC sewage pump timer
 - Tuthill Fill-Rite Series #800C fuel transfer meter
 - Fuel transfer manifold with suction and return valves to all five tanks
 - Main bilge manifold with (8) bilge pickups as follows:
 - Forward compartment
 - Crew
 - Bow thruster
 - Control room
 - Guest stateroom
 - Engine room
 - Lazarette
- Steering compartment
 - Bilge pumping operation placard
 - Gulper diaphragm type bilge priming pump with seawater suction through hull
 - AB ship's monitoring touchscreen panel
- Halotron portable fire extinguisher
- Westport designed and built main electrical switchboard interfaced with the Magnus shore power conversion units. The switchboard is protected by a Fireboy fixed fire suppression system bottle located inside the switchboard with pull located at the top of the switchboard.
- The panel is laid out as follows:
 - Port and starboard generator analog pressure and temperature gauges and start/stops.

- Digital meters for shore power, port generator, and starboard generator
- Master control panel with power available lights and power source indicator switches
- Engine room 110/220-volt AC panel with magnetic breakers protecting each machinery circuit
- Engine room 24-volt DC panel with DC volt and ammeters with magnetic breakers
- Rotary DC disconnect switches for the following:
 - Port and starboard DDEC 24-volt DC supply
 - 24-volt DC engine room supply
 - 12-volt DC pilothouse supply
 - 24-volt DC pilothouse supply
- Main engine and generator battery switch
- (2) Maxwell aft deck capstan circuit breakers
- Ship's multifunction telephone
- Gray water sump/bilge pump panel with automatic/manual switches, run indicators, and overcurrent trips.
- Dedicated chillwater air conditioning air handler unit for control room
- Kidde Fenwal Halon 1301 engine room fire suppression system

ENGINE ROOM

The engine room onboard "SERENGETI" is entered via either a quick acting dogged and gasketed door with round viewing window located centerline in the aft engine room bulkhead from the lazarette or via a dogged and gasketed door with round viewing window located centerline in the forward engine room bulkhead from the control room. The engine room is lit with flush overhead AC fluorescent light fixtures with separate DC fluorescent light fixtures which come on automatically upon loss of AC electric power. The engine room is fully insulated behind powder coated solid aluminum sheathing. The decks are lift out composite panels with diamond plate pattern rubber overlay on top of bolted aluminum deck frames on the main structure. The engine room fire suppression is provided by a fixed fire suppression system with bottle located in the void space accessible at the top of the control room passageway ladder. There are pressure actuated shutdown flaps. The ventilation fans also shut down due to loss of AC power. The system shuts down the main engines, generators, and shore power. The fire system pull is located at the top of the companionway from the aft deck into the control room. Engine room bilge pumping is provided by a fore and aft mounted Rule 2000 submersible automatic/manual bilge pumps on USS two-stage float switches. In addition, emergency engine room bilge pumping is provided by the central bilge pumping system pickup with strainer foot serviced by two AC electric bilge pumps and the main bilge manifold located in the control room. In the forward engine room, overhead is a closed-circuit television camera. The engine room was found to be neat, clean, and in good condition.

The following gear and equipment is noted in the engine room:

- (2) MTU/DDC 2004 12V 4000 12-cylinder freshwater cooled, turbo charged marine diesel engines each rated for 2,735-hp at 2100 RPM. The engines are close coupled to Twin Disc model DD 6984A down angle marine reversing gears with a final drive ratio of 2.50:1. The main engines and reversing gears are as follows:

	<u>Port</u>	<u>Starboard</u>
Main engine serial #:	5262000839	5262000838
Engine hours:	14332	14289
Gear serial #:	941388	9A1400

- (2) Northern Lights model #M1064T2/65KW 65-kW turbo charged diesel electric generators each rated at 65-kva, 1800 RPMs, single-phase, 60-hertz, 120/240-volt AC at 271 amps each. The electrical ends driven by John Deere 4-cylinder turbo charged freshwater cooled marine diesel engines. The generators are as follows:

	<u>Port</u>	<u>Starboard</u>
Set Serial #:	4452-27483	4452-27482
Generator hours:	35332	34967
Since overhaul	6781	1402

- Victron Energy Skylla - IP 65 24Volt 35Amp main engine battery charger.
- Victron Energy Skylla-IP 65 12Volt 70 amp generator battery charger.
- Newmar Phase three PT-24-95U House battery charger.
- McCarron 24V House charger
- McCarron 12V House charger
- 24-volt DC ship's service battery banks
- 12-volt DC ship's service battery banks
- (2) 24-volt DC main engine start battery banks
- (2) 12-volt DC generator start battery banks
- Jastram hydraulic steering system reservoir with solenoid control manifold and sight glass thermometer with canistered filter
- Besenzoni 24-volt DC hydraulic power pack for the passerelle
- Belt driven 110-volt AC electric ship's service air compressor with receiver tank
- Davit AC electrohydraulic power pack
- Magnus SP150 60KVA 240amp
- Naiad Marine Systems hydraulic stabilizer system reservoir with sight glass thermometer, return filter with service indicator, and tube and shell type primary stage raw water cooler with in-tank cooler and flow paddlewheel.
- Welded aluminum dirty oil tank
- Welded aluminum lube oil tank
- Engine room ventilation system consisting of the following:
 - Inline ducted vane axial flow exhaust fan which draws from the starboard aft corner of the engine room. The fan is located in the machinery space starboard side outboard in the lazarette and is fit with pneumatically actuated fire dampener which actuates automatically off the engine room fixed fire suppression system.
 - Inline ducted vane axial engine room intake fan located in the port forward corner of the engine room. This fan is ducted to the boat deck and is fit with an automatic shutdown flap and reset accessed by a removable upper cabinet in the aft deck bar.
 - (2) Yaksawa model V1000 digital variable frequency drives – one each engine room ventilation fan
 - Manual digital variable frequency drive control located in the control room

STEERING COMPARTMENT

The steering compartment is accessed by a hinged aluminum Freeman dogged and gasketed hatch below the lazarette aft hinged stairs. The compartment is fully painted

and lit with DC lighting. (3) Rule 2000 GPH bilge pumps with float/alarm switches are fitted. Active ventilation is fitted.

The following equipment is seen in the steering compartment:

- (3) Rule 2000 automatic bilge pumps
- Jastram steering system on raised aluminum platform bolted to the longitudinal structure (described separately).
- (2) Maxwell 24 volt motors, relay boxes, and gearboxes for the swim platform warping capstans
- Port and starboard generator exhaust water separators with fiberglass piping and through hull valves for water discharge
- Port and starboard main engine fiberglass exhausts
- Underwater lights and transformers
- Aluminum gasoline storage tank
- Through-hull depth transducer
- Sight glass with isolation valves for the lazarette gray water tank
- Various piping

STEERING SYSTEM

The steering system onboard is a Jastram power assist steering system with a wheel-driven Jastram pump at the pilothouse station. Power assist is provided by PTO pumps off the front of each main engine. The system reservoir, return filter, and solenoid block are located in the engine room port side aft. Stainless steel shafts run in fiberglass logs with Tides dripless seals with integrated cutlass-type bearings. Spare seals are fitted to each shaft. The rudder shafts are supported on a fabricated aluminum box shelf with composite upper bushings. Above and below the bushings are bronze collars. Keyed and clamp bolted to each rudder shaft are cast bronze tillers. On each tiller is a double-acting hydraulic ram. Between is a one-piece adjustable aluminum tie bar. To the starboard tiller are rudder angle and feedback unit. The system end fittings are heim type joints. Keeper plates are fitted to the tops of each rudder shaft. The system is plumbed in stainless steel piping with high-pressure hose and proper fittings.

HAUL OUT AND BOTTOM INSPECTION

A haul out and bottom inspection was performed on October 1st, 2025 at the Marine Group yard in National City, California via a Marine Travelift. The scales on the Travelift indicate she weighs approximately 170 tons. Upon haul out, the bottom was found to be in good condition showing no signs of damage or past repair. The bottom paint is in good condition; however, it is very thick and peeling. Reportedly it was last painted in November 2024.

At this time, the entire hull bottom was sounded with a phenolic hammer from the boot stripe to the bottom of the keel. There were no suspicious or delaminated areas found. All of her underwater fittings were inspected and scraped. There were no signs of electrolysis or galvanic action noted.

She is a hard chine vee bottom configuration with molded tunnels over the running gear. She has large bottom exhausts with diverters at the chines and bypasses led to the transom corners. There is a stainless steel swim ladder off the back of the swim

platform. Her topsides were inspected while she was hauled out. They appear to be in good condition showing no signs of damage or repair.

She has molded fiberglass rub rails with stainless steel chafe strips. There are stainless steel anchor plates bolted to the hull with a stainless steel cutwater.

All the way in the bow is a 16" molded fiberglass bow thruster tube with a relief aft, no bolted grates, and no brow forward. It appears that there were tabs inside the tube for a grate which has now been removed. Inside the bow thruster tube are dual counter rotating 5-bladed stainless steel propellers on a stainless steel foot. The props are coated in PropSpeed.

Midships port and starboard are a pair of semi balanced foil shaped fiberglass Naiad stabilizer fins which measure 43" X 87". Both stabilizer fins were sounded with a phenolic hammer. Both stabilizer fins were last dropped and serviced in December of 2021. The stabilizers appear to be in good condition and tight in their bearings.

She has a pair of 4½" one-piece stainless steel shafts run in fiberglass logs with cast bronze bolted vee leg struts with water cooled cutlass bearings in each strut. All four bearings are showing little wear. Reportedly, the bearings were last replaced in December of 2021. At that time both shafts and props were removed. Both shafts were bench checked and both propellers were balanced. Keyed and bolted to each shaft is a Michigan Federal model #CX500 Nibral bronze 5-bladed propeller stamped 50" X 44.75". The propellers and shafts are all coated in PropSpeed.

She has a pair of molded semi balanced foil shaped rudders on stainless steel frames. They measure approximately 48" X 31". They are set up with ½" of toe in. Above each rudder are fairing blocks molded into the hull. The rudders are mounted outboard of the shafts. The rudders were inspected and found to be in good condition and appear to be tight in their bushings. Reportedly both rudders were dropped and the bushings were replaced in December of 2021.

There are a total of (6) underwater lights, (4) across the transom and one each along the hull sides at the transom.

ZINCS

She carries the following zincs on the bottom:

- (2) 6" X 12" flat plate zincs on the transom – approximately 50%
- (2) 4½" ball zincs (1 per shaft) – 60%
- (8) 5" round zincs – (4 on each strut - 2 per leg) – missing
- (2) Cone zincs on the bow thruster – both missing
- (2) Cone zincs on the stern thruster – both missing

It is important to maintain the proper zinc level on any yacht, particularly aluminum or steel vessels. It is important that proper zincs of a known composition be used. There are two grades of zincs that are specific for bottom applications. They are MILSPEC #A-18001H, the other is an ASTM number B-418-67. Either specified zinc is the proper zinc to be used for underwater protection in saltwater.

TRIAL RUN

A trial run was conducted on January 21, 2026 in the Pacific Ocean off of Newport Beach, California. The trial run consisted of 3 hours of idle, cruise, and various RPM runs. Load condition at the time was 25% fuel, 75% water, 8 people, the tender, and normal spares and stores. Conditions at the time were winds out of the south at approximately 3 miles per hour, calm seas, and foggy. Outside air temperature was 59°F.

Both engines started easily with no smoking or oiling upon the water. Both reversing gears shifted in and out of gear with no unusual noises or vibrations noted. During the trial run, all of her navigation electronics, communication, and monitoring equipment were run and tested. All were found to be in good operation condition unless otherwise noted in the "Findings and Recommendations". Her autopilot was tried on several headings and does a good job of steering the vessel.

The following readings were taken from displays in the engine room or a handheld infrared thermometer. (Note: All temperatures are in °F; all pressures are in Psi, unless otherwise noted):

Full RPM proven

2100-10sec No readings recorded other than engine data

PORT ENGINE

RPM:	<u>1105</u>	<u>1303</u>	<u>1504</u>	<u>1752</u>	<u>1901</u>	<u>2110</u>
Coolant Temp:	169	170	171	172	173	174
Oil Pressure:	75	81	85	89	92	96
Fuel Burn GPH:	20	30	50	77	92	120
Battery Volts:	28.3	28.3	28.3	28.3	28.2	28.3
Gear Box Temp:	117	125	129	137	145	147
Gear Box Pressure:	334	338	340	344	344	348

STARBOARD ENGINE

RPM:	1104	1305	1505	1751	1902	2108
Coolant Temp:	170	173	175	178	180	180
Oil Pressure:	83	84	88	93	94	99
Fuel Burn GPH:	20	32	50	78	93	120
Battery Volts:	27.7	27.7	27.6	27.9	27.6	27.7
Gear Box Temp:	119	126	130	136	142	143
Gear Box Pressure:	344	346	350	352	354	358

Shaft Seal Temperature

Port:	70	77	74	73	75
Starboard:	71	75	76	78	77

Transmission Temperature

Port:	113	119	122	129	131
Starboard:	114	120	123	130	133

Exhaust Temperature

Port:	80	85	90	91	96
Starboard:	75	78	80	83	80

Underway Stabilizers

(Main Engine PTO)

Pressure:	2000	2000	2000	2000	
Temperature:	79°	79°	80°	82°	81°

Zero Speed Stabilizers

(Generator PTO)

Port PTO

Pressure:	2100-2300
Temperature:	87°

Starboard PTO

Pressure:	2100-2300
Temperature:	88°

Bow Thruster Rotation

(Generator PTO)

Port PTO

Pressure:	2900
Temperature:	74°

Starboard PTO

Pressure:	2900
Temperature:	75°

During the sea trial the Zero speed stabilizers were tested. Both engines were shut down and hydraulic pressure was proven from both generator PTOs. A bow thruster rotation was also performed. Each generator PTO was tested. A 360 deg rotation off the port PTO took 3 min and 37 sec, and the starboard PTO was 3 min and 20 sec.

A steering test was performed at 1200 RPM jogging the steering back and forth in aggressive S turns. The steering gear was observed from within the steering compartment.

The vessel was stopped and a brief zero speed test was performed. Note: The zero speed test is not a true test of its abilities. The zero speeds were tested off of the engine driven pumps which are significantly smaller than the generator driven pumps. Both generator hydraulic pumps are not working at this time. The stabilizer center speed lockouts were proven.

The following pressures were recorded in the engine room:

Underway Stabilizers

Pressure: 2300

Zero Speed Stabilizers- Main engine PTO

Pressure: 2200-2300

Bow Thruster-Main engine PTO

Pressure: 2400

Her controls were tried at all five stations. The emergency engine controls were proven. A bow thruster test was not performed due to the unavailability of the main hydraulic pumps off of the generators.

Both watermakers were run and tested. The following readings were recorded:

#1

Low Pressure:	31 PSI
High Pressure:	780 PSI
Brine Discharge:	5 GPM
Product:	31 GPH
TDS:	2 Green lights
Independent TDS:	262 PPM

#2

Low Pressure:	26 PSI
High Pressure:	800 PSI
Brine Discharge:	4.5 GPM
Product:	60 GPH
TDS:	2 Green lights
Independent TDS:	64 PPM

NAVIGATION ELECTRONICS, NAVIGATION, AND MONITORING EQUIPMENT

"SERENGETI" is primarily a dual station yacht with the majority of her navigation electronics, communication, and monitoring equipment being located in the wheelhouse with additional controls and navigation electronics being located on the flybridge station, wing stations, nav desk, and aft deck station. All the following navigation electronics, communication, and monitoring equipment were inspected and found to be in good operating condition unless otherwise noted in the "Findings and Recommendations".

WHEELHOUSE

- (3) KEP 21" daylight displays. They have the following inputs:
 - Port outboard - Port Furuno 120-mile X band radar with a Furuno control panel
 - Center - Nobeltec Times Zero chart plotter
 - Starboard outboard - Starboard Furuno 120-mile X band radar with Furuno control panel

- KEP 15" daylight display for the Furuno FCV-1200L LCD color sounder with control panel
- (2) NEC AccuSync AS171, 17" displays as follows:
 - VIC ship's monitoring system
 - Starboard CCTV camera system
- Naiad Marine stabilizer touchscreen control and display
- B & G H1000 depth display
- B & G Hydra 2000 speed/depth/wind display
- Furuno model #GP-33 GPS WAAS navigator
- Furuno FA-150 Universal AIS
- Furuno model #FC-702 satellite compass
- (2) ICOM model #IC-M604 VHF radios with distress
- Furuno TZT9 9" color GPS chart plotter
- (2) MTU MDEC engine displays
- (2) Simrad model #AP50 autopilot with Jastram call and order rudder angle indicators
- Jastram steering control panel
- Ritchie magnetic compass
- ACR searchlight control
- Exalto windshield wiper control with wash
- MTU single lever electronic engine controls
- Bow thruster, stern thruster, and steering jog lever controls
- Engine starts/stops
- Horn button

NAV DESK

- Furuno model #GP33 GPS WAAS navigator
- Furuno model #NX-500 Navtex receiver
- ICOM model #IC-M710 single side band radio
- Furuno Felcom 12 Sat C terminal unit

FLYBRIDGE

- ICOM model #IC-M127 VHF radio with distress
- Jastram steering mode switch
- Jastram rudder order and call indicators
- B & G Hydra 2000 wind/speed/depth display
- Simrad AP50 autopilot
- ComNav Marine 101 autopilot (obsolete)
- Horn button
- Detroit diesel station select panel
- Jastram follow up rudder control
- Jog steering control
- Bow thruster lever control
- Stern thruster lever control
- Main engine starts/stops
- Detroit Diesel single lever electronic engine controls
- (2) Detroit Diesel DDEC engine displays

PORT AND STARBOARD WING STATIONS

- Jastram follow up rudder control
- Jastram rudder angle indicator
- Bow thruster lever control
- Stern thruster lever control
- Main engine starts/stops
- Detroit Diesel single lever electronic engine controls
- Horn button
- Detroit Diesel station select panel
- Engine stops

BOAT DECK AFT STATION

- Jastram rudder angle indicator
- Detroit Diesel single lever engine controls
- Main engine starts/stops
- Bow thruster lever control
- Steering jog lever
- Detroit Diesel station select panel

GALLEY

- ICOM model #IC-M127 VHF radio with distress

CREW LOUNGE

- ICOM model #IC-M127 radio with distress
- B & G Hydra 2000 speed/depth/wind display
- B & G H1000 depth display

CAPTAIN'S CABIN

- B & G Hydra 2000 speed/depth/wind display

SAFETY GEAR AND EQUIPMENT

The following safety gear and equipment was inspected onboard and found to be in good operating condition and within periodicity, unless otherwise noted in the "Findings and Recommendations":

- (10) Dry chemical fire extinguisher 2.5 lbs.
- (5) Dry chemical fire extinguisher 10 lbs.
- Halotron fire extinguisher 15 lbs.
- Fire blanket
- (23) U.S.C.G. approved Type I Adult PFDs with lights & whistles
- (8) U.S.C.G. approved Type II Adult PFDs
- (6) U.S.C.G. approved Type I PFDs Child with lights & whistles
- (2) U.S.C.G approved throw rings with poly lines
- (19) Imperial Adult immersion suit
- (17) Drager PARAT 5520 smoke hoods
- Viking SOLAS A (16) person life raft with hydrostatic release
- Viking SOLAS A (10) person life raft with hydrostatic release
- ACR Global Fix EPIRB w/ hydrostatic release

- McMurdo SART
- Fortress FX 55 spare anchor
- Good ground tackle
- Good navigation lights and equipment.
- Ship's horn
- Bell
- Oxygen bottle with regulator and spare masks
- HeartSine AED
- Medical First Responder Kit
- ACR Rapid ditch bag containing:
 - Global Fix V4 EPIRB
 - McMurdo SART
 - Survivor-06 hand operated watermaker
 - Air horn, (6) handheld, (3) orange smokes
 - (3) Red parachute flares
 - (8) 12 gauge red aerial flares and gun
 - Food and water rations
 - (2) Emergency flashlights with extra batteries
 - (2) Medical kits
 - Emergency fishing kit
 - Signal mirror
 - Day signals

TENDER SAFETY

- (8) U.S.C.G. approved Type I Adult PFDs with lights & whistles
- (4) U.S.C.G. approved Type I Child PFDs with lights & whistles
- U.S.C.G. approved Type IV throw pillow
- Flare kit containing (3) hand held red flares
- Medical Kit
- Bilge pump
- Good navigation lights

VALUE

It is the opinion of the undersigned independent marine surveyors that the present day market value of "SERENGETI" is approximately \$7,000,000 with a replacement value today of approximately \$40,000,000.

Note: The value appearing in this report is based on an average selling price of yachts of similar type, age, and condition, considering all extras and accessories on board. This value is intended for insurance and financial evaluation only and is not intended to influence the purchase or non-purchase of the yacht.

INSURABILITY

"SERENGETI" is a well built fiberglass motor yacht found to be in good condition throughout with good gear and equipment. Once her few safety and asterisked recommendations have been complied with, she will be considered a good marine risk

for coastal and inshore cruising with Bahamian and Caribbean capabilities with proper limits and extensions as set by her insurance underwriters.

Note: This survey is based upon the observed condition of the yacht and is 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.

This survey is prepared for Northrop and Johnson and Mr. Kevin Merrigan and as aforesaid does not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Northrop and Johnson and Mr. Kevin Merrigan, that World Yacht Survey and Mr. C. M. Pliske of CMP Marine, Inc., Mr. Jeffrey Marshall JM Marine Surveyors, Inc., and Mr. Jacob Roy, 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,



Christopher M. Pliske
President
CMP Marine, Inc.



Jeffrey W. Marshall
President
JM Marine Surveyors LLC



Jacob Roy
Marine Surveyor

CMP/JWM/JR:klh
Email copy to:

Mr. Kevin Merrigan
Kevin.merrigan@northropandjohnson.com





























