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Pre-Purchase Survey Inspection



Vessel Name

“INDIGO”

Prepared For:

Indigo Blue Water Marine LLC

Conducted By:

James Rakoczy

SAMS (SA). ACMS (#0554). ABYC. USCG (200 TON MASTER).

Reviewed & Edited By:

Simon Bridgwood.

NAMS (CMS) 109-1087

SAMS (SA). ACMS (CMS). ABYC (STANDARDS ADVISOR). SNAME. MCA (3000 TON MASTER).

TABLE OF CONTENTS

SECTION 1:.....	3
INTRODUCTION	3
SECTION 2:.....	4
VESSEL SPECIFICATIONS & GENERAL INFORMATION	4
SECTION 3:.....	5
TRIAL RUN DATA	5
SECTION 4:.....	6
ONBOARD SYSTEMS	6
SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS	6
PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION	7
ELECTRICAL SYSTEMS	9
BONDING SYSTEM	10
POTABLE WATER SYSTEM.....	11
GREY WATER SYSTEM.....	11
BLACK WATER SYSTEM	12
FUEL SYSTEM.....	12
DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT	12
FISHING EQUIPMENT	12
NAVIGATION ELECTRONICS	13
ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT	13
ENTERTAINMENT ELECTRONICS.....	13
GALLEY & DOMESTIC EQUIPMENT	13
DECK EQUIPMENT - DAVITS, CRANES, PASSARELLE, GANGWAY ETC.	14
GROUND TACKLE & MOORING EQUIPMENT	14
DECKS, BILGES & SUPERSTRUCTURE.....	14
DECK DRAINAGE	15
HULL, THROUGH-HULLS & UNDERWATER AREAS	15
SECTION 5:.....	16
VESSEL DESCRIPTION	16
SECTION 6:.....	17
DEFINITION OF TERMS.....	17
SECTION 7:.....	18
FINDINGS & RECOMMENDATIONS:	18
SECTION 8:.....	22
SUMMARY & VALUATION	22
SECTION 9:.....	24
SURVEYOR’S CERTIFICATION	24
SECTION 10:.....	25
PHOTOGRAPHS.....	25

SECTION 1: **INTRODUCTION**

SCOPE OF SURVEY

Acting at the request of Mr. Jeff Stanley, the above-mentioned surveyor conducted an in-water survey aboard "INDIGO" on September 29th and 30th, 2026. Mr. Stanley was aboard during the survey. The ship's papers were onboard. The Hull Identification Number (HIN) was verified from the transom. A trial run was performed on September 30th, 2026. An out of the water inspection of underwater machinery and the exterior of the hull's wetted surface area was performed whilst the vessel was hauled ashore on September 30th, 2026.

The reason for the survey was to ascertain the physical condition and value of the vessel. AC and DC power was used to check operation of the electrical systems specified in this report only. No reference or information should be construed to indicate evaluation of the internal condition of the engines or the propulsion system's operating capacity. Electronic equipment was checked for "power up" only unless otherwise noted.

This vessel was surveyed without removal of any parts, including fittings, tacked carpet, screwed, or nailed boards, anchors and chain, fixed partitions, instruments, clothing, spare parts and miscellaneous materials in the bilges and lockers, or other fixed or semi-fixed items. Locked compartments or otherwise inaccessible areas would also preclude inspection. Owner is advised to open all such areas for further inspection. Further, no determination of stability characteristics or inherent structural integrity has been made and no opinion is expressed with respect thereto. Onboard tankage is visually inspected where accessible however no pressure testing is performed, and tanks should be completely filled and proven leak free. No determination of tank integrity has been made by this surveyor & the accuracy of tank level monitors cannot be attested to. This survey report represents the condition of the vessel on the above dates, and is the unbiased opinion of the undersigned, but it is not to be considered an inventory or a warranty either specified or implied.

NOTE: An engine surveyor was onboard during the hull survey and performed a separate survey on the vessel's propulsion system and auxiliary power systems to determine the condition of the engines, gears and pumps, generator combustion engine, heat exchangers, coolers, etc. Refer to that survey.

NOTE: Air conditioning and refrigeration systems were inspected visually, units were tested to ensure cooling, but no in-depth inspection occurs. It would be prudent to have a qualified HVAC technician inspect system air conditioning and refrigeration systems to determine if there are any inherent issues and to attest to the working condition and remaining service life of the system. Heating functionality was not tested at time of inspection.

NOTE: Although electrical components and equipment are visually inspected by this surveyor where possible, it would be prudent to contract an experienced marine electrician to inspect the vessel's electrical system and components to determine condition, overall functionality and adherence to relevant standards and regulations.

STANDARDS AND REFERENCES USED: THE MANDATORY STANDARDS PROMULGATED BY THE UNITED STATES COAST GUARD (USCG), UNDER THE AUTHORITY OF TITLE 46 UNITED STATES CODE (USCG); TITLE 33 AND TITLE 46, CODE OF FEDERAL REGULATIONS (CFR), AND THE STANDARDS AND RECOMMENDED PRACTICES DEVELOPED BY THE AMERICAN BOAT AND YACHT COUNCIL (ABYC) AND THE NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) HAVE BEEN USED AS GUIDELINES IN THE CONDUCT OF THIS SURVEY.

Use of asterisks * in the body of the report will indicate that a finding will be listed in the *Findings and Recommendations* section pertaining to the asterisked item, following the body of the report.

"Findings" have been designated either A, B or C depending on priority. (A) High priority, (B) Secondary priority, and (C) General observations, normal wear & tear and cosmetic items.

SECTION 2:

VESSEL SPECIFICATIONS & GENERAL INFORMATION

Name of Vessel:	INDIGO
Hailing Port/Registered Port:	NOT SIGHTED ON TRANSOM
Hull Identification Number:	JSY70016A424
Registration #:	FL2450TT (FL REGISTERED)
Builder:	JOHNSON YACHTS - TAIWAN
Designer:	DIXON YACHT DESIGN & DESIGN UNLIMITED
Model Year:	2024 – AS PER HULL IDENTIFICATION NUMBER
Build Year/Keel Laid:	2024 – AS PER HULL IDENTIFICATION NUMBER
Model Specifics:	70' ENCLOSED SKYLounge MOTOR YACHT
Gross Registered Tons:	N/A – FL REGISTERED, NO USCG DOCUMENTATION
Net Tons:	N/A – FL REGISTERED, NO USCG DOCUMENTATION
Depth:	N/A – FL REGISTERED, NO USCG DOCUMENTATION
Displacement:	96,000 LBS, AS PER OWNER'S MANUAL
LOA (Length Overall):	67' 7 1/8", AS PER OWNER'S MANUAL
Beam:	18' 2 7/8", AS PER OWNER'S MANUAL
Draft:	5' 5", AS PER OWNER'S MANUAL
Propulsion Means:	TWIN DIESEL WITH DIRECT DRIVES
Hull Construction:	PRODUCTION BUILT – FIBERGLASS
Location of Survey:	5225 NE 32 AVE, FT. LAUDERDALE, FL
Location of Haul Out:	MARINEMAX DANIA BEACH, FL
Purpose of Survey:	PRE-PURCHASE INSPECTION
Date of Survey:	SEPTEMBER 29 TH & 30 TH , 2026
Estimated Market Value:	\$3,300,000 U.S. DOLLARS
Estimated Replacement Cost:	\$4,400,000 U.S. DOLLARS
Navigational Limits:	AS PER UNDERWRITER'S REQUIREMENTS
Cruise Speed / Max Speed:	20 MPH / 26.6 MPH - AS PER TRIAL RUN
Owner's Manual:	SIGHTED ONBOARD
Listing Brokerage:	GILMAN YACHTS
Selling Brokerage:	GILMAN YACHTS
Selling Broker:	JEFF STANLEY

All specifications above were obtained using owner's manual, listing material or online information unless otherwise stated.

Survey Prepared For:

Name of Client:	INDIGO BLUE WATER MARINE LLC
Address:	1510 SE 17 TH STREET, SUITE 300
Address:	FORT LAUDERDALE
Address:	FL, 33316
Phone #:	954 249 0360
Email:	JEFF@GILMANYACHTS.COM

SECTION 3: **TRIAL RUN DATA**

Date of Trial Run:	SEPTEMBER 30 th , 2026
Location of Trial Run:	~1 MILE OFFSHORE, HEADING (N) OFF PORT EVERGLADES INLET
Time of Trial Run:	DEPARTED DOCK AT 9:00 AM & RETURNED AT 11:00 AM
Vessel Loading Conditions:	49% FULL OF FUEL & 35% FULL OF FRESHWATER
Weather & Sea Conditions:	EASTERLY WINDS ~10 KNOTS, 2-3 FT. SEAS
Total Persons on Board:	BROKER, CAPTAIN & SURVEYORS (4 P.O.B.)
Persons on Board:	BROKER: JEFF STANLEY
Engine Surveyor Present:	JACK DIBELLA, MARINE DIESEL & ENGINEERING
Captain's Name:	BRYAN PSHENISHNY – USCG 200 TON LICENSE

Engine Performance Details

Port Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	Stbd. Engine RPM	Engine Coolant Temp. F°	Engine Oil Pressure psi	Gear Oil Pressure psi	Engine Load %	Total Fuel Burn GPH	GPS Speed in MPH
1000	181	44	269	1000	180	43	272	38/38	14	9.3
1600	190	67	278	1600	187	68	281	56/54	51	13.6
1800	190	67	281	1800	187	67	285	68/65	71	16.9
2000	194	69	285	2000	190	66	288	82/80	96	20.7
2150	196	67	283	2150	190	66	288	93/87	110	23.9
2281	196	67	285	2273	190	66	288	100/100	118	26.6

*** AVERAGE SPEED FROM TWO RUNS IN OPPOSITE DIRECTIONS***

ENGINE DATA WAS RECORDED FROM DIGITAL DISPLAYS AT THE HELM STATION.

During the trial run, all relevant electronics, controls, stabilizers, steering systems, cooling systems and other related equipment were tested and proven functional unless otherwise noted in “Findings and Recommendations” section.

Condition of underwater areas: The vessel was taken for trial run prior to inspection of underwater areas at time of haul out, and the bottom was found to be “clean” with no significant marine growth on antifouling, running gear or propulsion equipment.

The main engines did not achieve manufacturer’s specified maximum RPMs; However, no excessive vibration, overheating or active leaks of any major concern were detected.

Note: Please see the engine surveyor’s report for further details on propulsion systems.

SECTION 4: **ONBOARD SYSTEMS** **SAFETY EQUIPMENT, SECURITY & FIRE SUPPRESSION SYSTEMS**

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
LIFEJACKETS: TYPE I	FOUR x ADULT	
LIFEJACKETS: TYPE II	FOUR x ADULT + TWO x CHILD	
LIFEJACKETS: OTHER	TWO x ADULT	
TYPE IV FLOATATION DEVICE	ONE x THROW CUSHION	
LIFELINES/RAILING ETC.	STAINLESS STEEL BOW RAILS	
LIFE RAFTS / SERVICE DATE	NOT SIGHTED – RECOMMENDED IF VESSEL PROCEEDING OFFSHORE	
VISUAL DISTRESS SIGNAL	THREE x RED, HANDHELD, EXPIRY DATE: 05/2029	
VISUAL DISTRESS SIGNAL	ONE x ORANGE SMOKE, HANDHELD, EXPIRY DATE: 05/2029	
VISUAL DISTRESS SIGNAL	THREE x CARTRIDGES + ONE GUN, EXPIRY DATE: 05/2029	
FIRST AID KIT	SIGHTED ONBOARD	
EPIRB / EXPIRATION	NOT SIGHTED – RECOMMENDED IF VESSEL PROCEEDING OFFSHORE	
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 39.4' / 12m)	
SHIPS BELL	NOT SIGHTED ONBOARD (REQUIRED ON VESSELS OVER 65.6' / 20m)	*A
SHIPS HORN	TWO x BUELL, AIR HORNS	
PORTABLE FIRE EXTINGUISHERS	FIVE x POWDER	
LAST ANNUAL INSPECTION DATE	09/2026	
FIXED FIRE SUPPRESSION	SEA-FIRE NOVEC 1230, CLEAN AGENT SYSTEM	
FIRE SUPPRESSION LOCATION	ENGINE ROOM	
LAST ANNUAL INSPECTION DATE	09/2026	
MANUAL/AUTOMATIC RELEASE	MANUAL RELEASE IN CREW CABIN & AUTOMATIC RELEASE	
FIRE ALARMS/REMOTE	AT HELM STATION	
FIRE PUMP	NO DEDICATED FIRE PUMP INSTALLED	
FIRE SUPPRESSION VENTILATION	SEVEN x SPAL, 24 VOLT, POWERED FANS	
VENTILATION DAMPERS	BELIMO, ELECTRIC ACTUATED LOUVRES - NOT TESTED	
FIRE / SMOKE DETECTORS	DETECTORS IN ACCOMMODATION SPACES	
CO DETECTORS	CO DETECTORS INSTALLED IN ACCOMMODATION SPACES	
DEWATERING ARRANGEMENT	SIX x RULE, 24 VOLT SUBM. W/AUTO & REMOTE SWITCHES	
DEWATERING ARRANGEMENT	HENDERSON BP510, MANUAL BILGE PUMP IN ENGINE ROOM	
BILGE ALARMS / MONITORING	YES, AUDIBLE AND VISUAL ALARMS INSTALLED	*B
NAVIGATION & ANCHOR LIGHTS	COMPLIANT WITH "72 COLREGS" AS INSTALLED	
ANTI-POLLUTION PLACARDS	OIL DISCHARGE PLACARD SIGHTED (REQUIRED OVER 26')	
ANTI-POLLUTION PLACARDS	WASTE MANAGEMENT PLAN NOT SIGHTED	*A
SEARCHLIGHTS	ACR WITH PAN/TILT FUNCTIONS	
AUXILIARY LIGHTING	TWO x LUMITEC, AFT FACING LED SPREADER LIGHTS	
SECURITY SYSTEM	NOT EQUIPPED	
CCTV / CAMERA SYSTEM	FOUR CCTV CAMERAS NETWORKED THROUGH GPS'S	
NIGHT VISION CAMERA	NOT EQUIPPED	

PROPULSION – ENGINES, TRANSMISSIONS, THRUSTERS & STABILIZATION

The vessel is powered by two Caterpillar diesel engines coupled with Twin Disc transmissions.

Engines and auxiliary equipment listed in table below were visually inspected at time of survey, and any obvious leaks or deficiencies identified on the engines and associated equipment are listed in the “Findings & Recommendations” section, however Elite Marine Surveyors are not qualified engine surveyors or technicians, and any observations should not be construed as a full engine inspection.

Note: A separate mechanical inspection was performed by Jack DiBella, of Marine Diesel & Engineering, please see his report for further information.

ENGINES

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
ENGINE MANUFACTURER	CATERPILLAR	
ENGINE YEAR	2022 – AS PER ENGINE DATA TAGS	
EPA EMISSIONS INFO	COMPLIANT W/U.S. EPA REGULATIONS FOR 2022	
IMO EMISSIONS INFO	COMPLIANT W/MARPOL 73/78 ANNEX VI, REG’N 13 NOX LIMITS	
RCD EMISSIONS INFO	COMPLIANT W/RCD 2013/53/EU	
PORT ENGINE MODEL	C18	
STBD. ENGINE MODEL	C18	
PORT SERIAL NUMBER	JLE06575	
STBD. SERIAL NUMBER	JLE06624	
PORT ENGINE HOURS	147 – AS PER DIGITAL ENGINE DISPLAY	
STBD. ENGINE HOURS	147 – AS PER DIGITAL ENGINE DISPLAY	
RATED ENGINE POWER	1150 HP EACH	
MAX. RATED RPM	2300 RPM	
CYLINDERS	SIX – IN-LINE CONFIGURATION	
COOLING SYSTEM	FRESHWATER CIRCULATING SYSTEM	
COOLING SYSTEM	RAW WATER-COOLED HEAT EXCHANGERS & EXHAUST LINE	
ALARM SYSTEMS	YES – NOT TESTED – SEE ENGINE SURVEY FOR DETAILS	
ENGINE BED	FIBERGLASS STRINGERS W/FLEXIBLE MOUNTS	
VENTILATION	SEVEN x SPAL, 24 VOLT, POWERED FANS	
FUEL FILTERS	TWO x RACOR 751000MAX PRIMARY BOWLS INLINE	
FUEL FILTERS	SINGLE OEM SECONDARY BOWL ON ENGINE	
FUEL HOSES	GOOD CONDITION & CLAMPED AS REQUIRED	
EXHAUST LINE	STAINLESS STEEL & FIBERGLASS TUBE W/HOSE	
EXHAUST MUFFLER	FIBERGLASS SURGE TUBES	
BLOCK HEATERS	YES – HOTSTART, 120 / 240 VOLT – NOT TESTED	
STUFFING BOX	TIDES, DRIPLESS SEAL TYPE	*C
ENGINE CONTROLS	GLENDINNING, SINGLE LEVER, ELECTRONIC	
ENGINE SYNCHRONIZER	ELECTRONIC – TESTED & FUNCTIONAL	
AUXILIARY CONTROLS	TO PORT & STBD. ON AFT DECK W/THRUSTER CONTROLS	
AUXILIARY CONTROLS	GLENDINNING, WIRELESS REMOTE CONTROL - NOT TESTED	*C

TRANSMISSIONS

Transmissions were visually inspected, and any obvious deficiencies noted in “Findings and Recommendations” section. During the trial run, the transmissions were tested for in/out of gear operation and pressures recorded where possible.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TRANSMISSION MAKE	TWIN DISC QUICK SHIFT	
TRANSMISSION MODEL	MGX 5136 A	
REDUCTION RATIO	2.00:1	
PORT SERIAL NUMBER	2569358	
STARBOARD SERIAL NUMBER	2569360	

THRUSTERS – STABILIZERS – STEERING – TRIM TABS – HYDRAULICS

All systems listed below were powered on and tested for functionality unless otherwise noted, and any deficiencies will be noted in “Findings and Recommendations” section. During the trial run, a steering test was conducted under load to ensure proper operation of all components where accessible.

Hydraulic power take-offs (PTO), hydraulic pump units (HPU), reservoirs and the pumps, hoses, plumbing/fittings were visually inspected for condition where they were readily accessible. The related hydraulic systems were proven functional where possible unless otherwise noted in the “Findings & Recommendations” section. Note: A complete/separate hydraulic survey was not conducted by the attending hull surveyor.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
BOW THRUSTER	SIDE-POWER, HYDRAULIC	
STERN THRUSTER	SIDE-POWER, HYDRAULIC	
STABILIZATION	SIDE-POWER, HYDRAULIC, FIN ACTUATED	
STABILIZER MODEL	SPS55B	SERIAL #: 550405232
STABILIZER HOURS	AT ANCHOR HRS: 0	SEA HRS: 4H 58M
AT REST FUNCTION	EQUIPPED	
STEERING SYSTEM	HYPRO, HYDRAULIC, WITH DUAL RAMS	
STEERING RESERVOIR	LOCATED CENTER AFT IN LAZARETTE	
STEERING LINES	FLEXIBLE HOSE W/METALLIC FITTINGS	
STEERING STATIONS	ONE – MAIN HELM + EMERGENCY STEERING TO PORT AT HELM	
UPPER BEARING	BRONZE BEARING CASING, NO SIGNIFICANT CORROSION SIGHTED	
RUDDER LOG	REINFORCED HOSE W/TIDES SEALS & STAINLESS STEEL HOSE CLAMPS	
BEARING SUPPORT	STAINLESS STEEL TABLE	
TRIM TABS	NOT EQUIPPED	
HYDRAULIC PUMP (PTO)	OFF EACH TRANSMISSION – FOR HYDRAULIC SYSTEMS	
HPU & RESERVOIR	SLEIPNER, ~15 GALLON, FOR WINDLASS & THRUSTERS	
HPU & RESERVOIR	CHYUN TSEH, 110/220 VOLT / ~3 GALLON, FOR SWIM PLATFORM	

GENERATOR

Generator was run under load and visually examined for any obvious oil, water, fuel or exhaust leaks. Unit was found in operating condition unless otherwise mentioned in "Findings and Recommendations" section. Elite Marine Surveyors are not qualified engine surveyors or technicians and any observations should not be construed as a full engine inspection.

GENERATOR

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
MANUFACTURER	CUMMINS ONAN	
MODEL NUMBER	29MDKDS-8127A	
SERIAL NUMBER	H220126597	
GENERATOR HOURS	91 – AS PER LOCAL HOUR-METER	
KILOWATTS	29 KW	
VOLTS, AMPS & PHASE	120/240 VOLTS, 242/121 AMPS & 1 PHASE	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1800 @ 60 HERTZ	
FUEL PUMP	ELECTRIC	
FUEL FILTERS	TWO x RACOR 75500MAX PRIMARY BOWLS INLINE	
FUEL FILTERS	SINGLE OEM SECONDARY BOWL ON ENGINE	
EXHAUST LINE	STAINLESS STEEL TUBE W/HOSE + CLAMPS	
EXHAUST MUFFLER	CUMMINS / CENTEK – FRP, GAS/WATER LIFT & SEPARATOR TYPE	
VENTILATION	SEVEN x SPAL, 24 VOLT, POWERED FANS	
FUEL TYPE	DIESEL	

AC POWER

The vessel's AC power system can either be run via the two shore power receptacles, the generator, or inverter system (to a limited capacity). There was a breaker panel in the salon with digital switching in vessel monitoring/management system. It is recommended that functionality of shore power transformers be verified by a marine electrician.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SHORE POWER RECEPTACLES	TWO x 125/250 VOLT, 50 AMP	
SHORE POWER CABLES	TWO x 70 FT. CORDS (APPROXIMATE LENGTHS)	
POWERED CABLE REELS	ONE x GLENDINNING	
CABLE CONDITION	SERVICEABLE WHERE ACCESSIBLE	
WIRING	STRANDED COPPER W/THERMOPLASTIC SHEATHING	
CIRCUIT BREAKERS	YES, APPROVED TYPE	
MAIN SHORE POWER BREAKERS	TWO BELOW CREW BERTH	
ELCI INSTALLED	WITHIN 10' OF SHORE POWER INLET – MEETS REQUIREMENT	
SPLITTERS/ADAPTORS ETC.	NONE SIGHTED	
SHORE POWER TRANSFORMERS	TWO x A.N.G. CONVERTERS ISOLATION TRANSFORMERS, 12.5 KVA EACH	
GALVANIC ISOLATORS	NOT EQUIPPED – SEE SHOREPOWER TRANSFORMERS	
INVERTER SYSTEM	VICTRON ENERGY, 24 – 120 VOLT, 5000 VA	

DC POWER

The vessel's DC power system consists of battery banks and battery chargers controlled via DC breakers and battery isolation switches. Batteries were visually inspected only, and no load testing was performed. There was a breaker panel in the salon with digital switching in the vessel monitoring/management system.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
BATTERIES	TWO x LIFELINE, 12 VOLT, AGM, 8D, NO DATE TAGS	
BATTERY LOCATION	ONE, FORWARD OF EACH ENGINE	
BATTERIES	TWO x LIFELINE, 12 VOLT, AGM, 8D, NO DATE TAGS	
BATTERY LOCATION	CENTERLINE ENGINE ROOM BILGE	
BATTERIES	FOUR x LIFELINE, 12 VOLT, AGM, 8D, NO DATE TAGS	
BATTERY LOCATION	FORWARD CREW CABIN LOCKER	
BATTERY CONDITION	NO OBVIOUS DEFECTS	
CABLE CONNECTIONS	SOUND & SECURED WHERE SIGHTED	
WIRING	STRANDED COPPER W/THERMOPLASTIC INSULATION WHERE SIGHTED	
TERMINAL PROTECTION	CLOSED BATTERY BOXES / COMPARTMENTS	
BATTERY BOXES	WOOD COMPARTMENT W/STRAPS + FRP BOXES W/LIDS	
BATTERY VENTILATION	VENTILATION ARRANGEMENT MEETS ABYC STANDARDS	
DC CONVERTERS	VICTRON ENERGY, 15, 20 & 30 AMP	
BATTERY CHARGERS	VICTRON ENERGY, 24 VOLT / 80 AMP	
INVERTER CHARGER	24 VOLT / 120 AMP (PART OF INVERTER SYSTEM ABOVE)	
BATTERY SWITCHES	FIVE x BEP, ROTARY TYPE + FIVE x APPROVED, ROCKER TYPE	

BONDING SYSTEM**MAIN BONDING CONDUCTOR:**

The bonding system was mostly well established where sighted. A separate bonding system survey was not performed, and a corrosion meter was not employed to establish the level of protection. However, the bonding system is comprised of individual green wire and appeared to be serviceable where sighted. Zincs appeared to be securely connected to main bonding circuit and should be monitored periodically for signs of excessive decay.

SEA STRAINERS:

All sighted underwater fittings and strainers were bonded where sighted and showed no excessive corrosion unless otherwise mentioned in the "Findings and Recommendations" section. Continuity of bonding system was not tested as part of this survey.

ZINC ANODES (HULL ZINCS):

Recommend anode replacement once the anodes reach 50% depletion. The use of Zinc as an anode is only recommended for saltwater applications. If the vessel is to be kept primarily in brackish water the anodes should be changed to Aluminum, or Magnesium if the vessel is kept in fresh water. Monitor anodes frequently.

HVAC / AIR CONDITIONING SYSTEM

The vessel's air conditioning system consisted of a "Climma" "Dometic" tempered water system with an AC seawater pump supplying water to two chiller units in the engine room, with an AC circulating pump supplying chilled water to each of the air handlers around the vessel. Overall, the system was found in serviceable condition with no leaks or significant corrosion on chillers, seawater plumbing or loop, unless otherwise mentioned in the "Findings & Recommendations" section.

HVAC / AIR CONDITIONING SYSTEM

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SYSTEM MAKE	CLIMMA	
CHILLER/COMPRESSOR LOCATION	TWO CHILLERS IN ENGINE ROOM	
AIR HANDLERS / FAN COILS	NINE UNITS INSTALLED THROUGHOUT VESSEL - PER MANUAL	*C
COOLING CAPACITY	100,000 BTU – AS PER DATA TAGS	
REFRIGERANT	R410A	
SEAWATER PUMP	WALRUS PUMP CO., 110/220 VOLT	
CIRCULATING PUMP	CALPEDA, 230 VOLT	

POTABLE WATER SYSTEM

The vessel's potable water system consists of one stainless steel tank that is located forward below the VIP stateroom sole. The freshwater plumbing/hoses were all found in good condition and all valves were easily accessible and functional where tested unless otherwise noted in "Findings & Recommendations" section. Water pressure is provided by two Headhunter pumps with an accumulator tank and directed to the freshwater manifold. Water is filled from dockside supply via freshwater fill cap or water maker when possible. Hot water supply is verified during survey, and watermaker is powered up and tested to verify production of potable water when possible. The potable water tank was inspected visually only where accessible and not opened for internal inspections. Recommend filling the water tank to attest to the integrity of the tank. No leaking freshwater was noted in the bilges during survey.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TOTAL FRESHWATER	260 GALLONS, AS PER TANK TAG	
TANK LOCATION	BELOW VIP STATEROOM SOLE	
DECK FILL LOCATION	TO STARBOARD ON SIDE DECK	
CITY PRESSURE INLET	TO STBD. ON TRANSOM – PRESSURE REGULATOR NOT TESTED	
FRESHWATER PUMP (AC)	HEADHUNTER MACH V, 115 VOLT	
FRESHWATER PUMP (DC)	HEADHUNTER STINGRAY, 12/24 VOLT	
ACCUMULATOR TANKS	YES – GROCO - SERVICEABLE	
HOSE CONDITION	GOOD WHERE ACCESSIBLE	
FRESHWATER FILTERS	INLINE CANISTER TYPE	
WATER HEATER	TWO x TORRID, 20 GALLON, 240 VOLT, BELOW STBD. STATEROOM	
HOT WATER CIRCULATING	GRUNDFOS, 115/230 VOLT	
WATER MAKER	AQUA WHISPER PRO, 600 GPD	
FRESHWATER WASH DOWNS	SPIGOTS AT AFT DECK & FOREDECK	
DECK SHOWER	STARBOARD TRANSOM	

GREY WATER SYSTEM

The vessel's grey water system consists of three FRP sump boxes located in bilge areas. The sumps were equipped with 24 volt DC pumps connected to float switches allowing automatic discharge when required. The sumps were found clear & pumps worked when tested, unless otherwise mentioned in the "Findings & Recommendations" section. No leaking grey water was noted in the bilges.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
NUMBER OF SUMPS	THREE SUMPS	
SUMP LOCATION	BELOW CREW CABIN SOLE	
SUMP LOCATION	BELOW GUEST COMPANIONWAY SOLE	
SUMP LOCATION	BELOW MASTER STATEROOM SOLE	
DISCHARGE PUMPS	RULE, 24 VOLT	

BLACK WATER SYSTEM

The vessel's black water system consists of four "Tecma" freshwater heads with a main holding tank located below the companionway sole. There was an overboard discharge pump to evacuate the holding tank when permitted, and a deck fitting for dockside pump-out option when required. Heads were found in good condition when operated, the macerator pump worked with no apparent leaks, all sanitation hoses were found in good condition & the overboard discharge valve was found accessible and functional, unless otherwise mentioned in the "Findings and Recommendations" section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TANK CAPACITY	100 GALLONS, AS PER OWNER'S MANUAL	
TANK LOCATION	BELOW COMPANIONWAY SOLE	
NUMBER OF HEADS	THREE GUEST + ONE CREW	
PUMP-OUT CAP LOCATION	TO STARBOARD ON SIDE DECK	
MSD SYSTEM	HEADHUNTER TIDAL WAVE TW-HMX-6001, TYPE II, 600 GPD	
DISCHARGE PUMP	HEADHUNTER/LEESON, 115 VOLT	
MACERATOR PUMP	HEADHUNTER/LEESON, 115 VOLT	
TRANSFER PUMP	HEADHUNTER/LEESON, 115 VOLT	
DISCHARGE VALVE LOCATION	IN CENTERLINE FWD. BILGE	

FUEL SYSTEM

The vessel's fuel system consists of two aluminum tanks that are secured to the hull. The fuel plumbing/hoses were found mostly serviceable where sighted & all valves were easily accessible and functional where tested, unless otherwise mentioned in the "Findings & Recommendations" section. The fuel tanks were inspected visually only where accessible & not opened for internal inspections. Recommend pressing the fuel tanks with fuel to attest to the integrity of the tanks. No leaking fuel was noted in the bilges during survey.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TOTAL FUEL CAPACITY	1096 GALLONS, AS PER OWNER'S MANUAL	
TANK LOCATION	548 GALLONS EACH, TO PORT & STBD. IN ENGINE ROOM	
TANK FILL LOCATION	PORT & STARBOARD ON SIDE DECKS	
FILLING LINES	HOSE – TYPE "A2" (USCG APPROVED) & METALLIC PIPE	
TANKS SECURING METHOD	BRACKETS W/MECHANICAL FASTENERS	
TANKS/COMPONENTS BONDED	NOT ALL COMPONENTS ACCESSIBLE TO CONFIRM	
HOSE / PIPE CONDITION	SERVICEABLE WHERE SIGHTED	

OIL TANKS & ASSOCIATED PUMPS

The pump, hoses/plumbing fittings were visually inspected for obvious signs of leaks or degradation and oil transfer pumps were tested for power up function only. No significant amount of oil was transferred during survey.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
CLEAN / DIRTY OIL TANKS	NO DEDICATED OIL TANKS INSTALLED ONBOARD	
OIL TRANSFER PUMP	REVERSO, 110 VOLT	

DINGHIES, TENDERS & WATER-SPORTS EQUIPMENT

No additional watercraft will convey with sale of the subject vessel.

FISHING EQUIPMENT

Vessel was not equipped with any permanently installed equipment for commercial or recreational fishing.

All navigation electronics were powered up and tested for functionality as far as reasonably practicable, unless otherwise noted in the “Findings and Recommendations” section.

HELM STATION

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
COMPASS	4” RITCHIE	
AUTOPILOT	GARMIN REACTOR 50 W/GHC 50 & INTEGRATED THROUGH GPS’S	
GPS	TWO x GARMIN GPSMAP 8616	
CHART PLOTTER	IN ABOVE GPS’S	
RADAR	GARMIN FANTOM 54, 72 MILE	
FISH FINDER	IN ABOVE GPS’S	
DEPTH FINDER	IN ABOVE GPS’S + GARMIN GMI20	
SPEED LOG	IN ABOVE GPS’S + GARMIN GMI20	
SEAWATER TEMP.	IN ABOVE GPS’S	
WIND GAUGE	IN ABOVE GPS’S	
VHF RADIO	GARMIN 215	
CHAIN COUNTER	MAXWELL AA560	

ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

It should be noted that all systems listed below were tested as far as reasonably practicable.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
AIS SYSTEM	GARMIN AIS 800	
VESSEL MONITORING SYSTEM	CZONE VESSEL MONITORING & MANAGEMENT SYSTEM	
ENGINE MONITORS/GAUGES	CAT DIGITAL DISPLAYS AT HELM STATION & ON ENGINES	

ENTERTAINMENT ELECTRONICS

It should be noted that all systems listed below were tested as far as reasonably practicable.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
TV/DVD/MEDIA PLAYER	SAMSUNG TV ON POWERED LIFT IN SALON & PILOTHOUSE	
TV/DVD/MEDIA PLAYER	SAMSUNG TV IN MASTER & GUEST STATEROOMS	
TV/DVD/MEDIA PLAYER	SAMSUNG TV IN CREW AREA	
SOUND SYSTEMS	FUSION BT/SAT/AUX/TUNER IN CREW CABIN, SKYLounge & AFT DECK	
SOUND SYSTEMS	FUSION BT/SAT/AUX/TUNER IN GUEST STATEROOMS	
SOUND SYSTEMS	DENON AV RECEIVER IN SALON & MASTER STATEROOM	*C

GALLEY & DOMESTIC EQUIPMENT

All galley equipment was powered on and tested within reason and proved to be in working condition unless otherwise noted in the “Findings & Recommendations” section.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
STOVETOP	FISHER & PAYKEL, FOUR BURNER, INDUCTION TYPE	*C
CONVECTION OVEN	IN MICROWAVE	
MICROWAVE	FISHER & PAYKEL	
VENTILATION	ADEQUATE, W/POWERED EXHAUST FAN W/LIGHTS ABOVE STOVE TOP	
DISHWASHER	FISHER & PAYKEL - NOT TESTED	*C
GALLEY REFRIGERATION	ISOTHERM, UNDERCOUNTER CABINET	
GALLEY FREEZER	ISOTHERM, UNDERCOUNTER CABINET	
OTHER REFRIGERATION	VITRIFRIGO, FRIDGE W/FREEZER HATCH AT AFT DECK	*C
OTHER REFRIGERATION	TWO x ISOTHERM, FRIDGES W/FREEZER HATCHES IN SKYLounge	*C
WASHER/DRYER	SPLENDIDE, WASHER & DRYER IN COMPANIONWAY	*C

This report represents the professional opinion of the undersigned surveyor based upon the facts presented, the conditions observed, and the information available at the time the subject vessel was surveyed. No warranty or guarantee, whether express or implied, is made or intended by this report. This survey is limited to those areas, systems, and components that were reasonably accessible and capable of inspection without destructive testing, removal, or disassembly. Without limiting the foregoing, this survey does not include latent or concealed defects that could not be discovered without the removal of decking, sheathing, tankage, joinery, liners, panels, fixed materials, or other installed components, or without the disassembly of machinery, plumbing, electrical wiring, equipment, or other fixed parts of the vessel. The opinions and findings contained in this report are based upon the surveyor’s professional judgment at the time of inspection. This report is not a substitute for manufacturer inspections, mechanical surveys, engine diagnostics, oil analysis, sea trials, haul-out inspections, or specialized testing unless such services are expressly stated as included within the scope of the survey. This report is issued subject to the understanding and agreement that the surveyor, this office, and any employees, agents, or representatives thereof shall not be liable for any error in judgment, omission, inaccuracy, misstatement, or condition not reasonably discoverable within the stated scope of the survey. Requesting, accepting, or using this report shall constitute acknowledgment and acceptance of these limitations and conditions.

DECK EQUIPMENT - DAVITS, CRANES, PASSARELLE, GANGWAY ETC.

All systems were tested for power up and general functionality unless otherwise noted in “Findings & Recommendations” section below. The swim platform was tested as far as reasonably practicable. The air compressor was powered up and run to check that working pressures could be achieved for a short period of time.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
SWIM PLATFORM	ARITEX, HYDRAULIC, FRP W/TEAK OVER, 1760 LB S.W.L – REPORTED	
SWIM LADDER	OSCULATI, TELESCOPING STAINLESS STEEL ON SWIM PLATFORM	
SERVICE AIR COMPRESSOR	BUELL, 24 VOLT W/~3 GALLON RECEIVER, FOR HORN ONLY	

GROUND TACKLE & MOORING EQUIPMENT

The windlass and deck capstans were powered up and tested unless otherwise noted in “Findings and Recommendations” section. Anchor was run to waterline and retrieved and although capstans were tested, they were tested without load. Anchor rode was not fully run out and measured. It is recommended that rode be run out, fully inspected, and measured to attest to condition and length.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
ANCHOR WINDLASS	MAXWELL, VERTICAL, HYDRAULIC W/LOCAL & REMOTE CONTROLS	
ANCHORS	ARITEX 120 LB, STAINLESS STEEL PLOW TYPE	
ANCHOR RODE	250' OF 3/8" GALVANIZED STEEL CHAIN (REPORTED IN MANUAL)	
CUTAWAY BITTER END	INSTALLED CORRECTLY	
DOCKING LINES	EIGHT x BRAIDED NYLON	
FENDERS	SIX x MEDIUM TRADITIONAL	
DECK CAPSTANS	TWO x MAXWELL, ELECTRIC, ON AFT DECK	

DECKS, BILGES & SUPERSTRUCTURE

All areas below were visually inspected where accessible, and percussion tested and/or tested with moisture meters if deemed appropriate. Any notable deficiencies will be recorded in “Findings and Recommendations” section.

<u>AREA</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
STEM	RAKED & FLARED	
STERN	FIBERGLASS – FLAT	
FRAMES	FIBERGLASS GRID SYSTEM	
STRINGERS	FIBERGLASS GRID SYSTEM	
BULKHEADS	FIBERGLASS, TABBED TO HULL AND DECK	
BILGE CONDITION	MOSTLY CLEAN & DRY WHERE SIGHTED	
SEACOCK/VALVE TYPE	INSULATED NYLON BALL VALVES	
DECKS	CORED FIBERGLASS W/NON-SKID FINISH & LAID TEAK PLANKS	
HULL-DECK JOINT	DECK OVERLAP W/MECHANICAL FASTENERS & ELASTOMERIC BEDDING	
DECK FITTINGS	STAINLESS STEEL	
TOPSIDES	MOLDED FIBERGLASS – WHITE W/ BLUE BOOT STRIPE & BLACK ACCENTS	
SUPERSTRUCTURE	MOLDED FIBERGLASS – WHITE	
BOW ARRANGEMENT	FIBERGLASS SPRIT WITH STAINLESS STEEL ANCHOR ROLLER BRACKET	
BOW PULPIT	STAINLESS STEEL TUBE/RAIL	
RUB RAILS	MOLDED PLASTIC WITH STAINLESS STEEL INSERTS	
HARD TOP	MOLDED FIBERGLASS	

NOTE: It is the surveyor's opinion and a recognized prudent practice, that all seacocks be operated & serviced regularly to ensure correct function and operation. Periodic disassembly & internal inspection of through-hull fittings & seacocks should be performed on a rotating basis each time the vessel is hauled out. It is also recommended the owner/captain is familiar with the locations of all through-hull fittings.

DECK DRAINAGE

The vessel's deck drainage system consists of self-bailing decks, in-sole scuppers and overboard drainage hose. The system is inspected where accessible, but system is not tested with active water flow. It is suggested that all deck scuppers are flooded to ensure proper drainage.

HULL, THROUGH-HULLS & UNDERWATER AREAS

The underwater hull areas were inspected visually, and percussion sounded with a hard plastic hammer in various locations where accessible. When percussion sounded, the underwater hull areas had normal tones and pitch indicating no distinctive anomalies or deficiencies unless otherwise mentioned in the "Findings and Recommendations" section of this report.

All through-hull valves and fittings were checked for signs of electrolytic & galvanic corrosion and running gear checked for bearing clearance or any obvious signs of damage.

<u>ITEM</u>	<u>DESCRIPTION</u>	<u>*DEFICIENCY PRESENT</u>
HULL	MOLDED FIBERGLASS – BLACK ANTIFOULING	
UNDERWATER LIGHTS	FOUR x OCEAN LED, FOUR AFT FACING AT TRANSOM	
KEEL / HULL TYPE	SEMI- PLANING HULL W/HARD CHINES & LIFTING STRAKES	
ZINCS / ANODES	TWO ON EACH THRUSTER, TWO HULL BARS	
ZINCS / ANODES	THREE PER SWIM BRACKET & TWO ON BRACKET TIE BAR	
SHAFTS	AQUATECH, STAINLESS STEEL, 3" DIAMETER (PER MANUAL)	
PROPELLERS	HUNG SHEEN, FOUR BLADE, BRONZE, 35.5" x 34.1"	
STRUTS	BRONZE "I" TYPE, 22" x 11.5"	
BEARINGS	CUTLESS	
RUDDERS	STAINLESS STEEL, SPADE TYPE, 30" x 16.5"	
BOW THRUSTER SIZE	TWIN FIVE BLADE PROPELLERS IN 11.75" TUBE	
STERN THRUSTER SIZE	TWIN FIVE BLADE PROPELLERS IN 11.75" TUBE	
STABILIZER FINS	FIBERGLASS, VECTOR FINS, 29" x 47"	
THROUGH-HULLS	BRONZE BELOW WATERLINE	

SECTION 5:

VESSEL DESCRIPTION

2024 JOHNSON 70

"INDIGO" is the first of the new 70' Johnson models, replacing the 65' with the addition of an aft crew cabin and a hydraulic tender platform. Boasting four cabins, three heads and a private crew suite aft, the 70' has the amenities of larger vessels. "At Rest" stabilization, hydraulic bow and stern thrusters, sewage treatment, a full Garmin suite of electronics, watermaker, and more make the Johnson 70' almost impossible to duplicate at this price point!

Description courtesy of Gilmanyachts.com – a third-party source, and as such, accuracy of information cannot be attested to.

NOTE: A detailed description of the vessel's design/layout will not be covered in this report, as it is assumed that the prospective buyers or their representatives; have been aboard the vessel, or have been well informed by the brokers or sellers regarding the vessel's layout, appointments, cosmetic condition. Overall, the exterior of the vessel was found in AVERAGE condition, and the interior of the vessel was found in AVERAGE condition.

SECTION 6:

DEFINITION OF TERMS

FRP/GRP:

Fiberglass or Fiber Reinforced Plastic / Glass Reinforced Plastic.

APPEARS:

Indicates that a very close inspection of the particular system, component or item was not possible due to constraints imposed upon the surveyor (e.g., no power available, inability to remove panels, or requirements not to conduct destructive tests). The use of the word "appears" is intended to indicate that a close or complete inspection was not possible, or it was not deemed appropriate at the time of this survey. The deficiencies reported herein reflect the conditions observed at the time the survey was conducted.

FIT FOR INTENDED USE:

Use which is intended by Survey Purchaser (present or prospective owner).

SERVICEABLE: ADEQUATE:

Sufficient for a specific requirement.

POWERS UP:

Power was applied only. This does not refer to the operation of any system or component unless specifically indicated.

EXCELLENT CONDITION:

New or like new.

GOOD CONDITION:

Nearly new, with only minor cosmetic issues noted.

FAIR CONDITION:

Denotes that system, component or item is functional as is with minor repairs. (MONITOR OFTEN)

POOR CONDITION:

Unusable as is. Requires repairs or replacement of system, component or item to be considered functional.

USE OF *:

Use of * in the body of this report will indicate that a finding will be listed in the *"Findings and Recommendations"* section pertaining to the * item.

SECTION 7: **FINDINGS & RECOMMENDATIONS:**

****Please refer to Dropbox folder for access to all photos taken during survey inspection that will be sent in conjunction with this report. Where possible, photos of deficiencies are taken and will be available in attached folder.**

(*A). FINDINGS:

Items listed in the table below should be considered ***high priority*** items related to safety or non-conformity with generally accepted prudent marine practices, ABYC, NFPA, and applicable U.S. Coast Guard regulations and should be addressed as soon as practicable.

**Ship's Bell, Purchase & install. Bell is required by all vessels 20m (65.6') and above operating on inland waterways as per 72 COLREGS, Rule 33(a).
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** USCG Pollution Notice, provide written plan for garbage disposal as per USCG 33 CFR 151.57. Garbage management plans applicable to vessels over 40' in length engaged in oceangoing voyages with a galley and berthing.

(*B). FINDINGS:

Items in bold below should be considered important items that may be costly to repair or restrict comfortable enjoyment of vessel and should be addressed in a timely manner.

General Comments and Maintenance:

- 1. High water alarms were sounded at the helm and were at a notably low volume. It would be prudent to adjust sound volume to ensure alarm will alert owners/crew while onboard.**

NOTE: Please see engine surveyor's report for further details.

COSMETIC ITEMS AND NORMAL WEAR & TEAR

(*C). FINDINGS:

General observations; All items listed below can be considered cosmetic in nature, part of regular maintenance, or "normal wear and tear" for a vessel of her type, age & use, and can be **addressed as desired** by vessel owner. Items below do not affect the safe operation of vessel or individually have any adverse effect on vessel valuation.

Underwater Hull Areas:

1. The vessel's anti-fouling coatings were found with small blisters scattered throughout the hull, most notably at the prop tunnels. Prop speed coatings were also found worn. Service and renew anti-fouling coatings for vessel hull and running gear during the next scheduled maintenance period.
2. The lower swim platform zinc anodes, hull bars, and starboard bow thruster zinc were found in worn condition and should be replaced. All sacrificial anodes should be replaced regularly or at 50% remaining service life. It was reported by the broker that zinc anodes were replaced by a diver after the survey was performed.
3. There were several rust stained fittings sighted at the underside of the swim platform. Clean and apply marine grade corrosion inhibitor to prevent further corrosion.

EXTERIOR**Bridge Deck Aft & Hard Top:**

1. There were minor stress cracks in the finish outboard of the starboard VHF antenna on the hard top.
2. Note: There was no non-skid finish installed on the hard top or ladder rungs.

Aft Deck & Swim Platform:

1. There was a minor chip repair in the aft finish below the port auxiliary station hatch.
2. The Vitrifrigo freezer hatch was iced over. Defrost, clean, and prove functional.
3. Minor stress cracks were in the outer edges of the transom door, and finish of the door did not match the adjacent transom finish.
4. There was light wear to the varnished finish of the table at the outer edges.
5. The Glendinning (powered shore power cable reel) did not work when tested during the survey but was proven with video evidence from the broker following the survey.

Sides & Foredeck:

1. The anchor windlass foot pedal remote did not work when tested and there was a replacement sighted onboard. It would be prudent to install and prove functional.
2. It was reported by the broker that there was an additional windlass remote in storage on the vessel that was not sighted or tested. Prove functional as desired.
3. Areas of uneven sheen were sighted in the house superstructure white finish above the side deck windows.
4. There was a minor crack in the teak panel outboard of the port side fuel locker and in the teak at the starboard chain locker aft hinge.
5. There were minor stress cracks outboard above the port upper corner of the forward facing window and there were poorly prepped black paint repairs outboard of the window with stress cracks below.
6. The frit (black film border) had perished around several forward facing windows. This is cosmetic in nature and can be repaired as desired.
7. Dry leak stains were forward in the chain locker.
8. The bow freshwater faucet did not have water pressure.

INTERIOR**Sky Lounge & Helm:**

1. The indicator light did not illuminate for the "Aft E/R" bilge pump remote switch at the helm.
2. Very minor dry leak stains were in the wood flooring.
3. Freezer hatches in both refrigerators were iced over. Defrost, clean, and prove functional as desired.

Salon, Dinette, & Galley:

1. The starboard window shade, outboard and above the forward end of the galley counter, had difficulty stowing in the raised position and wire tracks were found loose.
2. Hardware was stowed in the dishwasher and as such, the unit was not tested.
3. Multiple breaker switch indicator lights did not illuminate when tested.
4. The induction stovetop powered on but there was no cookware onboard to prove fully functional

Master Stateroom & Head:

1. Residual oil was noted inboard of both stabilizers. No active leaks were sighted. Clean and monitor regularly.
2. The aft speakers did not work when testing the Denon AV receiver. This may have been due to a zone setting.
3. There were minor cracks in the caulking at the white finish surrounding the port and starboard windows.
4. A minor stress crack was sighted in the stall shower basin finish.
5. Note: There were window shades and frames for the forward salon window stowed below the berth.

Forward Stateroom & Head:

1. Dry leak stains were noted port and starboard forward in the storage area below the berth. Clean and monitor.
2. There was a red liquid in the bow thruster bilge, most likely glycol, originating from below the air handler. No active leaks were sighted. Clean and monitor.

Port Stateroom:

1. There was a large brown stain in the overhead upholstery above the outboard berth and no active leaks were sighted. It would be prudent to remove adjacent panels to inspect for moisture intrusion and mildew growth.

Starboard Stateroom:

1. No sound was emitted from the outboard overhead speaker when testing the Fusion stereo.

Companionway, Bilge & Head:

1. There was moisture inside the washer, indicating it had been run before, but hardware was stowed inside the unit. As such, the unit was not tested.

Crew Area:

1. Dry leak stains were sighted overhead aft in the port locker.
2. The fire extinguisher stowed in the starboard locker should be properly mounted in a designated location.
3. There was no hot water pressure in the head sink or shower.

Lazarette/Steering:

1. There was evidence of previous leaks on the port rudder seal but no active leaks were sighted during the trial run. Clean and monitor.
2. Dry leak stains were noted at the port and starboard transom corners, the port lower transom hardware, and there was a slow active leak at the starboard fresh water hose backing plate. It was reported by the broker that the leak was sourced at the rub rail hardware and sealant renewed. Continue to monitor. It would also be prudent to clean corrosion and treat with a marine grade anticorrosion protectant.

Machinery Space:

1. Dry oil leak stains were noted inboard aft of the port main engine.
2. Minor chips were sighted in the battery box lid forward of the port main engine.
3. The forward overhead lights did not illuminate when tested.
4. A small amount of coolant was sighted in the forward bilge. Additionally, there was salt residue in the center and aft bilges. Clean and monitor regularly.
5. There was a dry oil leak stain outboard on top of the starboard main engine.
6. Minor corrosion was noted on the air conditioning raw water pump.
7. Tape was wrapped around several through-hulls. Most likely left over from when bilge coatings were applied.

Trial Run:

1. There was a slow leak on the port shaft seal whilst underway.
2. Note: It was reported by the broker that there was a Glendinning wireless remote control for the shorepower reel but the remote was not sighted. Source and prove functional as desired.

General Comments and Maintenance:

1. Bilges throughout the vessel would benefit from cleaning.
2. The exterior surface finishes were found in dull, oxidized condition, and would benefit from a compound polish and waxing, to restore the finish to yacht quality.
3. The AIS unit should be reprogrammed with the new owner's MMSI details.
4. It would be prudent to ensure that all manufacturer recommended maintenance and service intervals have been carried out by qualified technicians, including the main engines, transmissions, generator, stabilizers & air conditioning systems.
5. The exterior cushions were wrapped in plastic while stowed in the sky lounge and crew cabin. Exterior cushions and covers were not installed.
6. Note: GPS units installed on the vessel did not match the models in the manual and several DC systems appeared to be new. Upon further investigation, it was disclosed that vessel had previously been subject to a lightning strike. The broker produced extensive records and receipts outlining all work that was done to rectify any issues with DC electrical system. Unless otherwise noted in report, all systems were functioning correctly, and any issues due to lightning strike appear to have been completely rectified. AC electrical systems did not appear to have been affected as generator was not running at time of reported incident.

SECTION 8: **SUMMARY & VALUATION**

STATEMENT OF VALUATION:

1. The **"FAIR MARKET VALUE"** is the most probable price in terms of money which a vessel should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus.

The FAIR MARKET VALUE stated in this report was recorded from BUC Book Value Pro, NADA, Sold Boats and similar vessels this surveyor has recently surveyed, using the same or similar make, model, year and vessel builder. The following conditions are assumed;

- a. Buyer and seller are typically motivated.
- b. Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- c. A reasonable time is allowed for exposure in the open market.
- d. Payment is made in terms of cash in U.S. dollars or in terms of financial arrangements comparable thereto; and
- e. The price represents a normal consideration for the vessel sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is your surveyor's opinion that the **"FAIR MARKET VALUE"** of the subject vessel is:

\$3,300,000

Three Million, Three Hundred Thousand U.S. Dollars

The **"ESTIMATED REPLACEMENT COST"** indicates the retail cost of a new vessel of the same make/model with similar equipment offered by the same manufacturer.

"ESTIMATED REPLACEMENT COST" of the subject vessel is:

\$4,400,000

Four Million, Four Hundred Thousand U.S. Dollars

SUMMARY:

In accordance with the request for a marine survey of "INDIGO", for the purpose of evaluating its present condition and estimating its Fair Market Value and Replacement Cost, I herewith submit my conclusion based on the preceding report. The subject vessel was inspected on September 29th & 30th, 2026 and was found to be a well-constructed, appointed and comfortable vessel. The vessel is mostly well-kept, and the majority of scheduled maintenance has been completed with the exception of those items listed in "Findings & Recommendations" section.

Statement of Overall Rating of Condition:

After the survey of the vessel has been completed and findings have been organized in a logical manner, the surveyor develops an opinion of the **OVERALL VESSEL RATING OF CONDITION**.

The rating of condition, developed by BUC® RESEARCH, and accepted in the marine industry, for a vessel at the time of the survey, determines the adjustment to the range of base values in the BUC® USED BOAT PRICE GUIDE. The following guide is the accepted Marine Grading System of Condition and Equipment Scale described in the BUC® USED BOAT PRICE GUIDE:

- **“EXCELLENT (Bristol)”** Maintained in mint or Bristol fashion-usually better than factory new and loaded with extras - a rarity.
- **“ABOVE AVERAGE CONDITION”** Has had above average care and equipped with extra electrical or electronic gear.
- **“AVERAGE CONDITION”** Ready for sale requiring no unexpected work and normally equipped for her intended use.
- **“FAIR”** Requires maintenance to prepare for sale.
- **“POOR”** Substantial yard work required and devoid of extras.

As a result of my investigation, the items presented in the VESSEL and FINDINGS AND RECOMMENDATIONS sections of this survey, and by virtue of my experience, it is my opinion that this vessel warrants an OVERALL VESSEL RATING of:

“AVERAGE CONDITION” compared to similar vessels of age, type and usage.

SECTION 9:

SURVEYOR'S CERTIFICATION

I have made a personal inspection of the vessel that is the subject of this report.

I certify that, to the best of my knowledge and belief:

The market value appearing on the first page of the "VESSEL SPECIFICATIONS & GENERAL INFORMATION" section and in "SUMMARY & VALUATION" is based on the average selling price of a vessel of this type and size according to materials at hand, considering all extras and accessories fairly depreciated, and is intended for insurance and financial evaluation, but is not intended to influence the purchase or non-purchase of the vessel. If there is insufficient comparable sales data, valuation may be based on the "Cost" approach method.

The statements of fact contained in this report are true and correct.

The reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, unbiased professional analyses, opinions, and conclusions. I have no present or prospective interest in the vessel that is the subject of this report, and I have no personal interest or bias with respect to the parties involved.

My compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.

The survey is based on my opinion of the facts presented and discovered with no warranty either specified or implied. Latent defects not to be found without opening or removal of sheathing, joinery work, or other parts of this vessel, are not intended to be covered by this report. Unless otherwise stated, the surveyor made no actual measurements or calculations at the time of this inspection unless otherwise specified. Reported measurements and capacities were obtained from published sources including listing materials, Powerboat guide or online resources.

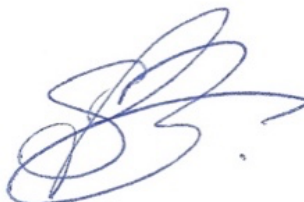
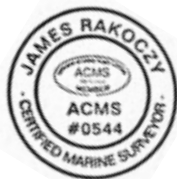
Neither the surveyor nor the Corporation guarantees the accuracy of this survey, or the condition of the vessel. Neither the Corporation, nor its officers, directors, surveyors, employees, representatives, or agents, under any circumstances whatsoever, are to be held responsible for any error of judgment, default or negligence of the Corporation's agents. Neither shall the Corporation nor its officers or directors, under any circumstances whatsoever, be held responsible for any unintentional omission, misrepresentation, or misstatement in any certificate or report.

This survey is issued without prejudice to the rights of whomever it may concern.

Respectfully submitted,



James Rakoczy
SAMS (SA), ACMS (#0554)
Attending Surveyor
October 7th, 2026



Simon Bridgwood
NAMS-CMS 109-1087, SAMS (SA)
Reviewing Surveyor
October 7th, 2026



SECTION 10:

PHOTOGRAPHS

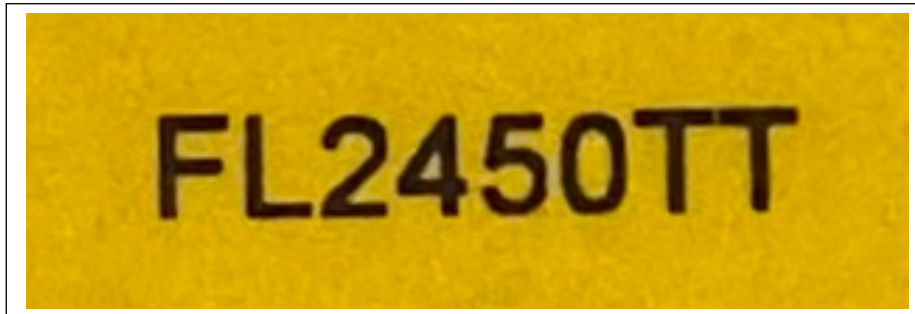
NOTE: This is only a sample of the photos taken on day of survey. Please refer to Dropbox folder that will be sent in conjunction with this report, for access to all remaining photos taken during survey inspection. Dropbox folder can also be accessed via attached link.

PHOTO LINK

HULL IDENTIFICATION NUMBER (HIN)



REGISTRATION NUMBER





PROFILE



BOW



STERN



HARD TOP



BRIDGE DECK AFT



BRIDGE DECK AFT



AFT DECK



AFT DECK



PORT SIDE DECK



STARBOARD SIDE DECK



FOREDECK



BOW & WINDLASS



SALON



SALON



DINETTE



GALLEY



SKYLOUNGE



HELM



MASTER STATEROOM



MASTER STATEROOM



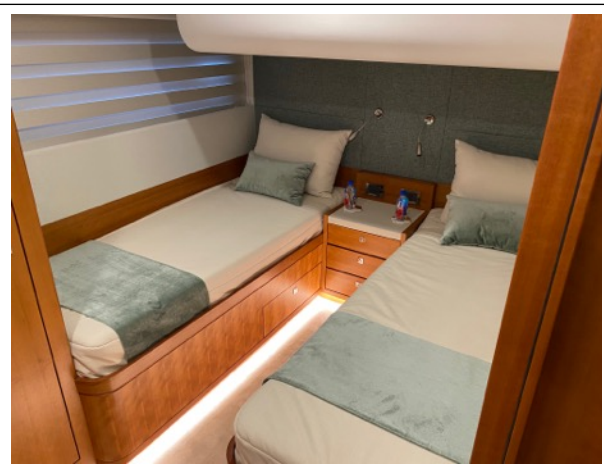
VIP STATEROOM



VIP STATEROOM



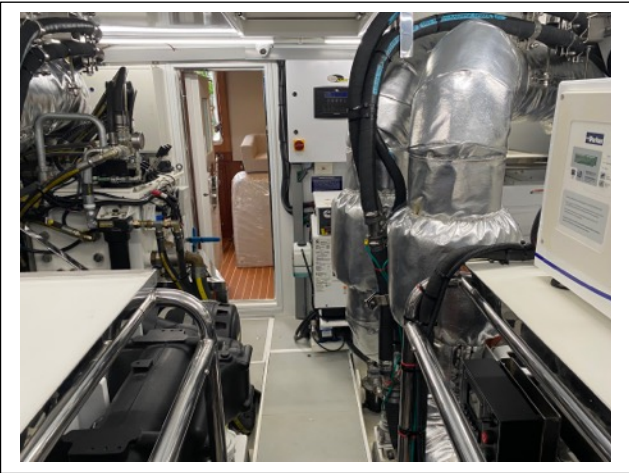
PORT STATEROOM



STARBOARD STATEROOM



MACHINERY SPACE



MACHINERY SPACE



MACHINERY SPACE



MACHINERY SPACE



PORT ENGINE SERIAL #



STARBOARD ENGINE SERIAL #



HAUL OUT



HAUL OUT



HAUL OUT



HAUL OUT



HAUL OUT



HAUL OUT