



File #: 282/26

VESSEL PRE-PURCHASE SURVEY REPORT

M/Y "BRANDI WINE" Hargrave 114'

Fort Lauderdale, FL, USA – October 6th, 2026

R E P O R T

issued without prejudice to our Principals.

Dear Mr. Josh Kuder,

This is to certify that I personally attended the model year 2009, 114-foot fiberglass hull, motor yacht built by Kha Shing Enterprises Co. (HIN – HCY14125G809).

The Vessel was inspected while afloat at 744 NE 20th Street, Fort Lauderdale, FL, during the haul-out at Bradford Marine, Fort Lauderdale, FL, and during the sea trial performed in the Atlantic Ocean. Examinations were done on the vessel of general condition only for the purpose of this study.

REASON

There was partial equipment tested and sea trial performed and is not to be considered a full condition survey. Please observe:

A full electrical survey was not performed.

A separate engines survey was performed by Topcat Motors.

A sea-trial was performed.

A haul-out was performed.

Date of inspection:

October 1st & 2nd 2026

The following Vessel Pre-Purchase Report is for the sole use of Mr. Josh Kuder and has been prepared strictly without any prejudice.

This examination was made by visual means only, without the removal of liners, machinery, bulkheads, or decking. The accuracy of the report is limited to the scope of the inspection.



Limiting Conditions

This is a summary pre-purchase report performed for valuation purposes.

The vessel was evaluated under the assumption that there was responsible ownership and management, competent crewing, and ongoing maintenance.

The pre-purchase evaluation was done without regard to any problems associated with the Americans with Disabilities Act (ADA) or violations of the ADA.

The surveyor may be unaware of any significant potential environmental hazards associated with this equipment.

The values noted below are based on the units reported and existing conditions as noted in the report and found during the survey.

No determination of stability, suitability, characteristics and/or structural integrity have been made, in addition no responsibility is assumed for latent defects of any nature.

The observations noted in this report have been ascertained from a non-destructive visual examination of the subject vessel, without removals or opening to expose parts ordinarily concealed, or opening or testing machinery.

Vessel equipment descriptions are included in the report for purposes of identification and classification. Descriptions are intended for informal purposes only, but are not intended to detail all conditions or list all features associated with each item described.

This report was prepared for the client of record, as noted, in order to provide an opinion of value under an assumed set of circumstances as requested and mutually agreed upon by that client. Any use of this report by others should be done so, only with the knowledge, that no liability or guarantees have been purchased by the owner of this report or through fees paid to the undersigned.

This report was made by the undersigned and will be considered as confidential. Copies of this report will only be made available to other parties with prior written consent of the purchaser/owner of this report.

Information supplied by others that are considered and utilized in construing this report is from sources believed to be reliable and no further responsibility is assumed for accuracy.

DEFINITION OF TERMS and ABBREVIATIONS

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

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).

FIT FOR INTENDED SERVICE: Service for which is intended by Survey Purchaser (present or prospective owner).

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 or structural discrepancies noted.

AVERAGE CONDITION: Denotes that the system, component, or item is functional as is with minor repairs.

POOR CONDITION: Unusable as is. Requires the replacement of a system for the component or item to be considered functional.

STBD: Starboard

FRWD: Forward

BLKD: Bulkhead

N/A: Not Available or Not Applicable

FRP: Fiber Reinforced Plastic



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VESSEL CHARACTERISTICS

The Motor Yacht "BRANDI WINE" is a semi-displacement motor yacht built in fiberglass by Kha Shing Enterprises Co., in Taiwan.



The yacht is a composite fiberglass cored hull, deck and superstructure with a raked bow, open main decks with walk-around teak laid side decks stepped to the foredeck, and a transom stern structure with a watertight door leading to the crew and engine room.

The top level is a bridge deck with a full electronics arch and motorized canvas sunroof.

Main salon and galley located on the main deck.

The master cabin, fwd VIP, port and stbd guest staterooms are located midship and accessed through the portside stairway from the salon. Each cabin has a dedicated head, the master has two (2) for a total of five (5) guest heads.

Crew accommodations are situated both fore and aft. There are two (2) fwd crew staterooms with a queen in the captain berth and double bunk cabin for crew both accessed via the stairway in the galley and includes two (2) starboard crew cabins, each with bunk berths and a shared head. Aft of the engine room and accessed through the transom there is one (1) crew cabin, with bunk berths and a shared head.

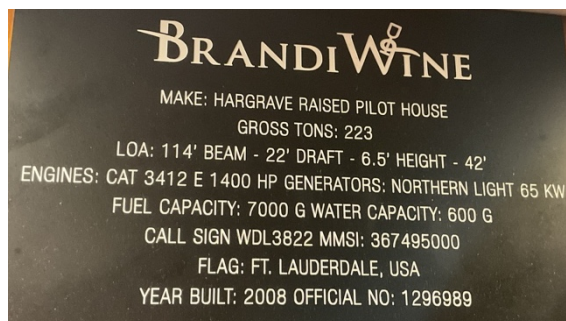
The vessel provides accommodations for ten (10) guests and five (5) crew members.

Name of Vessel: BRANDI WINE

Hull Identification Number (HIN): HCY14125G809



Official Number: 1296989



Flag:	US
Port of Call:	Fort Lauderdale
Kind of Vessel:	Motor Yacht
Year of Manufacture:	2008 (model year 2009)
Color:	White hull top sides, deck and superstructure.
Classification:	Unknown
Designer:	Kha Shing Enterprises Co.
Builder:	Kha Shing Enterprises Co.
Length Overall:	34.75 m - (114 ft)
LWL:	Unknown
Max Beam:	7.44 m - (24 ft 5 in)
Draft:	1.98 m - (6 ft 6 in)
Air Draft:	Unknown
Displacement (Laden):	Owner's manual: 127,005 kg - (280,000 lbs)
Engines:	Two (2) x CAT 3412E
S/N:	9KS04380 (port) 9KS04381 (STBD)

Fuel tank capacity: 26,497 L - (7,000 US gal) (Diesel)

Fresh Water tank capacity: 2,271 L - (600 US gal)

Weights and dimensions are taken from online publications. If any are in question, actual measurements should be taken by the concerned party.



HULL COMPOSITION AND STRUCTURE

Hull Material:	FRP with core sandwich reinforcement	Good condition
Engine Beds:	FRP with laminated steel reinforcement	Good condition
Frames:	Longitudinal stringers from bow to stern; transversal frames	Good condition
Decking:	Teak covered floor	Average condition
Superstructure:	FRP	Good condition
Hull/Deck Joint:	"Shoe box" type with chemical and mechanical bonding	Good condition
Cockpit:	Aft with teak covered floor	Average condition
Bulkheads (partition):	- LD: lazarette, crew quarters, engine room, aft master stateroom, VIP staterooms, Guest cabin, forward VIP cabin. - MD: Salon, galley.	Good condition
Bulkheads (watertight):	Collision, forward of technical room, transom	Good condition
Bottom:	Antifouling bottom paint, black color	Good condition
Structural Changes:	Not sighted	

Note: Bottom paint is properly primed and antifouling bottom paint is at about 80% of its life. The entire hull bottom was visually inspected and sounded with a phenolic hammer. No soft spots or delamination noted at this time. Internal structures were visually inspected where accessible. See "FINDINGS and RECOMMENDATIONS" section.

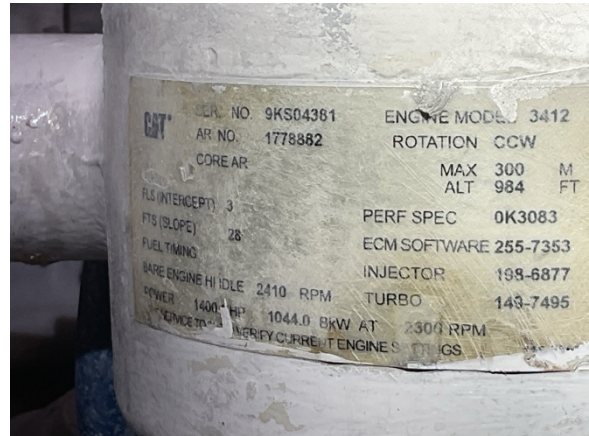
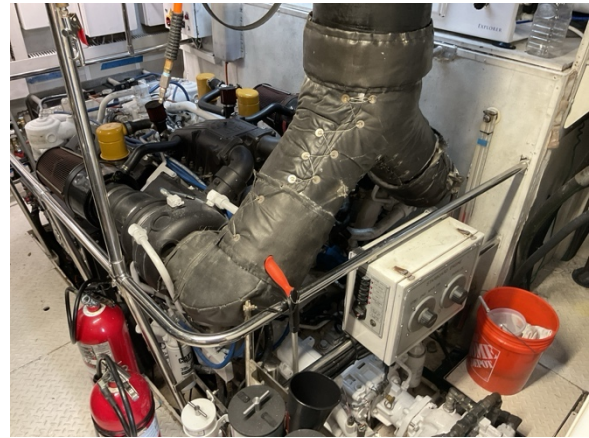




PROPULSION MACHINERY

Main Engines	Port	Starboard
Manufactured:	CAT	CAT
Model:	3412E	3412E
Engine Type:	27.0 L, V-12, 4-stroke, twin turbocharged and aftercooled diesel engine	27.0 L, V-12, 4-stroke, twin turbocharged and aftercooled diesel engine
Serial/Number:	9KS04380	9KS04381
Rated Horsepower:	1,400 bhp (1,044 kW) @ 2,300 rpm	1,400 bhp (1,044 kW) @ 2,300 rpm
Mfg. Year:	Unknown	Unknown
Engine Hours:	11,400 as per wheelhouse gauge 11,397 per mechanical surveyor's computer	N/A 11,547 per mechanical surveyor's computer
Gear Mfg.:	ZF	ZF
Gear Model N.:	ZF 2050 A	ZF 2050 A
Gear Serial N.:	50020918	50020917
Gear Ratio:	2.467:1A	2.467:1A

Note: The engines/ gear configuration is straight line with gear box direct mounted to engine. Refer to separate mechanical survey report for more information.



Engine Cooling System:

Two separate cooling circuits:

- Engine coolant
- Raw water with dedicated raw water intake (one (1) per engine) with strainer.
- Coolant cooling by raw water-cooled plate-core heat exchanger



Engine Exhaust System:	Stainless steel riser discharging on hull bottom
Ventilation and Blower:	There are two (2) aspirating blowers installed, one (1) per side—exhaust air out of the engine room. Side vents located on E/R hull sides.
Engine Controls:	GLENDINNING gear throttle electronic control. Main control is in wheelhouse. Secondary controls located in fly bridge station.
Engine Mounts:	Rubber vibration absorbing

Note: Systems above were visually inspected as well as tested at the dock and during trial run. See "FINDINGS and RECOMMENDATIONS" section.

RUNNING GEAR

	- Hydraulic system by SEASTAR model: PSC250-9 powered by PTO on the portside main engine. Port and STBD tillers are connected via tie bar. - Electro-hydraulic auxiliary 110V system, with pump by BALDOR RELIANCE, installed under the starboard generator. - SEASTAR model: HP 5810 in port side ER near Main Engine.	Good condition
Rudders:	Two (2) balanced style positioned outboard of shaft line.	Good condition
Propellers:	Two (2) x five (5) blade propellers	Good condition
Shafting:	Two (2) x 4-inch straight shaft supported by one (1) strut per side. TIDES MARINE raw water lubricated dripless shaft seals;	Good condition
Trim Tabs:	Not installed	
Thrusters:	Electro-hydraulic bow thruster by NAIAD MARINE – model: VT40 – 24Vdc – s/n: 06125379.	Good condition

Note: Running gear was visually inspected as well as tested during trial run.





FUEL SYSTEM

Fuel Lines:	Predominantly fire insulated flexible hoses with copper fittings.	Average condition
Tanks:	- Six (6) x SS tanks. Total capacity is 26,497 L - (7,000 US gal) (Diesel) - Foyer tank 5224 L – (1380 Gal) - Master cabin tank 2725 L (720 Gal) - Port FWD wing 757 L – (200 Gal) - Stbd FWD wing 757 L – (200 Gal) - E/R PORT 6,132 L – (1,620 Gal) - E/R STBD 6,132 L – (1,620 Gal)	Good condition
Ventilation:	On hull sides	Good condition
Filtration:	- Two (2) per engine (four (4) total) PARKER RACOR 751000FV filters located inboard of each engine. - One (1) per generator (two (2) total) PARKER RACOR 500 MA filters located forward of each generator. - One (1) center generator PARKER RACOR model: R20P filter located in center bilge STBD side	Good condition
Shut-off Valves:	- Fuel supply and return manifolds, located in the forward engine room bulkhead. - Fuel shut-off valves to interconnect the port aft and port forward engine room fuel tanks, as well as the starboard aft and starboard forward engine room fuel tanks.	Good condition
Fuel Overflow:	Return manifold in the forward engine room bulkhead at center.	Good condition
Fuel transfer:	Fuel transfer system in stbd aft cockpit	Good condition

Note: Fuel system was visually inspected and system operation tested during trial run. See "FINDINGS and RECOMMENDATIONS" section.

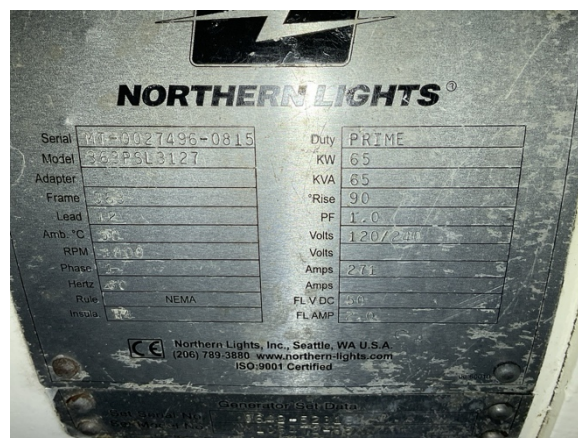
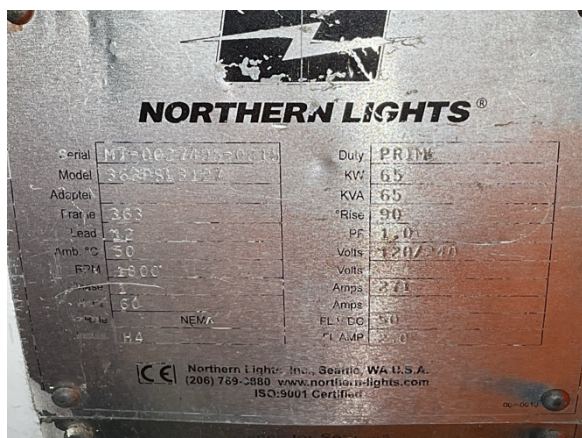


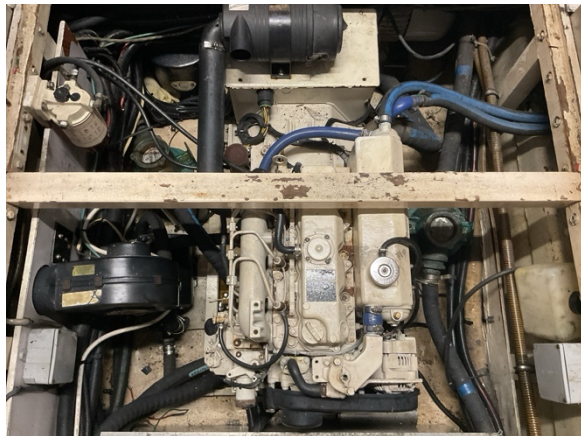
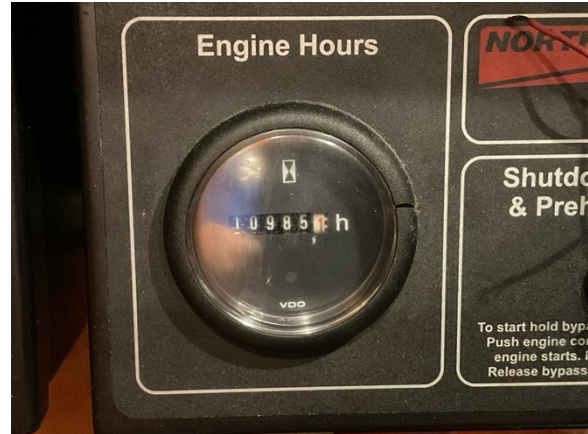
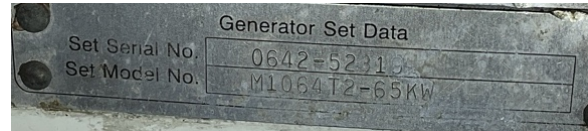
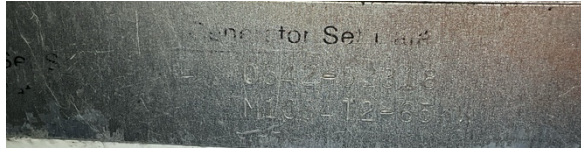


GENERATORS

No of Sets:	Three (3)		
Position	Port side	Center	STBD side
Manufacturer:	NORTHERN LIGHTS	PHASOR	NORTHERN LIGHTS
Model:	363PSL3127	V2003-M-BGET02E	363PSL3127
Serial number:	MT-0027495-0815	Unknown	MT-0027496-0815
Rating:	65 KW	24.3 KW	65 KW
Year:	Unknown	Unknown	Unknown
Hours:	11,145 as per meter	7,876.8 as per meter	10,985.1 as per meter

Note: Generators were started and stopped from their local control panels. Generators were visually inspected and load tested during the inspection.







GROUND TACKLE

Windlass:	Two (2) x MAXWELL - hydraulic	Good condition
Anchors:	Two (2) x Stainless steel, Pool style (unknown weight)	Good condition
Rode:	Chain	Not sighted
Davit:	LEESON Electro-hydraulic on the flybridge port side, pump installed in lazaret.	Good condition
Other Ground tackle/deck gear:	Cleats: - Two (2) at bow - One (1) per side (two (2) total) at midship - One (1) per side (two (2) total) aft cockpit - One (1) per side (two (2) total) swim platform One (1) MAXWELL 4000 24V capstan per side (total of two (2)) in cockpit	Good condition

Note: Anchor was deployed using windlass controls in wheelhouse and flybridge station.





DEWATERING SYSTEMS

Pumps:	E/R & ECR:	Average condition
	- FWD: One (1) x RULE 3700GPH 24V automatically operated by SUPERSWITCH float switch. - AFT: One (1) x RULE 3700GPH 24V automatically operated by SUPERSWITCH float switch. - ECR: One (1) x RULE 3700GPH 24V automatically operated by SUPERSWITCH float switch.	
	Crew (located aft of the E/R entrance): - FWD: One (1) x RULE 3700GPH 24V automatically operated by SUPERSWITCH float switch.	
	Midship (located in the Master cabin bilge) - Master: One (1) x RULE 3700GPH 24V automatically operated by SUPERSWITCH float switch. - VIP: One (1) x Pump 24V automatically operated by SUPERSWITCH float switch.	
Alarms:	- One (1) x floating switch style high water alarm sensor in the engine control room.	Good condition???

Note: See "FINDINGS and RECOMMENDATIONS" section.

Bow bilge pump



FWD engine room bilge pump



Crew forward bilge pump



AFT engine room bilge pump



ECR bilge pump



Lazarette bilge pump



SAFETY EQUIPMENT

International running light:	Green side light, red side light, white stern light, white masthead light, 360 white anchor light;	Good condition
Personal Flotation Device (PFD):	Two (2) Adult type V inflatable in the forward VIP Two (2) Adult type V inflatable in the Master Two (2) Adult type V inflatable in the portside VIP Two (2) Adult type V inflatable in the STBD VIP One (1) Adult type V inflatable in the Captain cabin Two (2) Adult type V inflatable in the crew cabin Seven (7) adult Type I in the aft cockpit One (1) child type I in the aft cockpit	Good condition
Throwable Devices:	- One (1) x donut throwable with floating line at flybridge helm	Good condition



	- Two (2) x donut throwable Type IV in the aft technical space. - One (1) x donut throwable in the cockpit	
Sound Signals:	Fixed electric horn, air horn	Good condition
Visual Distress Signals:	Flares kit (exp. August 2022)	Poor condition
Vapor Detector, Gasoline, Propane, Carbon Monoxide, etc	Carbon monoxide sensor in the staterooms. Main control panel in doghouse.	Good condition
Life Raft/ Floats:	Four (4) x REVERE SURVIVAL – model: Offshore Commander 2.0 – 6 person – s/n: 79142211, 79082668, 79140392, 79148268 (Next service: 11-2027)	Good condition
Life Lines and Harnesses:	One (1) in cockpit	Good condition
Fire Suppression (fixed):	One (1) x 106 LT fixed tank in port side aft ER (Certification expires September 2027)	Good condition
Fire Suppression (portable):	- Two (2) x 5Lb 5-B:C Carbon Dioxide fire extinguisher in the engine room. - One (1) x 10Lb 10-B:C Carbon Dioxide fire extinguisher in the crew hallway - One (1) x 4lb 4A:80B:C ABC powder fire extinguisher in the crew hallway - One (1) x 5lb 3-A:40B:C ABC powder fire extinguisher in the wheelhouse - One (1) x 5lb 3-A:40B:C ABC powder fire extinguisher in doghouse - One (1) x 5lb 3-A:40B:C ABC powder fire extinguisher in the starboard aft crew cabin. - One (1) x 5lb 3-A:40B:C ABC powder fire extinguisher in the captain's cabin. - One (1) x 5lb 1-A:10-B:C powder fire extinguisher in the cockpit. - One (1) x 5lb 3-A:40-B:C ABC powder fire extinguisher in the Master cabin. - One (1) x 1Kg 1-A:10-B:C powder fire extinguisher in the forward VIP stateroom. - One (1) x 1Kg 1-A:10-B:C powder fire extinguisher in the portside VIP stateroom. - One (1) x 1Kg 1-A:10-B:C powder fire extinguisher in the STBD VIP stateroom	Good condition



- One (1) x 2Kg Carbon Dioxide 21B in doghouse port side FWD of salon

(Certification expires September 2027)

Navigation Rules:	On board	Good condition
Re-boarding Ladder:	Manual in transom	Good condition
Other Survival Equipment:	One (1) ACR EPIRB GLOBAL FIX V4 (battery expires Sep. 2029) located on the flybridge	Good condition

Note: See "FINDINGS and RECOMMENDATIONS" section.

ELECTRONICS, COMMUNICATION and NAVIGATION

Chart Plotter:	Wheelhouse: - Four (4) 17" screen for GARMIN model: GPSMAP8700 s/n: 345166642 & 3456032405 & 2454166637 charts. - One (1) 17" screen for FURUNO model: TZX2BBPH charts. - One (1) 17" screen for TIME ZERO Captain cabin: - One (1) by GARMIN model: GPSMAP8612, 12" display MFD s/n:3401765318 Flybridge: - One (1) GARMIN GPSMAP 8700 17" screen s/n: 3454166635 - One (1) FURUNO TZX2BBPH 17" screen	Average condition
Radar:	GARMIN FANTOM 124 FURUNO	Good condition
Depth Sounder:	AIRMAR transducer, repeated on FURUNO and GARMIN	Good condition
Compass:	Wheelhouse: VIKING COMPASS Flybridge: DANFORTH CONSTELLATION	Good condition
Speed Log:	AIRMAR sensor. Repeated on GARMIN and FURUNO	Good condition
Marine Radio:	Wheelhouse: ICOM IC-M510 Flybridge: ICOM IC-M510	Good condition
Autopilot:	Wheelhouse: SIMRAD AP70MK2 Flybridge: SIMRAD AP70MK2	Good condition



Wipers:	Three (3) wiper blades by EXALTO	Good condition
Spotlight:	Two (2) x ACR model: RCL-100 LED operable from wheelhouse and flybridge	Good condition
Wind:	GARMIN GMI20 at wheelhouse	Good condition
Monitoring System:	Wheelhouse: Two (2) CAT screens Flybridge: Two (2) CAT screens Control room: Two (2) CAT screens	Poor condition
Other:	- Wheelhouse controls: horn, winch up/down, blower, wiper and wash, lights: compass, navigation, side, center, cockpit, bilge pumps: Lazaret, ECR, fwd ER, aft ER, master center bilge, VIP and crew bilge. Engines monitors, engines throttles, engines start/stop, emergency stop, alarm acknowledge and override, bow thruster, tiller, stabilizer controller, search lights controller. - Flybridge: horn, winch up/down, blower, wiper and wash, lights: compass, navigation, side, center, cockpit, bilge pumps: Lazaret, ECR, fwd ER, aft ER, master center bilge, VIP and crew bilge. Engines monitors, engines throttles, engines start/stop, emergency stop, alarm acknowledge and override, bow thruster, tiller, stabilizer controller, search lights controller.	Good condition

Note: Electronics and navigation equipment on-board were tested at the dock as well as during trial run operations. See "FINDINGS and RECOMMENDATIONS" section.



THROUGH-HULLS & RAW WATER SYSTEM

Hull bottom Penetrations

Sea Chest:	The sea chest supplies raw water to all onboard systems requiring it, including the air conditioning pumps, main engines, generators, and watermaker. Each line at the sea chest is fitted with an individual ball valve.	Average condition
Other:	Conventional threaded bronze or nickel bronze through-hull, raw water seacock: - Black water discharges - Gray water discharges	Good condition

Note: Thru-hull valves were visually inspected and operated. Strainers, connecting hoses and fittings were visually inspected. Internal component's conditions cannot be assessed without parts disassembly. See "FINDINGS and RECOMMENDATIONS" section.

Main engine through hulls



Sea chest



Port side generator strainer



Stbd side generator strainer



ELECTRICAL

AC Systems

Ignition Protection:	Not required in diesel fuel or engine compartments.	
AC Panel:	Main 115/230Vac panels in the engine room	Good condition
AC/DC Bond:	The AC and DC system grounds are bonded as required.	Good condition
Neutral/Ground:	As required, AC neutral and grounding conductors are not bonded on the vessel.	Good condition
G.F.C.I.	In wet areas (heads and galley)	Good condition
Other Outlets:	110V throughout boat in working condition	Good condition
Battery Chargers:	- One (1) x VICTRON ENERGY Skylla-I – 24V for the service batteries. - One (1) x PROMARINER ProNautic 23.30P for the engines - One (1) x PROMARINER ProNautic 23.30P for the generators	Good condition
Inverter:	XANTREX SINE WAVE INVERTER 1000 W located in the doghouse.	Good condition
Source:	- Two (2) x 100Amp shore power each with CM-8 Cablemaster by GLENDINNING. - One (1) x 100Amp shore power connection in the bow.	Good condition

Note: See "FINDINGS and RECOMMENDATIONS" section.

Service batteries charger



Engine and generator battery chargers



AC control panel in ECR



Electrical panel in doghouse



Power converter in doghouse



DC Systems

Ignition Protection:	Not required in diesel fuel or engine compartments.	
DC Panel:	Main 24Vdc panel located in the engine control room.	Good condition
Alternator:	One (1) per engine (total of two (2)).	Good condition
Battery Switches	- Port, starboard & parallel main engine battery switches in the E/R, aft of each main engine. - Port, starboard & parallel generator switches in the E/R beneath the generators.	Good condition
Batteries:	Four (4) x 12V ODYSSEY ODS-AGM470FTT batteries connected in series and parallel to provide 24V to service battery bank.	Average condition

- Four (4) x 12V ODYSSEY ODS-AGM470FTT batteries connected in series and parallel to provide 24V to engine battery bank.
- Two (2) x 12V by BATTERY PLUS model: SLI34AGMDPM battery for the portside and center generator.
- Two (2) x 12V by BATTERY PLUS model: SLI34AGMDPM battery for the STBD generator.

Converter

Two (2) by NEWMAR model:32-12-50 DC/DC

Good condition

Note: Batteries were load tested using AUTOMETER SB-300 battery analyzer. See "FINDINGS and RECOMMENDATIONS" section.

Starting and service batteries



DC 12/24 panel in Wheelhouse



Port and center generator battery



STBD generator battery



Electrical panel in ECR



Electrical panel in doghouse



CORROSION PROTECTION

Anodes:	Two (2) per propeller shaft (four (4) total) Two (2) on transom. Two (2) each rudder (total of four (4))	Average condition
Bonding:	Underwater metals are only partially bonded.	Average condition
Transformer:	N/a	
Galvanic Isolator:	Not sighted	

Note: Anodes were visually inspected during haul-out. Underwater metal bonding was inspected with the use of a multi-meter, measuring continuity during haul-out. See "FINDINGS and RECOMMENDATIONS" section.

OTHER MECHANICAL

Air compressor:	HUSKY 120VAC with holding tank.	Good condition
Security	N/a	
Stabilizer system:	Electro-hydraulic stabilizer fins and thrusters by NAIAD MARINE – S.O. Number: S-12256 – model: 420/15.8 – 24Vdc – s/n: 06125379.	Good condition
Under Water Lights:	Nine (9) x SEAVISION 24V underwater lights - Five (5) on the transom - Two (2) per side total of four (4)	Average condition



Galley: TV SAMSUNG 42" Apple TV DIRECT TV Two (2) x In-ceiling speakers	Good condition
Master Cabin: TV SAMSUNG 43" Two (2) x In-ceiling speakers BOSE soundbar Apple TV	Good condition
STBD guest: TV INSIGNIA 24" DIRECT TV+HD BOSE sound bar Apple TV	Good condition
Port guest: TV INSIGNIA 24" DIRECT TV+HD BOSE sound bar Apple TV	Good condition
VIP: TV INSIGNIA 24" DIRECT TV+HD BOSE sound bar Apple TV	Good condition
Captain: TV SAMSUNG 42" DIRECT TV+HD BOSE sound bar Apple TV	Good condition
Helm station: TV HISENSE 40" Two (2) overhead speakers	Good condition
<u>Exterior</u>	
Mast: STARLINK antenna	Good condition
Cockpit: Four (4) x FUSION In-ceiling speakers 22" INSIGNIA TV BOSE soundbar	Good condition
Flybridge: Six (6) overhead speakers in T-top FUSION MS-NRX200i receiver	Average condition

Note: Interior furniture and soft goods were visually inspected. Systems listed above were visually inspected, where accessible, and operated. See "FINDINGS and RECOMMENDATIONS" section.

GALLEY

Refrigeration:	TRUE T-23F-HC side by side stainless steel refrigerator/freezer (Temperature reading measured at 37F and 0F)	Good condition
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Stove:	- FRIGIDAIRE induction five (5) burners cooktop	Good condition
	- KENMORE Microwave oven	
	- KITCHENAID oven	
Other:	Galley:	Good condition
	- Extractor hood by GE	
	- Dish washer FISHER & PAYKEL	
	- HOSHIZAKI icemaker in ECR (Ice production was confirmed)	
	- Trash compactor by GE model: UCG1520NSS s/n: GV900506J	
	- Two (2) x SUBZERO 700 BR refrigerator/freezer drawers	Good condition
	Aft cockpit:	
	- Refrigerator unknown make/model 41F	Good condition
	Crew quarters:	
	- Dryer by MIELE – 120V – 60Hz - model: TWB120WP – s/n: 10972580.	
	- Washer by MIELE – model: XD160 – s/n: 11614070.	
	Flybridge:	
	- Grill by BULL with gas propane	
	Guest corridor:	Powered on
	- MIELE T1 dryer	
	- MIELE W1 washing machine	Good condition
	Upper salon:	
	- Two (2) SUBZERO wine chiller. S/N: GT007590 115/60/1 (Temperature reading of 50F&38F and 57F&38F recorded)	
	- Ice Maker by MANITOWOC model: SMS050A002 s/n:310219041 (Ice production was confirmed)	

Note: Refrigerators were visually inspected and operating temperatures taken using an infrared thermometer. All other systems listed above were visually inspected and operated. See "FINDINGS and RECOMMENDATIONS" section.

SANITATION

Heads:	Total of nine (9) heads HEADHUNTER Royal flush freshwater flush system.	Good condition
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Shower:	One (1) per head except day heads (seven (7) total) One (1) handheld shower at swim platform	Good condition
Fresh Water:	No. of tanks: one (1) Capacity: 2,271 L - (600 US gal) Construction: SS Location: crew quarters bilge Pumps (installed in the Master cabin bilge): - Two (2) x HEADHUNTER Mach5 – M5 – 115/60Hz; - One (1) x HEADHUNTER 24Vdc; Other: - Two (2) x composite pressure storage tanks – model: AVF-6 by HEADHUNTER, installed in the bilge of master cabin.	Good condition
Water Heater:	- One (1) x RHEEM 30 gallon – 4500W - 240Vac – with pressure relief valve. Located in the fwd crew space. - One (1) x BRADFORD WHITE 40 gallon – 4500W - 240Vac – with pressure relief valve. Located in the control room.	Good condition
Gray Water:	- Gray water from guest cabins is collected in individual sump box–style tanks located in various bilge compartments throughout the vessel. - Dedicated gray water tank serves the crew quarters, with its tank and pump installed beneath the steering system in the lazarette.	Good condition
Black Water:	No. of tanks: one (1) Location: midship by VIP Pumps: - HEADHUNTER – model: THR – for the crew area. - Discharge pump by HEADHUNTER – model: TOR-1P60. Pump used also to pump to waste treatment system.	Good condition
Waste treatment:	Waste treatment plant by HEADHUNTER – TidalWave – model: TW-200 – s/n: 1476, installed under the VIP	Good condition

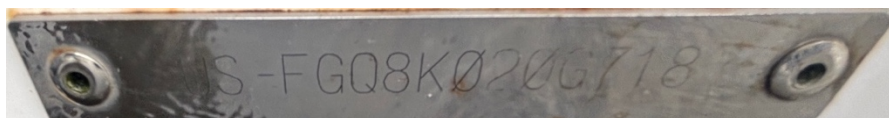
Note: See "FINDINGS and RECOMMENDATIONS" section.

TENDERS

Registration	Unknown	Good condition
Manufacturer:	FOUNTAIN	



HIN: US-FGQ8K020G718



Year make: 2018
Description: 38'
Motor: Three (3) YAMAHA F300
s/n: 1015037 (port) 1006231 (center) 1009472 (stbd)
(562 total hours)

JETSKI I

Registration Unknown Good condition
Manufacturer: YAMAHA
HIN: US-YAMA2293J223



Year make: 2023
Description: VX waverunner
Motor: YAMAHA TR1

JETSKI II

Registration Unknown Good condition
Manufacturer: YAMAHA
HIN: US-YAMA2258J223



Year make: 2023
Description: VX waverunner
Motor: YAMAHA TR1



FINDINGS AND RECOMMENDATIONS

SAFETY:

FINDING:

- 1 The engine room escape hatch was missing the bracket that holds the escape ladder in position.

RECOMMENDATION:

Install an appropriate bracket to secure the ladder so the escape hatch can be used as intended in an emergency.



FIRE SUPPRESSION:

FINDING:

- 2 A loose, unsecured fire extinguisher was observed in the engine room.

RECOMMENDATION:

Install a proper mounting bracket to secure the extinguisher and keep it readily accessible in an emergency.



ENGINE ROOM and MACHINERY:

FINDING:

- 3 Excessive oil accumulation was observed in the forward engine room bilge.

RECOMMENDATION:

Remove the oil promptly to prevent accidental overboard discharge. Trace the source of the leak and repair as needed.





4	The aft engine room bilge pump was not secured to its base, and the second metal mounting clamp was broken.	Repair or replace the broken clamp and properly secure the pump to its base to prevent failure in service.	
5	The positive terminal on the starboard outboard battery was severely deformed, with black smoke residue around the stud. Excessive oil was also observed on top of the battery.	Clean the oil from the battery and replace the battery cable without delay. Inspect the terminal stud and replace the battery as needed.	
6	Neither of the two main generator sea strainers were secured in place.	Securely mount the strainers to prevent excessive stress on the connected hoses, which could lead to hose failure and flooding.	
7	The night generator raw water intake hose was broken and deteriorated.	Replace with marine-grade hose rated for the application.	
8	The starboard engine coolant overflow tank was not properly mounted.	Securely mount the tank.	



9	Both port engine fuel hoses were deteriorated and cracked.	Replace without delay with marine-rated fuel hose meeting ABYC requirements to prevent fuel leakage into the engine room. 	 
10	The starboard engine fuel hose was cracked and swollen.	Replace without delay with marine-rated fuel hose meeting ABYC requirements to prevent fuel leakage into the engine room.	
11	The generator fuel hoses were cracked and deteriorated.	Replace without delay with marine-rated fuel hose meeting ABYC requirements to prevent fuel leakage into the engine room.	
12	The night generator coolant overflow/expansion tank was not properly mounted, and its flange was broken.	Replace the tank and mount it properly to prevent coolant from discharging into the bilge and, via the bilge pump, overboard.	



13	Excessive oil was observed at the base of the night generator.	Clean the oil, identify the source of the leak, and repair as needed.	
14	The 90-degree crossover valve fittings for the port and starboard outboard fuel tanks in the engine room were excessively corroded, and the associated fuel hoses were cracked and degraded.	Replace the 90-degree fittings and fuel hoses, and service or replace the valves as needed.	   
15	A manifold pressure gauge on the A/C chilled water loop was approximately seven-eighths filled with fluid.	Replace the gauge.	
16	The master fuel tank gauge cover was missing.	Install an appropriate cover.	

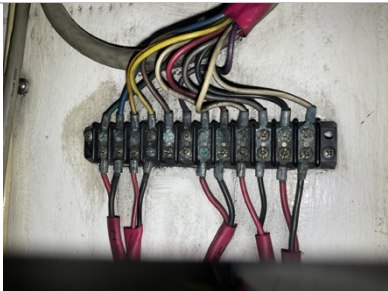
17	Neither the port nor the starboard main engine sea strainer was mounted.	Securely mount the strainers to prevent excessive stress on the connected hoses, which could lead to hose failure and flooding.	
18	Coolant leakage and multiple areas of corrosion were observed on the lower frame of the port generator.	Inspect the cooling lines for leaks and loose connections and repair as needed. Remove the corrosion, prime and paint the affected areas, and apply corrosion inhibitor to any exposed metal.	 
19	The main engine through-hull valves were inoperable.	Service or replace the through-hull valves.	
20	Loose wires were observed hanging near the battery chargers on the forward engine room bulkhead.	Trace the loose wires and reconnect or remove them as necessary.	



21	On the center generator exhaust system, a hose clamp on the outboard discharge line was broken and the connection was not double-clamped.	Replace the broken clamp and install double clamps at all exhaust hose connections in accordance with ABYC standards. Replace hose fittings as needed.  	
22	The port generator exhaust lines were missing double clamps, and the stand supporting the mixing box was not secured to the deck.	Install the missing clamps in accordance with ABYC standards and secure the mixing box stand to the deck/structure to prevent loosening or damage from vibration in service.  	 
23	The underside of the deck plates was worn.	Monitor and recoat the deck plates to preserve the integrity of the wood. 	



24	The starboard engine room lighting was not in a safe condition.	Replace the flickering lamp and install a cover over the exposed bulb.	
25	Delamination was observed in the wood framing around the starboard tank.	Replace the affected wood framing to prevent failure. As this framing supports the watermaker, consider an alternative material less susceptible to damage from leaks.	
26	The starboard generator battery box cover was not properly secured, and a loose, unlabeled cable was observed.	Secure the battery box cover to prevent battery movement, and secure and insulate the loose cable. Remove the cable and associated connections if no longer in use.	
27	Accumulated oil was observed on the lower frame of the port generator.	Perform a full inspection, identify the source of the leak, and repair or replace components as needed.	
28	Double clamps were missing at the water/mixing box connections on the port generator exhaust lines.	Install double clamps as needed.	

29	A fire suppression system pipe was not supported by its bracket; at the time of inspection, the bracket was approximately 2 inches away from the pipe.	Fabricate or adjust a bracket to secure the pipe in its correct position so the system performs as designed in an emergency.	
30	Excessive corrosion was observed on the positive and negative connections on bar next to the A/C circulating pump in the port side engine room.	Clean all connections and replace broken or corroded terminals.	
31	The chiller line hose in the port aft engine room, behind the generator, showed deterioration, with wet areas dripping into the bilge.	Remove the deteriorated insulation and install proper insulation around the chiller hose.	 
32	The black water pump bracket was broken.	Source replacement parts if available; otherwise, replace the complete assembly.	 



33	A loose power outlet was observed in the bilge compartment of the VIP stateroom.	Repair or replace components as needed to secure the outlet.	
34	Surface rust and corrosion were observed on the engine mounts (silent blocks).	Remove the rust and corrosion, prime and paint, and apply rust inhibitor where needed. Verify the torque of each engine mount bolt to the manufacturer's specifications.	

BOTTOM and RUNNING GEARS:**FINDING:****RECOMMENDATION:**

35	Bottom paint was peeling on the starboard fin.	Touch up the bottom paint as needed.	
36	The shaft zinc anodes had approximately 30% of their service life remaining.	Replace the port and starboard shaft anodes to prevent their complete loss and subsequent corrosion of the running gear hardware.	 



37	The port forward, starboard forward, and farthest starboard outboard lights on the transom were inoperable.	Investigate further and replace the power supply and/or lamps as necessary to restore function.	 
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EXTERIORS:**FINDING:****RECOMMENDATION:**

38	The exterior topcoat was faded throughout, with various gelcoat cracks and scratches.	Prep and refinish the vessel's exterior.	
39	Gelcoat and fiberglass damage was observed along the centerline of the transom swim step.	Repair the damaged gelcoat and fiberglass and refinish.	 
40	Chipped and flaking paint was observed on the transom.	Prep and refinish the affected area.	



41	Topcoat and gelcoat damage was observed on the starboard aft topsides near the transom.	Repair the damaged areas and refinish.	
42	Gelcoat damage was observed on the lower supports of the port and starboard handrails for the transom steps.	Repair the damaged gelcoat and refinish.	   
43	The Fusion audio receiver on the flybridge was inoperable.	As the vessel's audio system is operated via an app through the Crestron receiver, remove or replace the Fusion receiver as desired.	
44	Topcoat damage was observed on the starboard side of the weathertight hatch between the transom and the engine room.	Prep and recoat with an appropriate coating system.	



			
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INTERIORS:**WHEELHOUSE:****FINDING:****RECOMMENDATION:**

45	An active water leak was observed at a window seal of the hatch between the flybridge and the helm station, with evidence of previous water intrusion and damage to the woodwork surrounding the companionway hatch.	Repair the leaking hatch and the surrounding interior woodwork.	
46	Evidence of previous water intrusion or sun damage was observed on the helm station windshield frames.	Leak test each windshield, repair any areas of water ingress, and refinish the windshield frames.	
47	The TimeZero system was reported by the captain to be inoperable at the time of survey.	Perform full troubleshooting and repair or replace components as needed.	



48	None of the CAT monitoring screens were operational; the original screens had been removed and loaner units were provided for the sea trial. Starboard engine data did not display on the CAT screens.	Have a qualified CAT technician further investigate, diagnose, and repair.	
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MASTER STATEROOM:**FINDING:**

- 49 The master bathtub faucet was inoperable, and operation of the whirlpool (jacuzzi) tub could not be verified.

RECOMMENDATION:

Investigate further, including the freshwater distribution manifold, and repair or replace components as necessary to restore water flow. Fill the tub and verify operation of the jets.

**STBD GUEST STATEROOM:****FINDING:**

- 50 The head door stopper attached to the cabinet was broken and loose.

RECOMMENDATION:

Reattach the stopper securely to restore the magnetic door catch and prevent the door from closing unintentionally.

**VIP STATEROOM:****FINDING:****RECOMMENDATION:**



51	The mirror on the outboard side of the bed showed desilvering.	Replace the mirror if desired.	
52	The cabinet light was inoperable.	Inspect the switch and lamp and replace components as needed.	

CREW:**FINDING:****RECOMMENDATION:**

53	The junction box for the hydraulic actuators in the bilge below the forward crew quarters was broken, with the cover missing.	Replace the junction box cover.	
54	Water damaged wall coverings were observed in the aft crew quarters.	Check for water leaks and repair the wall coverings to match the surrounding areas.	



55	An overhead light fixture was missing in the aft crew quarters, with evidence of previous water intrusion.	Replace the light fixture, ensuring the wiring complies with ABYC standards.	
56	Excessive water and an active leak were observed during a rainstorm at the overhead of the port bulkhead in the aft crew head.	Trace and stop the source of water intrusion, and clean the areas exposed to water.	 
57	Excessive standing water and an active drip were observed on the starboard side of the control room/aft crew quarters.	Trace and stop the source of water intrusion, and clean the areas exposed to water.	  



SEA TRIAL

Weather conditions: ESE 13 – 21 mph, 3.6' waves at 4.3 seconds. Mostly cloudy skies and temperature of 85 F. Total of seven (7) people on board. Fuel approximately 3,500 gallons (50%). Water approximately 450 gal (75%).

	RPM	LOAD [%]		CONS. [Gal/h]		SPEED [Kts]
idle	600	11	10	3.3	3.3	5.2
	800	19	15	7.4	6.5	5.4
	1000	20	20	7.0	7.0	6.8
	1200	27	23	11	10	7.6
	1400	32	38	18	18	8.5
	1600	35	30	24	24	10.0
	1800	42	42	33	33	11.4
	2000	55	55	43	43	12.9
	2100	61	61	45	45	13.6
	2200	85	85	55	55	14.3
wot	2344	86	86	63	63	16.2

Note: Load, and fuel burn data from the CAT screen was not accurate. Load and fuel burn data provided in this chart was supplied by Topcat Motors.

Turning test	OK
Trim tabs	OK
Bow Thruster	OK
Stern Thruster	n/a
Back up test	OK
Alternators P- S.	OK

FINDING:

RECOMMENDATION:

58	Both engines reached rated RPM; however, engine load at wide-open throttle was only 86%.	Refer to the Topcat Motors report for further details.	
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VESSEL RATING OF CONDITIONS

The following is the accepted marine rating system of condition:

EXCELLENT: 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 and electronic gear

AVERAGE CONDITION: Ready for sale requiring no major repairs and normally equipped for its size

FAIR: Requires usual maintenance to prepare for sale

POOR: Substantial yard work required and devoid of extras

RESTORABLE: Enough of hull and engine exists to restore the boat to useable condition.

It is the opinion of this undersigned independent marine surveyor that, as shown in the recommendations as in the above section "FINDINGS and RECOMMENDATIONS", the current overall vessel rating is:

AVERAGE CONDITION

MARKET VALUE OPINIONS

Current Market Value

The M/Y "BRANDI WINE" is a used vessel being re-sold on the used yacht market. It is the opinion of this undersigned independent marine surveyor that the current market value of the M/Y "BRANDI WINE", Hargrave 114', upon compliance with recommendations and ready for use in the intended service (private pleasure yacht), is approximately three million United States Dollars (US\$3,000,000.00).

Replacement Value

It is the further opinion of undersigned independent marine surveyor that current replacement value of M/Y "BRANDI WINE", Hargrave 114', completed, duly certificated and ready for use in the intended service (private pleasure yacht) is approximately nine million five hundred thousand United States Dollars (US\$9,500,000.00).

Notes on Value Opinions

The values appearing in this Vessel Pre-purchase evaluation Report are subjective and are based on comparable yachts and the large yacht sale market at the time of the study.

The values are based on an average selling price of a yacht of this type and size similarly equipped, considering all extras and accessories onboard. The values are intended for insurance and financial evaluation only but are not intended to influence the purchase or non-purchase of the yacht.

GENERAL NOTES

This Vessel Pre-purchase evaluation Report is issued by the undersigned, who have exercised reasonable care in reviewing the data and market conditions associated with reporting upon the subject vessel. All facts and specifics in this Vessel Pre-purchase evaluation Report are believed to be true, but are not guaranteed accurate. All judgments,



conclusions, and recommendations are expression of opinion of the undersigned, based on his skill, training, and experience, after a review of previous reports as indicated above, the available market and photographic data, and after discussions with owners, crew, and others familiar with the vessel.

No part of this Vessel Pre-purchase evaluation Report is issued as an expressed or implied warranty of the condition, life expectancy, seaworthiness, or value of the vessel or its systems, machinery, or equipment.

The undersigned have carried out the indicated studies and have issued this Vessel Pre-purchase evaluation Report for the sole use of the specified instructing client for an agreed fee, based upon the intended use of the Vessel Pre-purchase evaluation Report and legal liability of the undersigned.

The undersigned shall have no liability for consequential, no liability for personal injury damages, no liability for property loss damages, and no liability for punitive damages, all of which shall be deemed to have knowingly and voluntarily waived upon receipt and use of this Vessel Pre-purchase evaluation Report.

THIS SURVEY HAS BEEN PREPARED AND SUBMITTED IN GOOD FAITH. IT IS A DESCRIPTION OF THE CONDITION AS THEN FOUND BY VISUAL MEANS. THE SURVEYOR ASSUMES NO RESPONSIBILITY FOR ANY DEFECTS, AND THE REPORT IS ACCURATE AT THE TIME OF THE SURVEY ONLY. THE SURVEYOR SHALL BE HELD HARMLESS FOR ANY SUBSEQUENT CONDITION ARISING. THIS SURVEY DOES NOT GUARANTEE, EITHER EXPRESSED OR WRITTEN, THE CONDITION OF THIS VESSEL AND IS AN UNBIASED OPINION OF THE SURVEYOR AFTER A VISUAL INSPECTION, PRESENT OR LATENT, AND ALL THE INFORMATION SUPPLIED TO HIM BY THE PERSON THAT CONTRACTED HIM OR ONE OF HIS REPRESENTATIVES.

Report issued without prejudice on October 6th, 2026.

The Surveyors,

Nicholas Michael SPISAK, SAMS® SA
ABYC® Standards Certified
USCG 100 Gross Tons Licensed Captain

Lorenzo TURDO,
Marine Mechanical High School Degree
USCG Assistance Towing
Captain License – Italian Coast Guard
VHF Radio certificate - Coast Guard
Osha General Industry

Revised by,

Federico FERRANDO, SAMS® AMS® Y&SC #1212
ABYC® Standards Certified
ITC Certified Infrared Thermographer #94436
NACE Certified Level I #079940
IAM® CMI® Certified Marine Investigator #174



Sebastian RODRIGUEZ, SAMS® SA
SAMS® Surveyor Associate
Nautical Engineer



Specialist Marine, LLC is Certified **ISO 9001:2015** has implemented and maintains a Quality Management System for the scope of:

Service provision of Yacht Inspections.



SC-CER1093164



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