



February 11, 2026
File No. 04226-1
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M/Y Star Diamond
% JMS Yachting USA
Attn: Mr. Nick Gray
757 SE 17th Street
Fort Lauderdale, FL 33316

**RE: "STAR DIAMOND", 1998, 154-Foot Admiral Marine
Raised Pilothouse Motor Yacht**

Dear Mr. Gray:

At your request, the undersigned independent marine surveyor has conducted an inspection of the 1998, 154-foot Admiral raised pilothouse motor yacht named "STAR DIAMOND" while she lay afloat at Universal Marine Center in Fort Lauderdale, Florida, while hauled at the Safe Harbor Lauderdale Marine Center in Fort Lauderdale, Florida and during a sea trial in the ocean off Fort Lauderdale, Florida. These inspections took place between February 11th, 12th, 13th, and 23rd, 2026. On board representing the vessel was Captain Jay Kimmel and Crew.

On board conducting an independent inspection of the main engines, reversing gears and generator engines was Mr. Eric Schade of Marine Diesel Specialists. Mr. Schade will file a separate report.

This is a pre-purchase, condition, insurance, and value inspection only and is not to be used for other purposes. In conjunction with knowledge gained from 40 years of 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.

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GENERAL

"STAR DIAMOND" is a semi custom built 154-foot fiberglass motor yacht built by Admiral Marine of Port Angeles, Washington in 1998. It is reported that she was designed by Donald Starkey with interior design done by Mario Buatta. She is of all hand laid up fiberglass construction with core material in the hull, deck, and house. She was originally built to ABS classification. She has since been re-classed as RINA with certificates for the following designation: "C ⚡ Hull, Machinery; Y".

Note: She is in the process of RINA and Flag State inspections after a one year major refit. It is anticipated that once these inspections have been completed, her new updated Class and Flag State certificates will be issued.

She has a raked bow, stepped decks, raised pilothouse, walkdown transom stern, and is twin diesel engine powered. She is the ex "ROXANA", the ex "OHANA", and the ex "RHINO".

She is a Jamaican registered vessel. A copy of her Jamaica Ship Registry Certificate of Yacht Registry was provided and it states.

- Official Number: JMP13014
- Name of Yacht: STAR DIAMOND
- Call Sign: 6YRO6
- Port of Registry: Montego Bay
- MMSI Number: 339302000
- Type of Yacht: Private Yacht
- Gross Tonnage: 492
- Net Tonnage: 147
- Length (m): 46.94
- Breadth (m): 9.14
- Depth (m): 2.13
- Propulsion Method: Diesel
- Builder's Name and Details: Admiral Marine Works, Inc.
Port Angeles
Washington
U.S.A.
- Year of Build: 1996
- Propulsion Type: Diesel
- Construction Material: F.R.P.
- Power: 2625
- Name and Address of Owners: Star Diamond Yachting, LLC
1201 North Market Street
18th Floor, P.O. Box 1347
Wilmington
Delaware 19801
USA
Owner of all 64 shares

- Name and Address of Authorized Representative or Agent: Mega Yacht Registry Services
15 Hope Road, Suite 11
Kingston 10
Jamaica W..I.
- Date of Registry: August 16, 2013
- Date of Issue: November 17, 2025
- Period of Validity: December 09, 2025-December 08, 2026
- Issued at: Kingston Jamaica
- Signed: Registrar of Ships

A copy of her RINA Certificate of Class for Pleasure Yachts was taken and is included in this report. This document states.

- Name of Ship: STAR DIAMOND
- Former Name: RHINO - ROXANNA
- Hull Material: Composite
- Owner: Star Diamond Yachting LLC
- Port of Registry: Montego Bay
- Flag: Jamaica
- Distinctive Number or Letters: 6YRO6
- Shipyard - Place of Build: Admiral Marine Works - Port Angeles WA
- Date of Build: 01 January 1998
- Date of Commissioning: 18 December 1998
- Overall Length: 46.94 m
- Gross tonnage: 492
- Net tonnage: 233
- Length between Perpendiculars: 40.66 m
- Moulded Breadth: 9.14 m
- Depth: 2.13 m
- Number of main engines: 2
- Total Power: 2461.8 kW
- Class: "C ⚡ Hull, Machinery; Y"
- Certificate Valid Until: 03 November 2026
- Issued at: Fort Lauderdale, Florida USA
- Issued on: 06 June 2022

Also seen are the following documents. Copies of these documents are in this report:

- IYB Jamaica Certificate of Compliance (3 pages)
- IYB Jamaica Record of Equipment for Large Yacht Code (3 pages)
- IYB Jamaica Cargo Ship Safety Radio Certificate (3 pages)
- IYB Jamaica Record of equipment for Cargo Ship Safety Radio Certificate (2 pages)
- Government of Jamaica Spectrum Management Authority (1 page)
- IYB Radio Survey of GMDSS Installation Recognized Specialist Checklist (5 pages)

- IYB Radio Survey of GMDSS Installation Automatic Identification System (AIS) (1 Page)
- Rina Jamaica International Tonnage Certificate (1969) (2 pages)
- Rina Jamaica International Oil Pollution Prevention Certificate (3 pages)
- Rina Jamaica Supplement To The International Oil Pollution Prevention Certificate (3 pages)
- Rina Jamaica International Air Pollution Prevention Certificate (3 pages)
- Rina Jamaica Supplement To The Air Pollution Prevention Certificate (3 pages)
- Rina Jamaica International Sewage Pollution Prevention Certificate (2 pages)
- Rina Jamaica Document of Compliance for Anti-fouling Systems (2 pages)
- Rina Jamaica Record of Anti-fouling Systems (1 page)
- Rina Jamaica International Energy Efficiency Certificate (1 page)
- Rina Jamaica Supplement to the International Energy Efficiency Certificate (1 page)
- Jamaica Ship Registry Minimum Safe Manning Certificate (1 page)
- Lloyds Registry Statement of Compliance for Recruitment and Placement Service, Regulation 1.4, Maritime Labour Convention, 2006 (1 page)

She is painted in an Awlgrip two-part polyurethane paint in an all white color with light gray house sides and black boot stripe. Her backlit raised letter stainless steel cutout name and hailing port on her transom reads "STAR DIAMOND" "Montego Bay". She has teak overlay decks with polished stainless steel handrails and deck hardware.

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

- Length: 154 feet/46.94 meters
- Beam: 30 feet/9.14 meters
- Fuel Capacity: 12,619 gallons/47,768 liters
- Water Capacity: 1,930 gallons/7,305 liters
- Cruise Speed: 14 knots
- Maximum Speed: 17 knots

HULL CONSTRUCTION

There are a number of plans on board, however, very few plans indicate the actual construction of the vessel. The information provided below is from our previous knowledge of the vessel, from limited plans found onboard, and from direct observation.

She is of all fiberglass construction reported to be using all polyester resins.

- She is fully cored with double core on the bottom reported to be two layers of 1½" Core Bond PVC material with L" of glass on the outer surface and 1/8" of glass on the inside surface.
- Her topsides are reported to be double cored using 1 1/8" Core Bond PVC with L" of glass on the outside and 1/8" of glass on the inside.
- Her deck and house is single core – 1" Core Bond PVC
- Watertight bulkhead – 1½" Core Bond PVC
- Collision bulkhead – 2 layers – 1" Core Bond PVC

- Keel – 1L" thick laminated glass with PVC foam core
- Hull side stiffeners – 3 on each side
- Watertight bulkheads – 8
- Longitudinals – 6

She has frames, floors, and intercostals throughout as needed. She has molded box type frames and longitudinal stiffeners.

The interior of the hull was inspected wherever possible. There was no delaminated or cracked tabbing seen. The exterior of the hull was examined while she was hauled out. There were no signs of stress or cracking.

"STAR DIAMOND" appears to be a well built fiberglass yacht in good structural condition.

BILGE LAYOUT

"STAR DIAMOND" is built on (40) frame stations with a spacing of 3 feet. Frame station 0 is the forepeak bulkhead. She is built with (8) watertight bulkheads. Her bilge layout is as follows:

- Station 2: Aft chain locker
- Station 7: Forward crew quarters
- Station 10½: Mid crew quarters
- Station 13½: Forward guest
- Station 18: Mid guest
- Station 22: Forward engine room
- Station 29½: Aft engine room
- Station 34: Lazarette

Her bilge layout is as follows:

- Frames 2 to bow: Chain locker
- Frame 7: Non-watertight bulkhead
- Frames 7 to 2: Watertight compartment for bow thruster
- Frame 6: Bow thruster tube
- Frames 10½ to 7: Black water (M) and fuel oil tank (L) – centerline only
- Frame 10½: Non-watertight bulkhead
- Frames 10½ to 13½: Fuel tanks (J) port, (K), and (J) starboard with gray water sump area forward of center tank
- Frames 18 to 13½: Fuel tanks (H) port, (I), and (H) starboard with sump area forward of centerline tank
- Frame 18: Watertight bulkhead
- Frames 22 to 18: Freshwater tanks (F) port and starboard and black water tank (G) centerline with a bilge area aft of the tanks
- Frame 22: Watertight bulkhead
- Frames 22 to 29½: Forward part of engine room – open bilge
Fuel oil tank (E) and starboard fuel tank (D)
(3) Oil tanks to port: Slop dirty oil tank (C), dirty oil tank (C)

- Frames 29 to 34: and clean oil tank (C)
Fuel oil tank (B) – centerline
Fuel oil tanks (A) port and starboard
- Frames 34 to transom: Lazarette area with open bilge with gasoline tank (N)
outboard to starboard

Her forward stabilizers are located at station 14. Her aft stabilizers are located at station 23.

TANKAGE

All of the tanks on board "STAR DIAMOND" are drop-in and secured in place in the hull. None of the tanks are integral.

FUEL

She carries a reported 12,366 gallons of diesel fuel, of which 11,944 gallons are reported to be usable, in (12) tanks. Each tank is a drop-in welded stainless steel tank. The tank capacities and locations are as follows:

| | <u>100%</u> | <u>90%</u> | <u>Location</u> |
|----------------------|-------------|------------|--|
| • Tank A Starboard: | 331 | 280 | Outboard port & starboard aft of engine room |
| • Tank A Port: | 331 | 280 | Outboard port & starboard aft of engine room |
| • Tank B Centerline: | 1,610 | 1,449 | Aft of engine room |
| • Tank D | 485 | 437 | Starboard side outboard engine room |
| • Tank E: | 2,435 | 2,191 | Centerline engine room |
| • Tank H Port: | 1,022 | 919 | Outboard between bulkheads 18 and 13½ |
| • Tank H Starboard: | 1,022 | 919 | Outboard between bulkheads 18 and 13½ |
| • Tank I: | 1,949 | 1,754 | Centerline between bulkheads 18 and 13½ |
| • Tank J Port: | 546 | 492 | Outboard between bulkheads 13½ and 10½ |
| • Tank J Starboard: | 546 | 492 | Outboard between bulkheads 13½ and 10½ |
| • Tank K | 1,133 | 1,020 | Centerline between bulkheads 13½ and 10½ |
| • Tank L: | <u>956</u> | <u>860</u> | Centerline between bulkheads 10½ and 7 |
| Total | 12,366 | 11,093 | |

POTABLE WATER

She carries a reported 1,738 gallons of potable water in two drop-in stainless steel tanks as follows:

| | <u>100%</u> | <u>90%</u> | |
|-----------|-------------|------------|---|
| • Tank F: | 965 | 869 | Located between bulkheads 22 and 18 port |
| • Tank F: | 965 | 869 | Located between bulkheads 22 and 18 starboard |

BLACK WATER

She has a pair of drop-in fiberglass black water tanks. They are as follows:

| | | | |
|-----------|-------|-------|--|
| • Tank G: | 1,460 | 1,314 | Centerline between bulkheads 22 and 18 |
| • Tank M: | 164 | 147 | Centerline aft of bulkhead 7 in bow |

OIL

| | | | |
|----------------------|-----|-----|----------------------------------|
| • Tank C (clean oil) | 162 | 146 | Port side engine room – aft tank |
| • Tank C (dirty oil) | 293 | 263 | Port side engine room – center |
| • Tank C (slop oil) | 28 | 26 | Port side forward |

GASOLINE

- Single tank: 207 185 Port side aft in lazarette

All of the tanks were inspected externally 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.

BILGES

BOW THRUSTER BILGE

The bow thruster bilge is accessed via a flush quick acting watertight hatch covered by loosely laid carpet in the forward crew companionway. This leads to a vertical stainless steel ladder. The bilge is fully painted and has a removable wood grate floor. This space is protected by a 24-volt DC bilge pump with high water alarm. Additionally, there is a strainer and emergency bilge pickup for the emergency bilge pump system. Outboard of this space through large openings is access to an outer void where various plumbing and piping runs are found. Aft in those voids are bolted and gasketed aluminum access panels leading to void spaces outboard of the forward black water tank and #2 diesel tank. These spaces limber aft to the center crew bilge. Within them is various piping.

The following equipment is noted in the bow thruster bilge:

- Bow thruster tube
- Sauer Sundstrand model #25-650 1AN-J8BJ hydraulic bow thruster motor
- Forward black water manual/automatic control panel
- Headhunter Tortuga black water transfer diaphragm pump
- Rule 24-volt DC bilge pump manual/automatic control panel
- American Pioneer dual scan model #V-SVGA-50/160, serial #30704002, sonar unit control panel (disconnected from transducers)
- Net tonnage vinyl letters covered by a layer of fiberglass reading "NET TONNAGE 147"
- (2) Through-hull fairing blocks (disconnected for the American Pioneer sonar)
- (2) Santa Fe compact 70 dehumidifiers with remote mounted condensate pumps.

Immediately aft of the access to the bow thruster bilge below a bolted and gasketed aluminum plate is access to the forward black water tank top.

CREW BILGE

The crew bilge is accessed via a carpeted quick acting watertight hatch located in the forward crew lounge. This is a small space between frames 10 and 11. This space is protected by a 24-volt DC bilge pump. Additionally, it is protected by a strainer and bilge pump pickup to an emergency bilge system. The bilge that runs below the forward fuel oil tank limbers to this bilge.

The following equipment is noted in the crew bilge:

- Tank level indicator to vent system control box
- GEMS magnetic sight level glasses
- Common fuel suction and discharge valves

- Access covers to fuel tanks 2,3,4,5
- 24-volt DC bilge pump control panel for automatic and manual operation
- Fuel transfer valves connected to reach rods leading to the sole adjacent to the entry hatch allowing for operation from the crew passageway

FORWARD GUEST BILGE

Access to the forward guest bilge is via a quick acting watertight hatch located in the starboard forward guest stateroom closet. This is a small cofferdam area between frames 13 and 14. This space is protected by a Rule 3700 24-volt DC bilge pump with high water alarm. Additionally, there is a strainer and bilge pump pickup for the emergency bilge pump system.

Equipment located in the forward guest bilge includes the following:

- GEMS magnetic sight gauges for diesel tanks
- Tank level indicator vent control panel
- Common fuel suction and discharge lines
- Isolation valves for fuel tanks with reach rods for operation from outside the bilge
- 24-volt DC bilge pump control panel

AFT GUEST BILGE

A flush quick acting watertight hatch in the aft port guest closet provides access to the aft bilge area between frames 21 and 22. This space is common to the forward guest bilge and drains forward into that space.

The following equipment is noted in the aft guest bilge:

- Ozone generator
- Magnetic GEMS sight gauges to the port and starboard stainless steel freshwater tanks
- Port and starboard transducers
- Fiberglass black water tank
- Diaphragm black water discharge pump powered by
- Through-hull discharge for black water pump

FORWARD GARAGE BILGE

A quick acting dogged and gasketed flush hatch in the forward lazarette provides access to the lazarette bilge area. This space is protected by a 24-volt DC bilge pump with high water alarm. Additionally, there is a strainer and pickup for the emergency bilge pump system.

The following equipment is seen in the forward lazarette bilge:

- GEMS magnetic sight gauge for the aft fuel tank
- 24-volt DC bilge pump control panel automatic and manual
- (3) Pneumatic Fuel valves

CONTROL ROOM BILGE

The control room bilge is accessed by a quick acting dogged and gasketed flush hatch in the control room. This leads to an open bilge used for storage. Also here is an air conditioning condensate box and a poly greywater box with submersible pump.

STEERING COMPARTMENT

This bilge is accessed via lift up transom stairs to a quick acting watertight hatch located centerline aft in the lazarette. This space is protected by a two 24-volt DC bilge pump with high water alarm. Additionally, there is a strainer and bilge pickup from the emergency bilge pump system.

The following equipment is noted in the center aft lazarette bilge:

- (2) 24-volt DC bilge pumps with control panel for automatic/manual
- Access to transom underwater lights
- Steering equipment

INTERIOR ARRANGEMENT

CREW ACCOMMODATIONS

The main crew quarters are located all the way forward on the lower deck. It is accessed via a carpeted curved stairway via the forward crew passageway just forward of the galley. There is also a secondary entrance from the guest area via a quick acting dogged and gasketed door at the bottom of the stairway to the crew lounge.

Crew Lounge

The crew lounge has a large U-shaped built-in settee with Corian top table with finished wood trim on twin fixed anodized aluminum pedestal mounts. In the hull side are twin dogged and gasketed opening round port lights and storage cabinets. Along the port side wall just aft of the laundry room entrance is a small galley area and entertainment center. The galley area has a Danby undercounter refrigerator, a Vissani undercounter drink refrigerator, and a Comfee microwave oven. Entertainment is provided to the crew lounge via a Samsung Smart TV with a Crestron iPad mini touchscreen control interfaced into the DirecTV satellite TV system, the Kaleidescape movie and music server system, Apple TV, and Chromecast portable device streaming system.

Just aft of the TV are the following navigation electronics:

- Planar 24" display for the digital watchdog CCTV camera system
- Beijer X2 Marine 15" display for the VMP ship's monitoring system
- Furuno BR-540 BNWAS Cabin panel
- B & G model #H3000 multifunction wind, speed, depth, and nav display

Laundry Room

The laundry room is located to port outboard of the crew lounge. The laundry room has finished wood upper and lower cabinets with a Corian folding countertop with stainless steel sink. In the hull side are the twin painted dogged and gasketed opening round port lights. The flooring is rubber tile.

The following appliances are seen in the laundry room:

- (2) Miele model #GT12 Vario clothes dryer
- (2) Miele model #PW6065 Plus washing machines

Crew Cabins

The forward crew cabins are located all the way forward in the crew area. There is a central carpeted passageway which leads forward to a teak overlay stairway with stainless steel handrails to a quick acting dogged and gasketed emergency escape hatch. In the passageway forward is a quick acting dogged and gasketed flush hatch under the carpet to the bow thruster compartment. Midships in the passageway port and starboard are full height standup storage lockers. There are (4) crew cabins: port and starboard forward and port and starboard aft. The port and starboard forward crew cabins are located at the forward end of the passageway. They are entered via sliding pocket doors. Each cabin has two single berths in a fore and aft high/low arrangement along the hull sides. At each berth is a reading lamp. Below each berth and above the upper berth are storage cabinets. Forward centerline is a hanging locker. Entertainment is provided to the port cabin via a Samsung Smart LED TV.

Aft in each cabin is an enclosed head with Corian countertop vanity, under mount ceramic sink, mirrored medicine cabinet, toilet, and glass enclosed shower. In the hull side is a painted dogged and gasketed opening round port light.

The port and starboard aft crew cabins are identical. They have two single berths in a fore and aft high/low arrangement along the hull side. At each berth is a reading lamp. Above the upper bunk are storage cabinets and a painted dogged and gasketed opening port light. Along the inboard wall are hanging lockers. Entertainment is provided to each cabin via an Insignia Smart LED TV.

Forward in each cabin is entry into an enclosed head. Each head has a Corian countertop vanity, under mount ceramic sink, mirrored medicine cabinet, toilet, and glass enclosed shower. In the hull side is a painted dogged and gasketed opening round port light.

Captain's Cabin

The captain's cabin is located on the upper deck to starboard and aft of the wheelhouse. The captain's cabin has a queen size berth in a fore and aft arrangement along the inboard bulkhead. At the berth is a nightstand with a reading lamp. In the house sides are large fixed windows with blinds. Above the berth is a Pullman. In the cabin is an office with drawers, upper bookshelf, desk, and chair. At the desk is a Toshiba multifunction phone. Along the house side are a series of built-in chest of drawers and hanging lockers. Entertainment is provided to the captain's cabin via a Samsung LED Smart TV interfaced into the DirecTV satellite TV system and a CD/DVD player.

Located aft is a marble head with toilet, marble vanity with ceramic sink, mirrored medicine cabinets, and a glass enclosed shower/tub.

Engineer's Cabin

The engineer's cabin is located in the lazarette area to starboard aft. The engineer's cabin has a single berth in an athwartships arrangement off of the forward bulkhead. All the way aft is a compartment with a hanging locker. Inboard and aft is entry into an enclosed head. The enclosed head has a Corian countertop vanity with stainless steel sink, hinged mirror medicine cabinet, and storage lockers. Aft is a shower

compartment behind the shower curtain with a bench seat. Entertainment is provided to the cabin via a Toshiba 27" LED TV.

GALLEY

The galley is located on the main deck forward to port. It is entered from a dogged and gasketed locking door on deck from the port side main deck. Aft is a sliding pocket door into a stewardess prep station. Forward is a second pocket door to a passageway at the top of the stairway down to the crew area. The galley has stone countertops with finished upper and lower wood cabinets and drawers. In the countertop forward is a dual stainless steel sink with a garbage disposal unit. The galley has engineered wood flooring and HP laminate covered hard panel overheads. In the passageway leading forward to the crew area stairway is a bar top with twin stools.

The following appliances are seen in the galley:

- Arctic custom built stainless steel walk-in refrigerator/freezer
- (2) Miele 4-burner glass top induction cooktops
- (2) Miele convection ranges with a steam injected function]
- Custom stainless steel overhead range vent hood with three-speed fan control and an Ansul R102 wet chemical fire suppression system and pot fill connection
- Electrolux commercial undercounter dishwasher
- (2) Hatco drawer type warmers

Port side aft through a sliding door is a service pantry. Port side forward is a passageway crew service pantry. The crew service pantry has stone countertops with stainless sink and faucet, with finished upper and lower cabinets.

The crew service pantry has the following:

- (2) Pantry and storage closets
- Miele professional under counter dishwasher
- Wine locker
- True stainless steel glass door drink refrigerator

Inboard are stairs leading up to the pilothouse.

SERVICE PANTRY

Located just aft of the galley on the port side is the service pantry. It has pocket doors to the galley and dining room. The pocket door into the dining room is electric and has a kick plate. In the house side is a large fixed window. The service pantry has Corian countertops with finished upper and lower wood cabinets. In the countertop is a stainless steel sink and faucet.

Seen in the service pantry is the following:

- Vissani microwave oven
- Isomatic bin type ice machine
- Undercounter two drawer refrigerator
- Miele undercounter dishwasher
- Ivation 25 bottle wine refrigerator

OWNER'S STATEROOM

All the way forward on the main deck is the owner's stateroom. The owner's stateroom is accessed off of the starboard side main entry foyer. Inside the entry is a lounge. Along the hull sides are a large fixed window with blinds and shades, a desk with chair, art display cases, and storage drawers. Along the after wall is an entertainment center with additional storage drawers. In the sitting area is an armchair with an ottoman and a loveseat. Entertainment is provided to this area via a Samsung LED Smart TV with an iPad Crestron remote controlled AV system interfaced into the DirecTV satellite TV system, the Kaleidescape movie and music server system, Apple TV, and Chromecast portable device streaming system. To port inboard are double sliding pocket doors into the owner's stateroom. Forward is entry into the owner's stateroom head via a sliding pocket door.

The owner's stateroom has a king size berth in a fore and aft arrangement off of the aft bulkhead. At the berth are twin nightstands with reading lamps. In the hull side are fixed windows behind blinds and shades. Forward port and starboard are twin cedar lined hanging lockers. Centerline is a built-in set of chest of drawers and the AV system. Entertainment is provided to the owner's stateroom via a Samsung 65" LED TV with an iPad mini Crestron remote controlled system interfaced into the DirecTV satellite TV system, the Kaleidescape movie and music server system, Apple TV, and Chromecast portable device streaming system.

The owner's stateroom head forward is full beam. The owner's stateroom has twin marble top counter vanities with mirrored medicine cabinets and twin enclosed toilet rooms. Each room has a toilet; the port side room has a bidet. Also in the owner's stateroom is a dressing table with makeup drawer, large full height storage cabinets and hanging lockers, a frameless glass enclosed marble encased shower, a Jacuzzi tub, and marble tile sole.

GUEST ENTRY FOYER

Starboard side on the main deck just aft of the owner's stateroom is the starboard guest entry foyer. It is entered on deck by a double dogged and gasketed locking door with large windows out to the starboard side deck. Just inside is a marble tile foyer which leads inboard to a carpeted curved stairway up to the bridge deck and down to the guest area. Aft are double sliding pocket doors into the dining salon. Forward to starboard is a carpeted passageway which leads forward to the owner's stateroom. At the aft end of the passageway inboard is the main deck day head. The main deck day head has a granite countertop vanity, granite countertop paneled walls, granite tile soles, and a toilet. In the passageway leading forward are bookshelves, bookcases, mirrored art display case, and full height storage lockers forward inboard and outboard.

DINING SALON

The dining salon is located aft on the main deck and just forward of the main deck lounge. The dining salon has twin large circular finished wood tables on fixed pedestal mounts with seating for 10. There is a removable center section to convert the two tables into one large dining table. In the house sides are large fixed windows behind shades and blinds. Around the perimeter are full height upper and lower

storage cabinets with pegged crystal, china, and silverware storage. Forward to port is an electric sliding pocket door into the main deck pantry.

MAIN SALON

The main salon is located all the way aft on the lower deck. The main salon has fixed windows, port and starboard with shades and blinds. Port and starboard aft are stainless steel framed locking and gasketed sliding glass doors with sidelights out to the boat deck. In the salon are (2) armchairs, a cocktail table, and a parabolic shaped couch. Entertainment is provided to the salon via a Samsung LED Smart TV interfaced into the DirecTV Satellite TV system, Kaleidescape movie and music server system via an RTI all-in-one remote.

Below the TV is a storage console with the following AV equipment:

- DirecTV satellite TV receiver
- Kaleidescape movie and music server receiver
- Denon AV surround sound receiver

LOWER GUEST AREA

The lower guest area is accessed via a carpeted curved stairway down from the main entry foyer. At the bottom of the stairway is a finished wood parquet floor foyer. Off the foyer forward and aft port and starboard are entries into the port and starboard forward and aft staterooms. Underneath the stairway is a locker with guest area toiletry storage.

Port Aft Guest Stateroom

The port aft guest stateroom has two single berths in a fore and aft arrangement off of the aft bulkhead. Between is a nightstand. At each berth is a reading lamp. In the hull side are twin painted dogged and gasketed opening port lights behind shades and blinds. Forward is a small desk with leather upholstered stool. Forward centerline is an entertainment center with a Samsung LED Smart TV with an iPad mini Crestron remote interfaced into the DirecTV satellite TV system, a Kaleidescape movie and music server system, Apple TV, and the Chromecast portable device streaming system.

The inboard wall between the port and starboard aft guest staterooms is hinged and folds back to convert both rooms into a single cabin. Aft is a large cedar lined hanging locker. Aft and inboard is an entry into the enclosed head. The enclosed head has a granite countertop vanity with under mount sink, mirrored medicine cabinet, a granite enclosed frameless glass shower and tub, and toilet. In the hull side is a painted dogged and gasketed large port light behind shutters.

Starboard Aft Guest Cabin

The starboard aft guest cabin has a queen size berth in a fore and aft arrangement off of the after bulkhead. At the berth are twin nightstands with reading lamps. In the hull side are twin painted dogged and gasketed port lights behind shades and blinds. Forward is a desk with leather upholstered stool. Forward centerline is an AV center with a Samsung LED Smart TV with an iPad mini Crestron remote interfaced into the

DirecTV satellite TV system, a Kaleidescape movie and music server system, Apple TV, and the Chromecast portable device streaming system.

Aft and inboard is a mirrored wall and a large hanging locker with electronics safe. Aft and inboard is an entry into the enclosed head. The enclosed head has a granite countertop vanity with under mount sink, mirrored medicine cabinet, a granite enclosed frameless glass shower and tub, and toilet. In the hull side is a painted dogged and gasketed large port light behind shutters.

Starboard Forward Guest Cabin

The starboard forward guest cabin has two single berths in a fore and aft arrangement off of the forward bulkhead. The two berths can slide together to make a king berth. In between is a nightstand and twin reading lamps. In the hull side are twin painted framed large dogged and gasketed opening port lights behind shades and blinds. Along the inboard wall are full height hanging lockers and an electronics safe. Entertainment is provided to the cabin via a Samsung LED Smart TV with an iPad mini Crestron remote interfaced into the DirecTV satellite TV system, a Kaleidescape movie and music server system, Apple TV, and the Chromecast portable device streaming system.

Aft and outboard is an entry into the enclosed head. The enclosed head has a granite countertop vanity with under mount ceramic sink, twin medicine cabinets, a granite encased frameless glass shower enclosure with toilet, and granite soles. In the hull side is a painted aluminum framed quick dogged and gasketed opening port light behind shutters.

Port Forward Guest Cabin

The port forward guest cabin has a queen size berth in a fore and aft arrangement off of the forward bulkhead. In the hull side are twin painted framed large dogged and gasketed opening port lights behind shades and blinds. Along the inboard wall are full height hanging lockers and an electronics safe. Entertainment is provided to the cabin via a Samsung LED Smart TV with an iPad mini Crestron remote interfaced into the DirecTV satellite TV system, a Kaleidescape movie and music server system, Apple TV, and the Chromecast portable device streaming system.

Aft and outboard is an entry into the enclosed head. The enclosed head has a granite countertop vanity with under mount ceramic sink, twin medicine cabinets, a granite encased frameless glass shower enclosure with toilet, and granite soles. In the hull side is a painted aluminum framed quick dogged and gasketed opening port light behind shutters.

WHEELHOUSE

The wheelhouse is located all the way forward on the bridge deck. The wheelhouse has a 9-panel vertical windshield forward. The five center panels have windshield wipers with wash. Each panel has a blind. The sole is a parquet finished wood. Port and starboard are dogged and gasketed locking doors out to the port and starboard Portuguese bridge. Forward is the helm console. At the helm console is an upholstered Stidd helm chair with adjustable foot, back, and arm rests on adjustable

pedestal mounts. Aft to starboard is an upholstered U-shaped lounge with finished wood table on fixed stainless steel pedestal mount. Port side aft is a carpeted curved stairway down to the main deck and a sliding pocket door aft into the ship's office. Starboard side aft is entry into the captain's cabin. The wheelhouse has finished parquet wood flooring.

SHIP'S OFFICE

The ship's office is located aft of the wheelhouse port side. The ship's office has a fixed window behind the wood Plantation shutter. The ship's office has a large U-shaped finished wood desk with upper bookcases, storage cabinet, and lower storage drawers. At the desk is a leather upholstered office chair. Outboard is a large cabinet.

Aft of the ship's office is a passageway and upper deck stewardess pantry for the bridge deck. This area has finished parquet wood flooring. Forward and inboard is entry into the day head. The day head has a finished teak countertop vanity with stainless steel sink, toilet, and beveled mirror wall and overhead. All the aft is a stewardess pantry with storage cabinets.

SKY LOUNGE

The sky lounge is located all the way aft on the bridge deck. The sky lounge has large fixed windows port and starboard with Plantation shutters. Aft is a double stainless steel framed sliding door with sidelights out to the bridge aft deck. Located all the way forward centerline are carpeted curved stairways up to the flybridge and down to the main deck foyer. The sky lounge is one large common area. Forward to port is a sitting area with two armchairs and a glass top game table with four chairs. In the starboard forward corner is a bar area with stone counter and bar tops and stainless steel sink. Above is a crystal storage cabinet. Below is a Sub Zero undercounter drink refrigerator and a Manitowoc bin type ice machine. There are three loose leather and metal bar stools at the bar.

All the way aft in the sky lounge is a second seating area with a large L-shaped sectional and a glass top cocktail table. Along the port house side is a large AV center with a Sharp Aquos LED TV with a Mini iPad Crestron remote interfaced into the DirecTV satellite TV system, the Kaleidescape movie and music server system, Apple TV, Chromecast portable device streaming system, Blu-ray DVD player, Karaoke machine, and HDMI media input.

DECK ARRANGEMENT AND EQUIPMENT

FOREDECK

The teak overlay decks of the foredeck are protected by high boxed bulwarks. The foredeck is lit with flush mounted forward facing floodlights. The decks are cleared via waterways to scupper drains with removable stainless steel grates. Low in the bulwarks are open freeing ports with polished stainless steel guards. Forward and aft of the freeing ports are bolted stainless steel roller fairleads to bolted stainless steel cleats on deck. In the stem is a bolted stainless steel roller fairlead on centerline. Centerline in the foredeck is a stainless steel hoop carrying the 12" chrome plated bronze ship's bell. Centerline midway on the foredeck is a quick acting dogged and

gasketed teak overlay hinged hatch providing access to the forepeak and chain bin areas. Port and starboard adjacent to this hatch are the anchor windlass wells. The anchor windlass wells are painted with a stainless steel insert at the hawse pipes. The anchor windlass wells drain through the hawse pipe. Aft built into the front of the house are two quick acting dogged and gasketed hinged hatches leading to bosun's lockers. Centerline are a set of teak overlay treads leading to the forward housetop. At the bottom of these steps is a quick acting dogged and gasketed teak overlay hinged hatch serving as an emergency escape from the crew accommodations.

The forward housetop is finished in a painted nonskid and is unprotected. At the forward end of the housetop walkway is a quick acting dogged and gasketed teak overlay hatch on pneumatic ram assist serving the emergency escape from the owner's stateroom. The forward housetop walkway is protected by a polished stainless steel handrail. There are deck level lights provided. The forward housetop walkway leads aft to the bridge deck walkarounds.

STARBOARD SIDE DECK

The teak overlay decks of the starboard side deck are protected via waist high boxed bulwarks with polished stainless steel handrails and stainless steel stanchions. The decks are cleared via scupper drains with stainless steel removable grates. Overhead is partially protected by the housetop overhang. Fitted in the overhead are flush mounted lights. In the bulwarks are bolted stainless steel roller fairleads to bolted stainless steel bitts. Aft of the bitts is a Muir 208-volt AC two-speed warping windlass with flush mounted footswitches on deck. Aft of the midship bitts is a Muir 208-volt AC two-speed warping windlass with flush mounted footswitches on deck. Forward is a companionway with teak overlay treads and stainless steel handrails up to the pilothouse wing. Built into the bulwarks approximately midships is a custom combination ladder. Opposite this ladder gate is a set of double hinged latched lockable dogged and gasketed doors to large fixed glass panels to the main entrance foyer. Aft of the combination ladder in the bulwarks is a potable water system fill. Aft of this fill is a U.S. Coast Guard approved Type IV man overboard throw ring. Opposite is a stainless steel ladder with teak treads and stainless steel handrails up to the sky lounge aft deck. Below this ladder is a locker containing the engine room secondary emergency escape hatch.

PORT SIDE DECK

The teak overlay decks of the port side deck are protected by waist high boxed bulwarks with polished stainless steel handrails and stainless steel stanchions. The decks are cleared by scupper drains with stainless steel removable grates. Overhead is partially protected by the housetop overhang. Fitted in the overheads are flush mounted lights. In the bulwarks is a boarding gate. Low in the bulwarks are bolted stainless steel roller fairleads to bolted stainless steel bitts. Aft of the forward bitts is a Muir 208-volt AC two-speed warping windlass with flush mounted footswitches on deck. Aft of the midship bitts is a Muir 208-volt AC, two-speed warping windlass with flush mounted footswitches on deck. Forward is a companionway with teak overlay treads with stainless steel handrails up to the pilothouse deck. Forward on the house side is a latched and lockable dogged and gasketed hinged door with fixed window

leading to the port side entrance. In the bulwarks is a flush mounted Type IV U.S. Coast Guard approved man overboard throw ring.

MAIN DECK AFT DECK

The teak overlay decks of the aft deck are protected by waist high boxed bulwarks with stainless steel handrails and stainless steel stanchions. The overhead is protected by the sky lounge aft deck overhang. Fitted in the overheads are flush mounted lights, marinized stereo speakers, and aft facing floodlights. The port and starboard bulwarks are latched and fold inward manually to allow for launching of the tenders by flush overhead gantry type cranes. On deck are stainless steel socket hard point tie downs and stainless steel pads for securing the tender chocks. Forward port and starboard are stainless steel framed sliding lockable glass doors to the main salon. Centerline forward in the aft deck is a raised built-in fiberglass locker with hinged fiberglass hatches on pneumatic ram assist. The starboard side is fit with a hinged lockable gate, which serves as engine room and lazarette fiddley access. The ladder down to the lazarette is open grate composite treads with stainless steel handrail. Aft in this locker is the fuel bunkering station with a fuel tank indicator with valve controls.

At the port and starboard aft corners are line handling stations, each with bolted stainless steel roller fairleads to bolted stainless steel bitts on deck. At each station are 208-volt AC Muir two-speed warping windlasses with flush mounted footswitches. At the port line handling station is a multi-pin plug for the passerelle pendant control and a man overboard throw ring.

Built-in aft on centerline inside the bulwarks is a bench seat with cushions. To port is a hinged stainless steel gate to passerelle access. To starboard is a hinged stainless steel gate to the teak overlay treads with polished stainless steel handrails and deck level lights down to the swim platform.

SWIM PLATFORM

The teak overlay decks of the swim platform are unprotected. Along the swim platform are stainless steel cleats. On centerline is a large polished stainless steel towing bitt. To port on the transom is the passerelle box door and store locker below. Centerline on the transom is a hinged hydraulic door which raises up to provide access to the lazarette. The stainless steel backlit name and hailing port on the transom reads "STAR DIAMOND", Montego Bay.

SKY LOUNGE AFT DECK

The teak overlay decks of the sun deck are protected by waist high boxed bulwarks. There are polished stainless steel handrails provided. Overhead is protected by the flybridge deck overhang. Fitted in the overhead are flush mounted lights and marinized stereo speakers. Forward on centerline is a stainless steel framed dark smoked glass lockable sliding door to the sky lounge. Adjacent to the door port and starboard are built-in lockers housing the firefighting equipment and personal flotation devices. Above the starboard locker is a television swivel mount. Forward to port is a companionway with teak overlay treads, courtesy lighting, and stainless steel handrails up to the flybridge. Forward to starboard is a companionway with stainless

steel ladder finished with teak treads and stainless steel handrails down to the aft deck. Built into the port and starboard bulwarks are flush locker doors to storage lockers. Centerline on deck is a large varnished teak table with full cover. There is seating for 10 with teak deck chairs.

On centerline from the aft deck is a semi circular seating area with cushions. Off the back of the overhang is a stainless steel flagstaff and stern light. Port and starboard built into the bulwarks are flush doors to deck storage lockers.

BRIDGE DECK WALKAROUNDS

The teak overlay decks of the bridge deck walkarounds are protected by high boxed bulwarks. Built into the front of the house is a bench seat with cushion and cover. Built into the bulwarks port and starboard are storage lockers. In the starboard storage locker is seen a fire station with hose, hydrant, vari nozzle, and the fire pump control.

Carried inside the bulwarks port and starboard aft of the wing stations are U.S. Coast Guard approved type IV man overboard throw rings with heaving lines. Aft of each man overboard throw ring are companionways with teak overlay treads, deck level lights, and stainless steel handrails down to the main deck. On the house sides port and starboard are dogged and gasketed lockable hinged doors with viewing windows leading to the pilothouse.

PILOTHOUSE DECKS

The teak overlay decks of the pilothouse side decks extend aft to the sky lounge aft deck. The pilothouse side decks are partially protected overhead by the housetop overhang and by waist high boxed bulwarks with polished stainless steel handrails. In the overheads are flush mounted lights. The decks are cleared by scupper drains with removable stainless steel grates. At the aft end of each side deck are clear polycarbonate hinged wing doors leading to the sky lounge aft deck.

A hinged lockable dogged and gasketed door with large viewing port approximately midway down the port side of the sky lounge provides access to the pilothouse level service entrance and pantry.

A hinged and gasketed latched locker door on the sky lounge port side provides access to a deck storage locker containing a fire ax and stretcher.

FLYBRIDGE

The flybridge is accessed by a set of stairs on the port aft 01 deck. The flybridge has full teak overlay decks and is protected by a full height boxed bulwark around the entire perimeter with stainless steel and Plexiglas windscreen forward.

Forward on the pilothouse top is seen the following:

- Inmarsat F33 dome
- Sailor satellite dome
- Mast with forward steaming and towing lights
- (2) Starlink receivers

Forward on centerline is a built-in bench seat. There are storage cabinets outboard port and starboard to a large housetop brow storage area. Directly behind the forward bench seat is a circular hydraulic popup section that provides access to the staircase and the sky lounge below. Working aft and below the arch are two large bars and a built-in opposite facing horseshoe arrangement with full service bar in the center with well varnished teak tops.

In the bar area is seen the following:

- Manitowoc ice machine
- Danby refrigerator
- Stainless steel sink and faucet

Aft of the bar is a built-in hot tub with a circular built-in sunning area. The spa has two wide teak covered steps leading to the tub. Built into the very aft outboard corners of the flybridge are two circular seating areas with tables mounted on stainless steel bases. Centerline aft is a stainless steel gas grill with solenoid controls for gas supply and a Fireboy model #S2A propane fume detector underneath.

Mounted outboard port and starboard amidships under removable fiberglass covers are (2) 16-person SOLAS life rafts. In the starboard side locker is a fire station with hose and nozzle on a reel with spanner wrench.

ARCH AND MAST

The arch and mast have a nonskid finish. On top of the arch is an aluminum mast. The top section of the aluminum mast is hinged.

The following is seen on top of the arch and mast:

- (2) Satellite domes
- 8-person SOLAS A pack canistered life raft on a hydrostatic release
- Various fiberglass whip antenna
- Furuno 8-foot marine radar antenna unit
- Furuno 6-foot marine radar antenna unit
- Kahlenberg triple chrome plated air horn
- Various GPS antennas
- Wind anemometer
- Anchor light
- NUC light
- CCTV camera
- (2) ACR searchlights

GROUND TACKLE

"STAR DIAMOND" carries a pair of 600-lb. galvanized steel Poole Navy stockless type anchors carried on stainless steel plates. The anchors are hauled by Muir hydraulic anchor windlasses mounted on the foredeck in painted recessed wells with stainless steel hawse pipe, chain stopper, band brake, and roller fairlead. The trays are self draining back to the hawse pipe. The port anchor is shackled to a reported 360' of 1" stud link anchor chain; the starboard anchor is shackled to a reported 540' of 1" stud link anchor chain. The chain is led to the wood chain bins by stainless steel

spurling pipes. The windlasses are powered by the central hydraulic system and operated by hard wired tethered remote. Each chain is secured to the anchor with stainless steel swivels.

SMALL BOAT AND DAVIT

"STAR DIAMOND" carries a 2015 19" AB rigid bottom inflatable on her main deck. It is model 19 DLX with a hull identification plate that reads. "XMO36002F415". It is rated for 12 persons or 1650-lbs. The registration decals on the bow reads "FL3541TG". It is powered by a Suzuki 140 hp 4-stroke outboard with a serial number 14004-340232. The Suzuki digital information unit reads 125.2 hours on the outboard.

The following equipment was seen on the tender.

- Icom VHF transceiver
- Bilge pump
- Anchor and rode
- Running lights
- Dyneema lifting harness
- Flare kit

ENGINE ROOM

The engine room on board "STAR DIAMOND" is entered primarily via a quick acting dogged and gasketed door with round viewing window in the aft engine room bulkhead from the lazarette. There is an emergency escape hatch located in the starboard forward engine room overhead through a dedicated deck locker located on the starboard side main deck. The engine room is fully lit with LED lighting with separate DC emergency spotlights, which come on automatically upon loss of AC electrical power along with the emergency lighting system. The engine room is fully insulated behind painted perforated aluminum sheathing. The decks are aluminum diamond plates mechanically fastened to bolted aluminum deck supports. The decks have lift out sections over critical bilge components. There are large fixed portlights port and starboard aft. The official number, tonnage and IMO number plaques on the aft bulkhead read "IMO 9093816", "O.N. JMP 13014", "N.T. 147".

The engine room is protected by a Fire Pro Aerosol fixed fire suppression system with activation located outside the engine room with electric shutdowns for the Delta T Systems engine room ventilation system, port and starboard generators, and port and starboard main engines. Also located just outside the engine room door are emergency shutoff switches for the fuel transfer pump, fuel polisher, and the control for the Delta T ventilation system

The engine room is monitored by a CCTV camera, fire detection system, Delta-T ventilation monitor and bilge high water alarm.

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

- (2) Caterpillar 3512B freshwater cooled, turbocharged marine diesel engines rated at 1729 HP at 1600 RPM.

- | | <u>Port</u> | <u>Starboard</u> |
|-----------|-------------|------------------|
| Serial #: | 4TN00053 | 4TN00054 |
| Hours: | 9430+9364 | 9447+9377 |
- ZF model #BW 465 marine reversing gears with a final output ratio of 3.037:1A.
Serial#:1532A 1533A
 - (2) BALLARD turbocharged freshwater cooled marine diesel generators rated at 120-208V, 60HZ, 99kW, 595/343 Amps. John Deere Engine model - 4045AFM85
- | | <u>Port</u> | <u>Starboard</u> |
|-------|-------------|------------------|
| Hours | 3388 | 3342 |
- (2) Triple banks of Racor 791000MAVM fuel filter/water separators for main engines.
 - (2) Duplex banks of Racor 75/500mA fuel filter/water separators for generators
 - Fuel sample station
 - Tides shaft seals with Tides Marine smart seal temperature sensors.
 - (3) Delta T 208Volt 3 phase engine room air circulation fans
 - Cruisair/Dometic tempered water loop air conditioning plant. (300,000 BTU) with (8) Dometic 5-ton/60,000 BTU compressors.
 - > (2) AC electric chilled water pumps
 - > (2) AC electric seawater pumps
 - > (8) Lenze Frequency drives for compressors.
 - > (2) Marine Air DDC chilled water master controls.
 - Central hydraulic manifold
 - Central hydraulic oil reservoir
 - > (3) Sight glasses with thermometers
 - > (4) Return oil filters
 - Auxiliary AC electric hydraulic pump
 - Quantum stabilizer power pack
 - > (2) AC electric hydraulic pumps
 - > External oil cooler
 - > Sight glass with thermometer
 - > Return oil filter
 - > (2) Frequency drives
 - (2) Quantum stabilizer fin heads
 - (2) FCI watermakers Atlas series reverse osmosis watermakers. (2500 GPD each)
 - FCI watermakers DTS +Solo 3000 dock water reverse osmosis unit. (3000GPD)
 - Boss Oily Water Separator serial #B51017 with a Bilgmon 488 oil content meter
 - (2) Headhunter aqua box potable water pumps
 - Headhunter Tidal Wave HMX marine sanitation device
 - FirePro Xtinguish aerosol generating fire extinguishing system with (8) aerosol extinguishing units
 - Alfa Laval MIB-303S-13 fuel polisher
 - (2) AC electric fuel transfer pumps
 - Fuel transfer system valve manifold
 - Central bilge and fire system manifold
 - Hydraulic fire/bilge pump
 - Hydraulic bilge/fire pump
 - Belt driven bilge pump off the starboard engine

- Wilden pneumatic lube oil pump
- 24V main engine start battery bank. (AGM)
- (2) 24V generator start batteries banks (AGM)
- (2) Mastervolt Chargemaster plus 24-30-3 generator battery chargers
- Mastervolt mass 24-100-C main engine battery charger.
- CCTV camera
- Smoke and rate of rise detectors

CONTROL ROOM

- ATLAS SPA-90 F shore power converter
- ATLAS Systems main switchboard and AC distribution panel.
- Victron energy Skylla-i 24V-80A ships service battery charger
- Victron energy Centaur 24V-30A battery charger
- Ship's 24V supply distribution breaker panel
- (2) Caterpillar digital monitoring displays
- (2) Murphy generator monitoring displays
- Ship's monitoring display
- Auxiliary 120/208V breaker panel
- Shore power selector switches
- 24V ship's service battery bank
- Smoke hood
- Halotron handheld fire extinguisher

GARAGE

- Miele washer and dryer
- Workbench and tool chest
- Access to passerelle power pack
- Dual air compressor and receiver
- Portable diesel crash pump
- Main engine fiberglass exhaust and mufflers
- Fire station with hose, vari nozzle, and five main isolation valve
- Engineer's cabin
- FirePro engine room suppression release station which also closes dampers and shuts down ventilation fans
- Emergency stops for fuel transfer pumps and fuel polisher

HAUL OUT AND BOTTOM INSPECTION

A haul out and bottom inspection was performed on "STAR DIAMOND" at the Lauderdale Marine Center in Fort Lauderdale, Florida on February 26, 2026 via a Marine Travelift. The Travelift scale had her weighing 317 short tons. She is a hard chine variable dead rise vee bottom semi displacement hull configuration with a skeg keel, shallow tunnels, and a bulbous bow. She has molded spray rails with stainless steel half round chafe guards. She has large exhausts at the transom. Reportedly the bottom paint was last done 2 years ago. See "Findings and Recommendations".

She has large stainless steel lined anchor pockets, strike plates, and a polished stainless steel cutwater.

All the way forward is a 24" molded fiberglass bow thruster tube with relief aft, no brow forward, and grates. Inside are counter rotating 5-blade stainless steel propellers on a stainless steel foot. The bow thruster is coated in Propspeed that appears in good condition at this time. See Findings and Recommendations.

Located midship port and starboard are semi balanced foil shaped hollow stabilizer fins which measure approximately 71" X 36". Fastened to the bottom of each stabilizer fin is a winglet.

She has two sets of stainless steel stabilizer fins measuring 41" x 92". One set forward amidship and the second set aft amidship. Each fin is fitted with two 5" zincs. She has a pair of 5" two-piece stainless steel shafts with SKF couplings run in cast bronze dual leg parabolic U-struts. There are water cooled bearings in each struts. Both bearings are showing minimal wear at this time. The bearing wear needs to be checked at subsequent haul outs. Keyed and bolted to the end of each shaft are 5-blade Nibral bronze propellers with a stamping of 55.5 X 60". Both propellers are found to be in good condition showing no signs of damage at this time. The propellers, shafts, and struts are due to be recoated in Propspeed. See Findings and Recommendations.

Set in the tunnels inboard of each shaft line are a pair of semi balanced foil shaped stainless steel rudders on welded stainless steel stocks. The rudders measure approximately 53" X 35". The rudders are set up with 1.5" of toe out. The rudder bushings are found to be tight with no wear in the linkages noted.

Located off the back of the transom is a molded recess for a stern anchor that has been decommissioned. She has (3) LED underwater lights across the transom.

Her bottom was sounded with a phenolic hammer. There were no suspicious or delaminated areas found. All of her underwater metallic fittings were inspected. There was no evidence of electrolysis or galvanic action noted at this time.

ZINCS

The following zincs are noted on the bottom:

- (4) 12" X 6" main plate bonding zincs bolted to hull in recesses.
- (8) 5" round zincs bolted to the stabilizer fins (2 per fin).
- (2) 5" ball zincs (2 per shaft).
- (2) Cone zincs on the bow thrusters

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 February 23, 2026 in the ocean off of Fort Lauderdale, Florida. The trial run consisted of approximately 3 hours of idle, various cruise, and

full RPM runs. Load condition of the vessel at this time was 10% fuel, 50% water, 8 adults, tender on the boat deck, and normal ship's spares and stores. Outside conditions were winds out of the northwest at 15 to 20 knots. Seas were 6 foot swell out of the northwest with a period of 9 seconds. Skies were partly cloudy.

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 tried and found to be in good operating condition unless otherwise noted in the Findings and Recommendations. Her autopilot was tried on several headings.

A fuel curve was conducted at 100 RPM increments starting at idle. The following readings were taken:

| <u>RPM</u> | <u>Fuel Burn Total</u> | <u>GPS Speed</u> |
|------------|------------------------|------------------|
| Idle | 18 | 6.8 |
| 700 | 18 | 7.7 |
| 800 | 20 | 8.7 |
| 900 | 29 | 10.1 |
| 1000 | 38 | 10.9 |
| 1100 | 48 | 12.4 |
| 1200 | 65 | 13.3 |
| 1300 | 81 | 13.9 |
| 1400 | 100 | 15.6 |
| 1500 | 132 | 16.6 |
| 1600 | 145 | 17 |

The following readings were taken in the wheelhouse from the provided engine displays. (Note: All temperatures are in °F; all pressures are in Psi, unless otherwise noted):

| <u>Port Engine</u> | <u>1000</u> | <u>1200</u> | <u>1400</u> | <u>Full</u> |
|---------------------------|-------------|-------------|-------------|-------------|
| RPM | 997 | 1208 | 1404 | 1613 |
| Load (%) | 27 | 38 | 62 | 92 |
| Fuel Consumption (GPH) | 20 | 33 | 52 | 77 |
| Coolant Temperature | 185 | 187 | 189 | 189 |
| Oil Pressure | 56 | 56 | 56 | 56 |
| Voltage | 27.8 | 27.8 | 27.8 | 27.8 |
| Exhaust Gas Temperature-A | 801 | 986 | 1011 | 1002 |
| Exhaust Gas Temperature-B | 865 | 1026 | 995 | 986 |
| Fuel Pressure | 59 | 62 | 65 | 64 |
| Gearbox Temperature | 99 | 97 | 100 | 106 |
| Gearbox Pressure | 278 | 276 | 278 | 281 |

| <u>Starboard Engine</u> | <u>1000</u> | <u>1200</u> | <u>1400</u> | <u>Full</u> |
|---------------------------|-------------|-------------|-------------|-------------|
| RPM | 999 | 1200 | 1401 | 1590 |
| Load (%) | 23 | 33 | 55 | 80 |
| Fuel Consumption (GPH) | 17 | 29 | 47 | 69 |
| Coolant Temperature | 185 | 187 | 189 | 190 |
| Oil Pressure | 50 | 51 | 50 | 50 |
| Voltage | 27.8 | 27.8 | 27.8 | 27.8 |
| Exhaust Gas Temperature-A | 752 | 954 | 1026 | 1026 |
| Exhaust Gas Temperature-B | 768 | 970 | 1018 | 1026 |
| Fuel Pressure | 61 | 66 | 68 | 62 |
| Gearbox Temperature | 93 | 99 | 100 | 108 |
| Gearbox Pressure | 272 | 276 | 276 | 276 |

The following readings were taken in the engine room from installed gauges or a handheld infrared thermometer. (Note: All pressures are in PSI and temps in °F unless otherwise noted.)

| <u>Temperature</u> | <u>1000</u> | <u>1200</u> | <u>1400</u> | <u>Full</u> |
|--------------------|-------------|-------------|-------------|-------------|
| Forward | 78 | 78 | 83 | 92 |
| Aft | 63 | 64 | 68 | 89 |
| Port | 63 | 71 | 70 | 84 |
| Starboard | 85 | 91 | 99 | 110 |

| <u>Shaft Seal Temperature</u> | | | | |
|-------------------------------|----|----|----|----|
| Port | 69 | 64 | 67 | 69 |
| Starboard | 72 | 67 | 70 | 72 |

| <u>Transmission Temperature</u> | | | | |
|---------------------------------|-----|-----|-----|-----|
| Port | 102 | 102 | 109 | 115 |
| Starboard | 108 | 108 | 115 | 123 |

| <u>Exhaust Temp (Fiberglass After Spray Ring)</u> | | | | |
|---|----|----|-----|-----|
| Port | 78 | 75 | 80 | 86 |
| Starboard | 91 | 92 | 102 | 113 |

| <u>Quantum Hydraulics</u> | | | | |
|-----------------------------|------|-----|-----|-----|
| <u>Stabilizers underway</u> | | | | |
| Pump #1 PSI | 2000 | | | |
| Pump #2 PSI | 2000 | | | |
| Reservoir Temperature | 117 | 115 | 110 | 106 |

| <u>Zero Speed Stabilizers</u> | |
|-------------------------------|------|
| Pump #1 PSI: | 2000 |
| Pump#2 PSI: | 2000 |
| Reservoir Temperature | 109 |

Bow Thruster

| | |
|-----------------------|------|
| Pressure | 3000 |
| Reservoir Temperature | 110 |

Watermakers

| | <u>#1</u> | <u>#2</u> |
|--------------------|-----------|-----------|
| Low Pressure: | 3 | 35 |
| High Pressure: | 844 | 897 |
| Brine Flow (GPM): | 5.7 | 5.8 |
| Product Flow (GPM) | 1.7 | 1.7 |
| TDS (PPM): | 300 | 259 |
| System Temp: | 74.6 | 74.8 |

A steering test was performed at 1200 RPM. The steering was jogged back and forth in aggressive S turns. The steering equipment was inspected in the steering compartment.

The vessel was stopped offshore and an approximate zero speed test was performed. At this time. The zero speed hydraulics and fin heads were inspected. Also at this time, her controls were tried at all stations.

REFIT

A one and a half year refit and major overhaul of the vessel was conducted between January 2023 to June 2024. Below is a brief outline of the work completed.

BOW AND FOREDECK

Anchor Pocket

- Remove both stainless steel anchor pocket plates for maintenance and polishing.
- New hatch Installation.
- After inspection the old hatch was removed to install a new hatch where it required additional fiberglass work.

Teak Deck Sanding

- The foredeck teak was sanded and the seams re-caulked.

Chain Locker

- The core panels around the Hawse Pipe and Anchor Pocket Area were humid. To repair the areas, core panels and stringers were cut and laminated with E-LTM 1808, E-BXM 1718, E-M 0015 and Epoxy Resin.

Mooring & Ground Tackle.

- Maintenance and service was completed for the port and starboard anchor windlasses.

GALLEY

Walk-In Freezer

- The walk-in freezer was replaced with a new custom walk-in. The compressor units were relocated with new aluminum bases.

Carpentry

- Cabinets and countertops were reconditioned; all doors and panels were changed.
- The floor was replaced with new Soundown panels insulation.

GENERAL

Tanks

- Pressure tests were conducted for the fuel oil, lube oil, dirty oil, slop oil, freshwater tank, black water tank. See report (*Tank Pressure Test Report, date: 02/08/2024*).

Cranes

- Cranes were serviced and re-certified

Chine Guards

- 32 chine guard stiffeners were fabricated and installed in accordance with Donald Blount and Associates, Naval Architects (*Drawing #RFT-23-4321*). This is to strengthen the vessel for lifting.

ENGINE ROOM

Oily Water Separator Foundation

- A slide out aluminum foundation was fabricated to facilitate the relocation of the oily water separator for better access and mounting the new watermaker units.

Watermaker

- Two new watermakers were installed above the oily water separator on the new foundation.

Raw Water

- Install all new pipes and hoses. The raw water manifold was removed and rebuilt.

Bilge/Fire Main System Manifold.

- Fabricate a new manifold in CUNI 90/10.

Fire Suppression System Installation

- A new fire suppression system was installed. New overhead plumbing and nozzles.

Overhead Lights

- New overhead lights installed in the engine room and lazarette. All Points Boats fabricated new shrouds. (15) in the Engine Room and 7 in the lazarette.

Insulation, Framing and Perf Panel

- All walls around the engine room were removed the insulation, framings, and perf panel to install new electrical wire, hoses, and pipes; after completion, All Points Boats installed new insulation, framing and perf panels.

Exhaust Pipe brackets

- After framing was installed, All Points Boats installed new supports to hold the exhaust pipes for both main engines.

Bulkhead Penetration for Exhaust

- Due to new exhaust pipes, port and starboard side of the aft engine room bulkhead, penetrations were relocated to laminate new pipe/elbow and reinforce the stringers to the hull and bulkhead.

Flooring And New Framing

- After installation of the new pipe/electrical systems below the decks, All Points Boats installed new deck frames and aluminum diamond plate decks.

Plumbing

- New piping, hoses and valves under the floors in accordance with new arrangement, DWG No: *VAER001 REV. 0*.
- All seacock valves were replaced in the engine room, lazarette and cabin compartments.

Electrical

- Engine Room and Lazarette wiring was replaced by SeArt Marine, control panels were relocated.

Compressed Air System

- A new receiver tank and the two new compressors were relocated.

Transducer

- The Transducer was replaced and relocated.

Fire Bilge Pumps Rebuilt

- All pipes at the forward bulkhead in the Engine Room were removed. The Bilge and Fire pumps were removed and rebuilt. The area was painted.

Bulbous Bow

- The joint between the bulbous bow and hull showed evidence of delamination, All Points Boats repaired the area after thermographic Inspection Report: 24-OMI-0531/P.

Forward Bulkhead Repair

- The forward bulkhead was found to be cracked where the fiberglass was joined to the hull along the lower section. The repair was conducted in accordance with Donald Blount and Associates Naval Architects generated *Drawing #RFT-23-4326* and *Drawing #SKRFT2531*.

Air Intake for Main engines

- Air intake fans, air duct insulation and circulating fans were replaced.
- All Points Boats fabricated and installed new air diverters for a better distribution of the air, in accordance with Donald Blount and Associates, Naval Architects recommendations.

Generator overhaul

- Complete overhaul of both generators including PTOs.

Air Conditioning Chiller

- CPVC Raw Water pipes were replaced with CUNI 90/10 and rerouted to accommodate new raw water pumps. All new valves and fittings.

Sea Chests

- All Points Boats removed and rebuilt the sea chests, relocating the flanges to facilitate better access to the valves.
- New Cathodic Protection was installed in each sea chest

Heat Exchanger Maintenance

- Both Main Engines Heat Exchangers were removed and cleaned by All Points Boats. Both Main Engines Heat Exchangers were pressure tested and painted.

Main Engine Raw Water

- Installed new main engine raw water piping in accordance with Certified Marine Diesel direction.

LAZARETTE

Engine room control room

- Electrical panels and displays were modified and relocated in the Engineer Control Room.

Overhead Paneling

- Insulation in the overhead was replaced. Old framing and perforated panels removed and replaced.

Overhead Lightning

- New engine room and lazarette overhead lighting. All Points Boats fabricated 15 housings in the Engine Room and 7 housings in the lazarette.

Carpentry

- Engine room control room and engineer's cabin were remodeled, replacing walls, cabinets, doors, and countertops.

Mufflers

- New exhaust mufflers and piping. New aluminum muffler foundations were installed.

Fiberglass Exhaust Piping to the Transom

- New vacuum bagged fiberglass exhaust piping to the transom with fire resistance epoxy resin.

Water Heater

- Water heater and all piping replaced.

Fuel transfer valves

- All fuel valves were replaced.

ELECTRONICS, NAVIGATION, MONITORING, AND COMMUNICATION EQUIPMENT

"STAR DIAMOND" is primarily a three-station yacht with control stations at the main bridge and port and starboard wing stations. Additionally, there are some electronics, navigation, and communication equipment at the ship's office desk. All of the following electronics, navigation, and communication equipment was inspected and found to be in good operating condition.

WHEELHOUSE

- (3) LG LED displays
 - Nobeltec TimeZero chart plotter GPS
 - Digital Watchdog camera system
 - Furuno depth sounder
- Furuno 120-mile S Band radar display with control panel and mouse
- Furuno 120-mile X Band radar display with control panel and mouse
- (3) B & G multifunction displays
- B & G analog apparent wind speed and wind angle display
- Quantum model #SMC4000 touch screen stabilizer control
- SEA model #857 loud hailer intercom
- (2) Furuno model #BR560 BNWAS motion detector
- Furuno model #BR530 BNWAS timer reset panel
- General alarm button
- (2) ICOM model #IC-M602 VHF radios with distress
- Furuno model #FA-170 universal AIS
- (2) ACR searchlight controls
- Sperry NavPilot 4000 autopilot with gyro repeater, follow-up and non-follow-up controls, override, follow-up/non-follow-up switch, and rudder angle indicator
- Kobelt single lever engine controls
- Bow thruster joystick
- Wiper controls
- Furuno model #FCV1200L color sounder control
- (2) ICOM Commandmics
- Generator control panel
- (2) Caterpillar engine displays
- Simrad GPS
- (2) Simrad chart plotter
- T3 ship's monitoring system screen

PORT AND STARBOARD WING STATIONS

Located outboard port and starboard of the main bridge are the wing stations. They are protected with fiberglass covers and contain the following equipment:

- Port and starboard Kobelt engine controls
- Follow-up steering control
- ACR remote searchlight control
- Simrad rudder angle indicator
- Simrad FU80 follow up steering lever control
- Station takeover control
- Port and starboard engine E-stops
- B & G model multifunction LCD display
- Bow thruster control

SHIP'S OFFICE RADIO DESK

- ICOM model #IC-M605 VHF radio with distress
- ICOM model #IC-M803 single side band radio
- Simrad GPS chart plotter
- B & G multifunction display
- Furuno model #NX700 Navtex receiver
- Fireboy Xintex fire alarm control panel

SAFETY GEAR & 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":

- (2) U.S. Coast Guard approved type IV throw ring with line bag
- U.S. Coast Guard approved type IV throw ring with strobe light
- U.S. Coast Guard approved type IV throw ring with strobe light and smoke
- (3) inflatable harness PFDs
- Ocean Master type A 8-person life raft with hydrostatic release
- (57) Coast Guard approved type I adult and child PFDs
- (21) Drager EEBDs smoke hoods
- (6) emergency escape hatches
- Fire alarm panel
- Smoke detectors throughout interior
- (2) heat detectors
- Propane detector
- (2) Zodiac type B 16-person life raft with hydrostatic release
- (2) Global Fix EPIRBs (one with hydrostatic release)
- (4) posted fire and safety plans
- (13) Dry chemical ABC fire extinguishers 10-lbs.
- (5) Dry chemical ABC fire extinguishers 5-lbs
- (20) Dry chemical ABC fire extinguishers 2.5-lbs
- Foam fire extinguisher 9-L
- (2) Halotron fire extinguishers
- Fire pump

- (7) Fire hydrant with hose and vari nozzle
- (3) remote fire pump start/stop switches
- (5) Fire blanket
- Fire ax
- (2) full sets of bunker gear with spare tank and (2) spare sets of jacket and trousers
- Life sling
- Stretcher
- SOPEP equipment
- Good ground tackle
- Good navigational lights and equipment
- Ship's bell
- Ship's horn
- (2) Searchlights
- SART
- Oxygen bottle with regulator and masks
- MSOP

CONDITION AND FINISH

"STAR DIAMOND" is found to be in excellent condition throughout. She has just completed a major refit and has been brought back to first class yacht standards. She has a full complement of class and flag state required safety gear and equipment. She is being run by a very conscientious and professional crew with a caring owner.

VALUE

It is the opinion of the undersigned independent marine surveyors that the present day market value of "STAR DIAMOND" is approximately \$10,800,000 with a replacement value today of approximately \$44,000,000.

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

"STAR DIAMOND" is found to be in excellent 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. She does have trans-oceanic capabilities.

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 M/Y Star Diamond and Mr. Nick Gray 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. Nick Gray that World Yacht Survey and Mr. Christopher M. Pliske of CMP Marine, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, and Mr. Jacob 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,



Christopher M. Pliske
President
CMP Marine, Inc.



Jeffrey W. Marshall
President
JM Marine Surveyors LLC



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Marine Surveyor

CMP/JWM/JR:klh

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Note: "Findings and Recommendations" is a separate document consisting of 8 pages and is part of this report.















































