MARINE SURVEYORS & CONSULTANTS
1581 SW 23rd Court
Fort Lauderdale, FL. 33315
Tel. (954) 643 6059
Email: info@elitemarinesurveys.com
Web: www.elitemarinesurvey.com

Pre-Purchase Survey Inspection

Vessel Name
"MINE SET"

Prepared For:
Newcastle Marine Holdings LLC.

Conducted By:
Kerry Nikula AMS
SAMS AMS #1339 ABYC IAMI

TABLE OF CONTENTS

SECTION 1:
INTRODUCTION

SCOPE OF SURVEY

Acting at the request of Mr. Brandon Kummer, the above-mentioned surveyor conducted an in-water survey aboard *"MINE SET"* on July 30th, 2025. Mr. Kummer was not aboard during the survey. The ship's papers were onboard and appeared to be in order. The Hull Identification Number **(HIN)** was verified from the transom. A trial run was performed. An out of the water inspection of underwater machinery and the exterior of the hulls wetted surface area was performed while the vessel was hauled ashore. 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 removals 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. 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: It is recommended and understood that all DIESEL/GAS engines be surveyed by a qualified Engine Surveyor. 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 is always recommended that a qualified HVAC technician is contracted to 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 is suggested that a qualified marine electrician be contracted to inspect vessels 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. "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:	MINE SET
Hailing Port/Registered Port:	MIAMI BEACH, FL. (Per USCG Document)
Hull Identification Number:	OMR09404B616
USCG Document Number:	1267948
Service Type:	RECREATIONAL
Builder:	CANTIERE NAVALE OVERMARINE S.P.A., ITALY
Designer:	MANGUSTA
Model Year:	2016, HULL IDENTIFICATION NUMBER
Build Year/Keel Laid:	2016, PER HULL IDENTIFICATION NUMBER
Model Specifics:	94' EXPRESS YACHT
Gross Registered Tons:	135, PER USCG DOCUMENT
Net Tons:	40, PER USCG DOCUMENT
Hull Depth:	10.8', PER USCG DOCUMENT
Displacement:	198,416 LBS., PER INFORMATION FOUND ON-LINE
LOA (Length Overall):	28.72m (94.2'), PER BUILDER SPECIFICATIONS
Beam:	6.60m (21.6'), PER BUILDER SPECIFICATIONS
Draft:	1.30m (4.2'), PER BUILDER SPECIFICATIONS
Propulsion Means:	TWIN DIESEL W/DIRECT DRIVE MARINE GEARS & JET DRIVES
Hull Construction:	PRODUCTION BUILT – CORED FIBERGLASS
Location of Survey:	BRADFORD MARINE, FORT LAUDERDALE, FLORIDA
Location of Haul Out:	BRADFORD MARINE, FORT LAUDERDALE, FLORIDA
Purpose of Survey:	PRE-PURCHASE INSPECTION
Date of Survey:	JULY 30th, 2025
Estimated Market Value:	$4,000,000 U.S. DOLLARS
Estimated Replacement Cost:	$9,000,000 U.S. DOLLARS
Navigational Limits	PER UNDERWRITERS' REQUIREMENTS
Cruise Speed/ Max Speed	18.7 KNOTS / 26.2 KNOTS, PER TRIAL RUN
Owners' Manual	MANUALS & DRAWINGS SIGHTED ONBOARD
Listing Brokerage:	KITSON YACHTS
Selling Brokerage:	KITSON YACHTS
Selling Broker:	BRANDON KUMMER
Other Surveyors Present:	JAMES RAKOCZY, CARIG O'HARA, ENGINE SURVEYOR

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

Survey Prepared For:

Name of Purchaser:	NEWCASTLE MARINE HOLDINGS, LLC.
Address:	3825 PGA BLVD., SUITE 1005
Address:	PALM BEACH GARDENS
Address:	FL. 33410
Phone #:	407.484.7863
Email:	brandon@kitsonyachts.com

SECTION 3:

TRIAL RUN DATA

Date of Trial Run:	JULY 30th, 2025
Location of Trial Run:	ATLANTIC OCEAN OFF PORT EVERGLADES, FLORIDA
Vessel Loading Conditions:	60% FUEL LOAD, 55% FRESHWATER LOAD, LIGHT PERSONAL GEAR LOAD, NO DINGHY ONBOARD
Weather & Sea Conditions:	CALM CONDITIONS
Persons on Board:	CAPTAIN & CREW, SURVEYORS (7 PERSONS ONBOARD)
Engine Surveyor Present:	ADOLFO SCARANO W/SCARANO MARINE
Captain's Name:	COLLIN BENNETT

Engine Performance Details

Port Engine RPM	Engine Coolant Temp. C	Engine Oil Pressure bar	Engine Exhaust Temp. C	Starboard Engine RPM	Engine Coolant Temp. C	Engine Oil Pressure bar	Engine Exhaust Temp. C	Engine Load %	Fuel Burn GPH per Engine	GPS Speed in Knots
700	69	3.8	261	700	69	3.9	263	-	-	3.6
1250	74	7.2	418	1250	74	7.2	418	-	-	9.5
1500	74	7.5	475	1500	73	7.6	456	-	-	11.3
1800	78	7.7	559	1800	75	7.9	534	-	-	13.5
2000	82	7.8	643	2000	80	7.9	619	-	-	15.3
2200	87	7.7	751	2200	82	7.9	728	-	-	18.7
2330	88	7.4	788	2340	84	7.8	781	-	-	26.2

THE LAST ROW OF DATA WAS RECORDED DURING WIDE OPEN THROTTLE RUNS (WOT). ENGINE DATA WAS RECORDED USING THE DIGITAL ENGINE DISPLAYS. SPEED WAS RECORDED USING THE MULTI-FUNCTION NAVIGATION DISPLAY.

During the trial run, all relevant electronics, controls, trim tabs, 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 after the inspection of underwater areas at time of haul out. The bottom was found to be "clean" with no significant marine growth noted on the antifouling coatings however marine growth was noted on the running gear.

The main engines DID NOT achieve manufacturer's specified maximum RPMs. Please refer to the engine survey for a detailed analysis of the main propulsion systems and auxiliary power generator engines.

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

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
LIFEJACKETS: TYPE I	HIGHLY RECOMMENDED WHEN CRUISING OFFSHORE	
LIFEJACKETS: TYPE II	37 x ADULT, ALL SERVICEABLE	
LIFEJACKETS: TYPE V	6 x ADULT INFLATABLE TYPE	
TYPE IV FLOATATION DEVICE	1 x LIFE RING + 2 x HORSESHOE TYPE, ALL SERVICEABLE	
LIFELINES/RAILING ETC.	STAINLESS STEEL STANCHION & RAIL SYSTEM, SERVICEABLE	
LIFE RAFTS / SERVICE DATE	2 x 8 PERSON ZODIAC SURVITEC, NEXT INSPECTION DUE: 06/2026	
VISUAL DISTRESS SIGNAL	4 x RED HANDHELD, EXPIRY DATE: 11/2025	
VISUAL DISTRESS SIGNAL	6 x CARTRIDGES + GUN, EXPIRY DATE: 04/2026	
FIRST AID KIT	SIGHTED, RENEW SUPPLIES AS NECESSARY	
EPIRB / EXPIRATION DATE	OCEAN SIGNAL, BATTERY EXPIRES: 10/2027, REGISTER	***B**
SART / EXPIRATION DATE	OCEAN SIGNAL, BATTERY EXPIRES: 10/2027, REGISTER	***B**
COLREGS / RULES OF THE ROAD	SIGHTED ONBOARD, REQUIRED	
SHIPS BELL	SIGHTED ONBOARD, NOT INSTALLED	
SHIPS HORN	SINGLE TRUMPET KAHLENBERG AIR HORN, DID NOT FUNCTION	***A**
FIRE EXTINGUISHERS	8 x 6KG, 3 x 2KG DRY CHEMICAL + 3 x CO2	
INSPECTION DATE	03/2025	
FIXED FIRE SUPPRESSION	4 x FIRE PRO AEROSOL GENERATORS, + 2 x HOCHIKI AEROSOL GENERATORS (Not USCG approved)	
FIRE SUPPRESSION LOCATION	FOUR IN THE ENGINE ROOM / TWO BELOW THE HELM CONSOLE	
INSPECTION DATE	REPLACEMENT DATE: 2/15/2039	
MANUAL/AUTOMATIC RELEASE	AUTOMATIC ONLY	
FIRE PUMP	24 VOLT & 230/400 VOLT GIANNESCHI W/MANIFOLD, POWERED UP	
FIRE SUPPRESSION VENTILATION	HOUSE SIDE VENT W/230/400 VOLT FANS & 24 VOLT BLOWERS, NOT ALL FUNCTIONED	***B**
VENTILATION DAMPERS	BELIMO, NOT TESTED DURING THIS SURVEY	
FIRE / SMOKE DETECTORS	AUTOPRIME FIRE DETECTION SYSTEM, NEEDS SERVICE	***A**
CO DETECTORS	NOT INSTALLED, HIGHLY RECOMMENDED	***B**
DEWATERING ARRANGEMENT	24 VOLT SUBMERSIBLE TYPE W/AUTOMATIC / MANUAL FUNCTIONS	
DEWATERING ARRANGEMENT	24 VOLT & 230/400 VOLT GIANNESCHI W/MANIFOLD, POWERED UP	
DEWATERING NOTE	THE BILGES WERE NOT FLOODED DURING THIS SURVEY. RECOMMEND FLOODING BILGES PERIODICALLY TO ATTEST TO THE DEWATERING CAPACITY OF THE BILGE PUMPS	
BILGE ALARMS / MONITORING	INSTALLED, SOUNDED WHEN TESTED	
NAVIGATION & ANCHOR LIGHTS	ALL ILLUMINATED, SERVICEABLE	
ANTI-POLLUTION PLACARDS	OIL DISCHARGE PLACARD SIGHTED (REQUIRED OVER 26')	
ANTI-POLLUTION PLACARDS	GARBAGE DISPOSAL / WASTE MANAGEMENT PLAN SIGHTED	
SEARCHLIGHTS	SANSHIN, DID NOT FUNCTION PROPERLY	***C**
CCTV / CAMERA SYSTEM	INSTALLED, FIVE CAMERAS, NEED SERVICE	***B**
SECURITY SAFE	INSTALLED IN THE MASTER & VIP STATEROOMS, OBTAIN CODES	

PROPULSION – ENGINES, MARINE GEARS, THRUSTERS & STABILIZATION

The vessel is powered by two MTU diesel engines coupled with direct drive marine gears and Rolls Royce jet drives.

The engines were visually inspected at time of survey by the attending hull surveyor. Any obvious leaks or deficiencies identified on the engines and associated equipment will be listed in the "Findings & Recommendations" section. Elite Marine Surveyors are not qualified engine surveyors or technicians. Any observations should not be construed as a full engine inspection.

A separate mechanical inspection was performed by Adolfo Scarano, of Scarano Marine, please see his report for more details and recommendations.

ENGINES

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ENGINE MANUFACTURER	MTU	
ENGINE YEAR	06/2015, STARBOARD, PORT DATE NOT SIGHTED	
IMO EMISSIONS INFO	COMPLIANT W/MARPOL 73/78 ANNEX VI, 13 IMO TIER II	
PORT ENGINE MODEL	16V2000 M96L	
STBD. ENGINE MODEL	16V2000 M96L	
RATED ENGINE POWER	2600 HP EACH	
MAX. RATED RPM	2450	
CYLINDERS	SIXTEEN, IN A V-CONFIGURATION	
PORT SERIAL NUMBER	545 100 369	
STBD. SERIAL NUMBER	545 100 226	
PORT ENGINE HOURS	1,546, PER DIGITAL ENGINE DISPLAY	
STBD. ENGINE HOURS	1,582, PER DIGITAL ENGINE DISPLAY	
COOLING SYSTEM	REFER TO THE ENGINE SURVEY FOR TYPE & CONDITION	
ALARM SYSTEMS	REFER TO THE ENGINE SURVEY FOR FUNCTION	
ENGINE BED	FIBERGLASS STRINGERS W/STAINLESS STEEL CAPS & RUBBER DAMPENED ADJUSTABLE MOUNTS	
VENTILATION	HOUSE SIDE VENTS W/230/400 VOLT FANS & 24 VOLT BLOWERS, NOT ALL FANS FUNCTIONED	***B**
FUEL FILTERS	2 x SEPAR PRIMARY + SECONDARY BOWLS ON THE ENGINES	
FUEL HOSES	USCG APPROVED TYPE A1 W/METAL FITTINGS, SERVICEABLE WHERE SIGHTED	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS & FIBERGLASS TUBES	
EXHAUST MUFFLER	FIBERGLASS WATER COLLECTOR TYPE, APPEARED SERVICEABLE	
BLOCK HEATERS	REFER TO THE ENGINE SURVEY	
STUFFING BOX	MECHANICAL SHAFT SEAL, SERVICEABLE	
ENGINE CONTROLS	ROLLS ROYCE ELECTRONIC, FUNCTIONED	
ENGINE SYNCHRONIZER	ELECTRONIC, FUNCTIONED	
AUXILIARY CONTROLS	JOYSTICK CONTROL, FUNCTIONED	
AUXILIARY CONTROLS	EMERGENCY BACK UP CONTROLS, REFER TO THE ENGINE SURVEY FOR FUNCTION	

MARINE GEARS (TRANSMISSIONS) / IPS DRIVES / STERN DRIVES

The marine gears were visually inspected only by the attending hull surveyor. Any obvious deficiencies will be noted in "Findings and Recommendations" section. During the trial run, the transmissions were tested for in/out of gear operation and pressures recorded.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TRANSMISSION MAKE	ZF	
TRANSMISSION MODEL	ZF 3070	
REDUCTION RATIO	1.828 : 1	
PORT SERIAL NUMBER	5003 7775	
STARBOARD SERIAL NUMBER	5003 7776	
DRIVES	ROLLS ROYCE JET DRIVES	

THRUSTERS – STABILIZERS – STEERING – TRIM TABS – HYDRAULICS

The systems listed below were powered on and tested for function unless otherwise noted. Any deficiencies sighted will be noted in "Findings and Recommendation" 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 if possible unless otherwise noted. Any deficiencies sighted will be noted in the "Findings & Recommendations" section. Note: A complete/separate hydraulic survey was not conducted by the attending hull surveyor.

ITEM	DESCRIPTION		*DEFICIENCY PRESENT
BOW THRUSTER	24 VOLT, SIDE POWER, FUNCTIONED		
STABILIZATION	2 x SEAKEEPER, GYROSCOPIC TYPE		
STABILIZER MODEL	SK16000	SERIAL #: 0019	
STABILIZER MODEL	SK5000 (Not functional)	SERIAL #: 0049	***B**
STABILIZER HOURS	16 RUN HRS: 5,719	SEA HRS: 4,228	
STABILIZER HORUS	5 RUN HRS: Not available	SEA HRS: Not available	
AT REST FUNCTION	YES, FUNCTIONED		
STEERING SYSTEM	ELECTRO/HYDRAULIC, FUNCTIONED		
STEERING RESERVOIR	LOCATED IN THE ENGINE ROOM		
STEERING LINES	COPPER LINE & FLEXIBLE HOSE W/METALLIC FITTINGS		
STEERING STATIONS	TWO, FLYBRIDGE & LOWER HELM, FLYBRIDGE HELM NOT FUNCTIONAL		***B**
TRIM TABS	24 VOLT HUMPHREE INTERCEPTORS W/AUTOMATIC / MANUAL FUNCTIONS, ALL FUNCTIONED		
HYDRAULIC PUMP (PTO)	OFF EACH MARINE GEAR		
HPU & RESERVOIR	LOCATED IN THE ENGINE ROOM		

ELECTRICAL SYSTEMS

GENERATORS

The port generator started without excessive cranking, the starboard generator cranked excessively prior to staring then would not continue to operate. The port generator was run under loaded conditions and functioned normally. Both were visually examined for any obvious oil, water, fuel or exhaust leaks. The port unit was found serviceable. Please refer to the engine survey for greater details and recommendations. Any obvious deficiencies sighted by the hull surveyor will be noted in the "Findings and Recommendations" section.

GENERATOR (PORT)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
MANUFACTURER	KOHLER	
MODEL NUMBER	28EFOZD	
SERIAL NUMBER	SGM32DG9D	
GENERATOR HOURS	306.2, PER DIGITAL HOUR METER LOCATED ON THE GENERATOR	
KILOWATTS	28.00	
VOLTAGE & AMPS	230/400 3ph. / 51.00 MAX AMPS	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1500 / 50 HZ	
FUEL PUMP	12 VOLT	
FUEL FILTERS	RACOR 500FG PRIMARY + SECONDARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR, SERVICEABLE	
VENTILATION	HOUSE SIDE VENTS W/230/400 VOLT FANS + 24 VOLT BLOWERS	*B

GENERATOR (STARBOARD)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
MANUFACTURER	KOHLER, NEEDS SERVICE	*B
MODEL NUMBER	28EFOZD	
SERIAL NUMBER	SGM32DG9F	
GENERATOR HOURS	4,144, PER DIGITAL HOUR METER LOCATED ON THE GENERATOR	
KILOWATTS	28.00	
VOLTAGE & AMPS	230/400 3ph. / 51.00 MAX AMPS	
NO. OF CYLINDERS	FOUR	
RPM/FREQUENCY	1500 / 50 HZ	
FUEL PUMP	12 VOLT	
FUEL FILTERS	RACOR 500FG PRIMARY + SECONDARY BOWL ON THE ENGINE	
EXHAUST LINE	EXHAUST HOSE W/STAINLESS STEEL HOSE CLAMPS, SERVICEABLE	
EXHAUST MUFFLER	FIBERGLASS WATER LIFT TYPE + GAS/WATER SEPARATOR	
VENTILATION	HOUSE SIDE VENTS W/230/400 VOLT FANS + 24 VOLT BLOWERS	*B

BONDING SYSTEM

MAIN BONDING CONDUCTOR:

A bonding system was established. 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 insulated wire that appeared to be serviceable were sighted. Anodes appeared to be securely connected to the main bonding circuit and should be monitored periodically for signs of excessive decay.

THROUGH-HULL FITTINGS & SEA STRAINERS:
The through-hull fittings as well as other 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.

ANODES (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.

DC POWER

The vessels' DC power system consists of battery banks controlled via battery isolation switches. Batteries are charged via belt driven alternators and AC electric battery chargers. The batteries were visually inspected only, load testing was not performed. The electrical panels are clearly labeled. Overcurrent protection is provided by breakers and fuses. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
BATTERIES	2 x 12 VOLT GROUP 31 AGM TYPE, 3/25 DATE STAMPS	
BATTERY LOCATION	BELOW EACH GENERATOR	
BATTERIES	2 x 12 VOLT 8D ODYSSEY AGM TYPE, NO DATE STAMPS	
BATTERY LOCATION	BELOW THE STARBOARD GENERATOR	
BATTERIES	4 x 12 VOLT 8D SEALED TYPE, NO DATE STAMPS	
BATTERY LOCATION	BETWEEN THE ENGINES (Top)	
BATTERIES	12 x 6 VOLT SEALED TYPE, ALL BATTERIES NOT FULLY SIGHTED	
BATTERY LOCATION	BETWEEN THE ENGINES (Bottom, poor access)	
BATTERIES	2 x 12 VOLT 8D AGM TYPE, NO DATE STAMPS	
BATTEY LOCATION	BELOW THE LOWER HELM TO STARBOARD	
BATTERIES	2 x 12 VOLT GEL CELL, NO DATE STAMPS	
BATTERY LOCATION	BELOW THE LOWER HELM CONSOLE	
BATTERIES	4 x 12 VOLT GROUP 31 OPTIMA AGM TYPE, NO DATE STAMPS	
BATTERY LOCATION	BELOW THE VIP STATEROOM SOLE	
BATTERY CONDITION	APPEARED FULLY CHARGED, SERVICEABLE	
CABLE CONNECTIONS	CLEAN & TIGHT WHERE SIGHTED	
WIRING	THERMOPLASTIC COATED BOAT CABLE	
TERMINAL PROTECTION	LIDS & NON-CONDUCTIVE RUBBER BOOTS	
BATTERY BOXES	ALUMINUM SHELVES W/BRACKETS + FIBERGLASS BOXES W/LIDS	
BATTERY VENTILATION	INTO THE SPACE WHERE INSTALLED	
DC CONVERTERS	VICTRON ORION, MASTERVOLT & ZETAGI	
BATTERY CHARGERS	2 x 24 VOLT 140 AMP BELT DRIVEN ALTERNATORS, 1 ON EACH MAIN ENGINE	
BATTERY CHARGERS	2 x 12 VOLT BELT DRIVEN ALTERNATORS, 1 ON EACH GENERATOR ENGINE	
BATTERY CHARGERS	VICTRON ENERGY BLUE SMART CHARGER, 12 VOLT / 15 AMP, POWERED UP	
BATTERY CHARGERS	DOLPHIN 12 VOLT / 25 AMP, DID NOT POWER UP	***B**
BATTERY CHARGERS	MASTERVOLT MASS, 24 VOLT / 50 AMP, POWERED UP	
BATTERY CHARGERS	MASTERVOLT (Cover missing, information not available), POWERED UP	
BATTERY CHARGERS	VICTRON ENERGY SKYLLAi, 24 VOLT / 100 AMP, POWERED UP	
BATTERY SWITCHES	ROTARY TYPE	

AC POWER

The vessels' AC power system can be energized via the shore power receptacles or the auxiliary power generators. Overcurrent protection is provided by breakers. The electrical panel breakers were clearly labeled. Shore / generator switching is caried out with manual push button type switches. As a pre-caution, it is always recommended that a certified ABYC marine electrician is hired to attest to the condition of the vessels electrical systems. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SHORE POWER RECEPTACLES	2 x 240/480 VOLT 3ph., 100 AMP, ONLY ONE TESTED, FUNCTIONED	
SHORE POWER CABLES	1 x 240/480 VOLT, 100 AMP CORD	
POWERED CABLE REELS	1 x GLENDINNING, FUNCTIONED	
CABLE CONDITION	SERVICEABLE WHERE SIGHTED / ACCESSIBLE	
WIRING	THERMOPLASTIC COTED BOAT CABLE	
CIRCUIT BREAKERS	TRIP FREE & THERMAL TYPE	
MAIN SHORE POWER BREAKERS	LOCATED IN THE ENGINE ROOM	
ELCI INSTALLED	NOT SIGHTED	
SPLITTERS/ADAPTORS ETC.	HUBBLE SMART Y, 2 x 50 AMP TO 1 x 100 AMP, NOT TESTED	
SHORE POWER CONVERTERS	ANG, FUNCTIONED	
GALVANIC ISOLATORS	NOT SIGHTED, HIGHLY RECOMMENDED IF NOT INSTALLED	

HVAC SYSTEM

AIR CONDITIONING:

The vessel's air conditioning system consisted of a tempered water type system with an AC seawater pump supplying water to the chiller compressors. Chilled water (glycol) is then supplied to the air handlers throughout the vessel. Overall, the system was found generally serviceable. Any deficiencies sighted will be noted in "Findings & Recommendations" section. It is recommended a qualified marine HVAC systems technician is hired to attest to the condition of the system.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SYSTEM MAKE	FRIGIT	
CHILLER/COMPRESSOR LOCATION	OUTBOARD OF THE PORT ENGINE	
AIR HANDLERS/BLOWERS	LOCATED THROUGHOUT THE VESSEL	
COOLING CAPACITY	INFORMATION NOT SIGHTED	
REFRIGERANT	R407C	
SEAWATER PUMP(S)	230 VOLT GIANNESCHI, FUNCTIONED	
CIRCULATING PUMP	230 VOLT CALPEDA, FUNCTIONED	
CHILLED LINE INSULATION	NEEDED SERVICE IN ISOLATED AREAS THROUGHOUT	

GREY WATER SYSTEM

The basins, showers and condensation drains drain to sumps located in the bilges. The sumps are discharged automatically overboard. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SUMP LOCATION	THROUGHOUT THE VESSELS BILGES	
DISCHARGE PUMP (SUMPS)	24 VOLT GIANNESCHI, BOTH FUNCTIONED	

POTABLE WATER SYSTEM

The vessels' potable water system is comprised of a fiberglass freshwater storage tank. The freshwater plumbing and isolation valves were found serviceable unless otherwise noted. Water pressure is provided by 24 volt and 230 volt pumps and delivered to the isolation manifold and accumulator tank. The water tank is filled from dockside supply via freshwater fill cap or via water maker. Recommend filling the freshwater tank to attest to the integrity of the tank. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FRESHWATER	360 GALLONS, PER BUILDER SPECIFICATIONS	
TANK LOCATION	FORWARD OF AMIDSHIPS ON THE CENTERLINE	
DECK FILL LOCATION	PORT SIDE DECK CLEARLY MARKED "WATER"	
FRESHWATER PUMP (AC)	GIANNESCHI, 230 VOLT, FUNCTIONED	
FRESHWATER PUMP (DC)	GIANNESCHI, 24 VOLT, FUNCTIONED	
ACCUMULATOR TANKS	PAINTED STEEL, SERVICEABLE	
PLUMBING CONDITION	SERVICEABLE WHERE SIGHTED	
FRESHWATER FILTERS	BOWLS IN-LINE, MONITOR / CLEAN FREQUENTLY	
WATER HEATER	2 x BOSCHETTI, 230 VOLT, 25 GALLONS EACH	
PRESSURE RELIEF VALVE	PLUMBED TO THE HEATER W/DISCHARGE INTO THE BILGE	
WATER HEATER LOCATION	BELOW GUEST COMPANIONWAY STAIRS & COMPANIONWAY BILGE	
WATER MAKER	IDROMAR, POWERED UP, FUNCTIONED / 697ppm, RECOMMEND SERVICE	*C
FRESHWATER WASH DOWNS	INSTALLED, SERVICEABLE	
DECK SHOWER	LOCATED AT THE STARBOARD TRANSOM, FUNCTIONED	
STEAM GENERATOR	230 VOLT EFFEGIBI NUVOLA (Master shower), DID NOT FUNCTION	*C

BLACK WATER SYSTEM

The vessels' black water system is comprised of 24 volt freshwater heads and is equipped with a holding tank. A type II MSD treatment plant was installed and functioned. There were pumps for the MSD system including a discharge pump to evacuate waste overboard once treated and a deck plate for dockside discharge when necessary. The heads were found in serviceable condition when operated. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
NUMBER OF TANKS	ONE	
TANK CAPACITY	317 GALLONS PER BUILDER SPECIFICATIONS	
TANK LOCATION	BELOW THE COMPANIONWAY SOLE	
TYPE OF HEADS	24 VOLT PLANUS FRESH WATER TYPE, ALL FUNCTIONED	
PUMPOUT CAP LOCATION	GARAGE	
DISCHARGE PUMP(s)	230 VOLT GIANNESCHI, FUNCTIONED	
MSD SYSTEM	HAMMAN TYPE II	

FUEL SYSTEM

The vessels' fuel system is comprised of a fiberglass fuel storage tank. The fuel plumbing/hoses and valves were found serviceable where sighted. The fuel tank was inspected visually only where accessible and 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 the survey. The fuel polishing system were tested for power up only, no significant volume of fuel was run through polishing system. Recommend attesting to the usable fuel capacity of the tanks.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
TOTAL FUEL CAPACITY	2,456 GALLONS, PER BUILDER SPECIFICATIONS	
TANK LOCATION	FORWARD OF THE ENGINE ROOM / BELOW THE MASTER STATEROOM	
TANK FILL LOCATION	PORT & STARBOARD AFT DECK CLEARLY MARKED "DIESEL"	
VALVE MATERIAL	BRONZE	
FILLING LINES	STAINLESS STEEL PIPE & USCG APPROVED TYPE A2 W/STAINLESS STEEL HOSE CLAMPS	
TANKS SECURED	FIBERGLASS TABBED TO THE HULL, SECURE	
TANKS/COMPONENTS BONDED	WHERE SIGHTED	
POLISHING PUMP	24 VOLT GIANNESCHI, POWERED UP	
FILL HOSE CONDITION	SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
POLISHING SYSTEM	PARKER RACOR + ALGAE X MAGNETIC FUEL CONDITIONERS	
ACCESS TO TANK FILLS	LIMITED	

OIL TANKS & ASSOCIATED PUMPS

The vessel is not equipped with clean and/or dirty oil tanks. An oil exchanging pump has been installed and is plumbed to the main engines, marine gears and generators. The exchange pump was tested for power up only. No oil was transferred during the survey. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
OIL TRANSFER PUMP(S)	230 VOLT GIANNESCHI, POWERED UP	

NAVIGATION ELECTRONICS

The navigation electronics listed below were powered up and tested for functionality as far as practicable. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

UPPER STATION (FLYBRIDGE)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	NOT INSTALLED	
AUTOPILOT	SIMRAD QS80, DID NOT FUNCTION	***B**
MULTI-FUNCTION NAV. DISP.	SIMRAD, POOR CONDITION	***B**
MULTI-DISPLAY (MD)	2 x BONING DIGITAL ENGINE MONITORS, BOTH POOR CONDITION	***B**
MONITORS	INTEGRAL TO THE MULTI-FUNCTION NAVIGATION DISPLAY (MFND), SERVICEABLE	

LOWER STATION (PILOTHOUSE)

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
COMPASS	WHITE STAR, CALIBRATE & PROVIDE A DEVIATION CARD	
COMPASS	SIMRAD IS80 DIGITAL	
AUTOPILOT	SIMRAD AP70 W/QS80 REMOTE + INTEGRAL TO THE MULTI-FUNCTION NAVIGATION DISPLAYS (MFND)	***B**
MULTI FUNCTION NAV. DISP.	SIMRAD NSS7 EVO2 W/TOUCH DISPLAY, FUNCTIONED	
GPS	SIMRAD NSO2 NAVIGATOR, FUNCTIONED	
MULTI-DISPLAY (MD)	SIMRAD IS40, NEEDS SERVICE	***B**
MONITORS	4 x HATELAND & 1 x BONING, BONING NEEDS SERVICE	***C**
CHART PLOTTER	INTEGRAL TO THE MFND, FUNCTIONED	
RADAR	64 MILE, INTEGRAL TO THE MFND, NEEDS SERVICE	***C**
DEPTH FINDER	NOT FUNCTIONAL IF INSTALLED	***B**
SPEED LOG	INTEGRAL TO THE MFND & MD, FUNCTIONED	
WIND GAUGE	INTEGRAL TO THE MFND & MD, FUNCTIONED	
VHF RADIO	SIMRAD VHF/AIS RS90 W/HS90 HANDSET, FUNCTIONED	
VHF RADIO	ICOM IC-M605, FUNCTIONED	

ADDITIONAL ELECTRONICS & COMMUNICATION EQUIPMENT

The items listed below were powered up and tested for function as far as practicable. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
AIS SYSTEM	FURUNO FA-170 + INTEGRAL TO THE SIMRAD VHF RADIO, ALL FUNCTIONED	
NAVTEX	FURUNO NX-700, DID NOT FUNCTION	***C**
VESSEL MONITORING SYSTEM	INDICATOR LIGHT PANEL LOCATED BELOW THE HELM CONSOLE	
VESSEL MONITORING SYSTEM	MANGUSTA OEM THROUGH BONING MONITORS AT THE LOWER HELM, FUNCTIONED	
JET DRIVE MONITORS	ROLLS ROYCE DIGITAL AT EACH HELM STATION, NEED SERVICE	***B**
ENGINE MONITORS/GAUGES	MTU DIGITAL LOCATED AT THE LOWER HELM & ENGINE ROOM, ALL FUNCTIONED	
ENGINE MONITORS/GAUGES	INTEGRAL TO THE MFND, FUNCTIONED INTERMITTENTLY	***C**

ENTERTAINMENT ELECTRONICS

The systems listed below were powered up and tested for function as best as practicable. Any systems requiring active subscriptions that were not active could not be properly tested. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
SATELLITE TV SYSTEM	KVH TRAC VISION HD7 + STREAMING THROUGH THE STARLINK SYSTEM, OBTAIN SERVICE & PROVE FUNCTIONAL	
TV/DVD/MEDIA PLAYER	SAMSUNG TV's W/APPLE TV IN THE UPPER & LOWER SALONS	*C
TV/DVD/MEDIA PLAYER	SONY TV IN THE MASTER STATEROOM, NEEDS SERVICE	*C
TV/DVD/MEDIA PLAYER	SAMSUNG TV's IN THE GUEST STATEROOMS, NEED SERVICE	*C
TV/DVD/MEDIA PLAYER	SAMSUNG TV's IN THE CREW AREAS, POWERED UP	
SOUND SYSTEMS	SONY AV SURROUND SOUND RECEIVERS, NEED SERVICE	*C
SOUND SYSTEMS	ANTHEM AV RECEIVER IN THE MASTER STATEROOM, NEEDS SERVICE	*C
CONTROL SYSTEM	SAVANT APP IN IPADS IN THE GUEST AREAS, NOT TESTED	*C
ONBOARD INTERNET	STARLINK SATELLITE INTERNET SYSTEM, OBTAIN SERVICE & PROVE FUNCTIONAL	

GALLEY & DOMESTIC EQUIPMENT

The systems listed below were powered up and tested for function as best as practicable. Any deficiencies sighted will be noted in the "Findings & Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
STOVETOP	ELECTRIC FOUR BURNER MIELE, ALL BURNERS POWERED UP	
OVEN	ELECTRIC MIELE COMBINATION TYPE, POWERED UP	
CONVECTION OVEN	INTEGRAL TO THE OVEN	
MICROWAVE	MIELE, POWERED UP	
VENTILATION	MIELE PULL OUT TYPE W/VARIABLE SPEED FAN & LIGHTS, FAN DID NOT FUNCTION	*C
DISHWASHER	MIELE, DID NOT POWER UP	*C
GALLEY REFRIGERATION	2 x FRIGIT STAINLESS STEEL, BOTH FUNCTIONED, 40 & 45 DEGREES F	
GALLEY FREEZER	2 x FRIGIT STAINLESS STEEL, BOTH FUNCTIONED, 28 DEGREES F, BOTH	
ICEMAKER	SCOTSMAN IN THE GALLEY, PRODUCED ICE, FUNCTIONED	
OTHER REFRIGERATION	FRIGIT REFRIGERATOR IN THE SALON, FUNCTIONED	
OTHER REFRIGERATION	REFRIGERATED DRAWER ON THE FORE DECK, DID NOT FUNCTION	*C
OTHER REFRIGERATION	REFRIGERATED DRAWER ON THE AFT DECK, DID NOT FUNCTION	*C
OTHER REFRIGERATION	REFRIGERATED DRAWER ON THE FLYBRIDGE, DID NOT FUNCTION	*C
OTHER REFRIGERATION	LIEHBERR WINE COOLER IN THE GALLEY, FUNCTIONED	
GARBAGE DISPOSAL	INSINKERATOR, AT GALLEY SINK, DID NOT FUNCTION	*C
WASHER/DRYER	MIELE WASHER + MIELE DRYER, BOTH POWERED UP	

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

The systems listed below were powered up and tested as best as practicable. Any deficiencies sighted will be noted in the "Findings & Recommendations" section below.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
GANGWAY	TRACY, ALUMINUM	
PASSARELLE	SANGUINETTI, ELECTRO/HYDRAULIC, FUNCTIONED BUT NEEDS SERVICE	***B**
DINGHY DAVIT	INTEGRAL TO THE PASSARELLE	
DINGHY WINCH	HYDRAULIC	
POWERED GARAGE DOOR	DIPLMATIC ELECTRO/HYDRAULIC, FUNCTIONED	
SWIM PLATFORM	INTEGRAL FIBERGLASS W/TEAK OVERLAY, TEAK WORN	
SWIM LADDER	SANGUINETTI ELECTRO/HYDRAULIC STAIR TYPE + STAINLESS STEEL DROP IN TYPE, ELECTRO/HYDRAULIC TYPE NOT FUNCTIONAL	***B**
SERVICE AIR COMPRESSOR	115 VOLT, SENCO, FUNCTIONED	

GROUND TACKLE & MOORING EQUIPMENT

The anchor windlasses was powered up and tested for function. The anchor was lowered to the water and retrieved however the emergency deployment function was not tested. The deck capstans were powered up and tested but not run under loaded conditions. The anchor rode was inspected while in the chain locker only with limited access to the entire length of the rode. Any deficiencies sighted will be noted in the "Findings and Recommendations" section.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
ANCHOR WINDLASS	2 x 24 VOLT LOFRANS W/CHAIN WHEELS & CAPSTAN DRUMS, FUNCTIONED, NO SIGNIFICANT CORROSION SIGHTED	
ANCHORS	2 x STAINLESS STEEL 105 KG POOLE TYPE IN GOOD CONDITION	
ANCHOR RODE	GALVANIZED STEEL CHAIN, SERVICEABLE WHERE SIGHTED	
CUTAWAY BITTER END	SHACKLED TO THE HULL, HIGHLY RECOMMEND ADDING A LENGTH OF NYLON TO THE BITTER END FOR CUT AWAY OPTIONS IN AN EMERGENCY	
DOCKING LINES	8 x DOUBLE BRAIDED NYLON SIGHTED ONBOARD & AT THE VESSELS MOORING	
FENDERS	7 x INFLATABLE TYPE W/LINES ATTACHED SIGHTED ONBOARD & AT THE VESSELS MOORING	
DECK CAPSTANS	2 x 24 VOLT LOFRANS, BOTH POWERED UP	

DECK DRAINAGE

The vessels' deck drainage system comprises of self-bailing decks, freeing ports, in-sole scuppers and overboard drainage hose. The system is inspected where accessible, but system is not tested with active waterflow. It is suggested that all deck scuppers are flooded to ensure proper drainage.

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.

AREA	DESCRIPTION	*DEFICIENCY PRESENT
STEM	RAKED & FLARED	
STERN	FIBERGLASS – FLAT	
FRAMES	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
STRINGERS	FIBERGLASS GRID SYSTEM, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
BULKHEADS	CORED FIBERGLASS TABBED TO THE HULL & DECK, SERVICEABLE WHERE SIGHTED, LIMITED ACCESS	
BILGE CONDITION	PAINTED, CLEAN & DRY	
SEACOCK/VALVE TYPE	BRONZE THRU-HULL FITTINGS W/BALL VALVES FASTENED TO THE UNDERWATER HULL, NOT ALL VALVES FUNCTIONED	***B**
THRU-HULLS	BRONZE THRU-HULL FITTINGS W/BALL VALVES ABOVE THE WATER LINE, NOT ALL VALVES FUNCTIONED	***B**
DECKS	CORED FIBERGLASS W/TEAK OVERLAY, TEAK WEATHERED / WORN	
HULL-DECK JOINT	DECK OVERLAP W/MECHANICAL FASTENERS & FIBERGLASS TABBING	
DECK FITTINGS	STAINLESS STEEL & ALUMINUM	
TOPSIDES	MOLDED FIBERGLASS, WHITE PAINT IN GOOD CONDITION	
SUPERSTRUCTURE	MOLDED FIBERGLASS, WHITE PAINT, SOME WEAR NOTED	
BOW ARRANGEMENT	DUAL STAINLESS STEEL HAWSE PIPES W/STAINLESS STEEL STRIKE PLATES ON THE HULL SIDES	
BOW PULPIT	STAINLESS STEEL TUBE/RAIL, SERVICEABLE	
RUB RAILS	STAINLESS STEEL FASTENED TO THE HULL / DECK JOINT, SERVICEABLE	
HARD TOP	MOLDED FIBERGLASS W/ELECTRIC SUNROOF, SUNROOF DID NOT FUNCTION	***B**
BIMINI / SUNSHADE	ELECTRIC POWERED SUNSHADE OVER THE AFT DECK, DID NOT FUNCTION	***B**
BIMINI / SUNSHADE	STAINLESS STEEL SUPPORT POLES ON THE FLYBRIDGE, CANVAS BIMINI SHADE NOT SIGHTED	

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

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. All through-hull valves and fittings were checked for signs of electrolytic & galvanic corrosion and running gear checked for damage. Any deficiencies sighted will be noted in the "Findings and Recommendations" section of this report.

ITEM	DESCRIPTION	*DEFICIENCY PRESENT
HULL	MOLDED FIBERGLASS W/ANTIFOULING COATINGS, COATINGS APPEARED SERVICEABLE	
UNDERWATER LIGHTS	SEAVISON TYPE, NOT SIGHTED ILLUMINATED	***C**
KEEL / HULL TYPE	MODIFIED V PLANING HULL W/HARD CHINES, LIFTING STRAKES & FIBERGLASS SKEGS, PORT SKEG NEEDS SERVICE	***B**
ANODES	3 HULL BARS, 1 PER OUTBOARD SKEG, 2 ON BOW THRUSTER, 7 PER JET DRIVE ASSEMBLY, 4 DYNAPLATES	
ANODES	MONITOR FREQUENTLY / REPLACE ONCE 50% WASTED	
SHAFTS	110mm STAINLESS STEEL, INTEGRAL TO THE JET DRIVE, MARINE GROWTH NOTED	***B**
PROPELLERS	STAINLESS STEEL, INTEGRAL TO THE JET DRIVES, MARINE GROWTH NOTED	***B**
BEARINGS	INTEGRAL TO THE JET DRIVES, NOT SIGHTED	
TRIM TAB	HUMPHREE INTERCEPTOR TYPE, SERVICEABLE	
RUDDERS	JET DRIVES	
BOW THRUSTER SIZE	TWIN FOUR BLADE THRUSTER PROPELLERS IN 12" TUBE, SERVICEABLE	
STABILIZER FINS	SKEGS INSTALLED AFT TO PORT & STARBOARD, PORT NEEDS SERVICE	***B**
SEAWATER STRAINERS	FIBERGLASS INLETS W/BRONZE STRAINERS ON THE UNDERWATER HULL	
SEAWATER STRAINERS	FIBERGLASS SEA CHESTS IN THE ENGINE ROOM, MONITOR / CLEAN FREQUENTLY	

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.

The interior of the vessel was found in **AVERAGE** condition.

SECTION 5:

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 6:

FINDINGS & RECOMMENDATIONS:

(*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.

**** Sound Signaling Devices (Ships Horn), ensure that all required devices are installed & operational as defined by the applicable regulations in ABYC A-23, 33 CFR 83, 72 COLREGS, Rule 33(a) & 35(d). The ships horn was not functioning.**

(*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.

EXTERIOR
Underwater Hull Areas:

1. **Fiberglass damage was noted to starboard of centerline at the transom keel. The exposed fiberglass in this areas was wet. Repair the damage in accordance with good marine repair standards.**
2. **The inboard port side skeg was delaminated and was only attached to the hull on the outboard side. This was noted during haul out prior to trail runs. Repair the skeg (if still intact) in accordance to good marine repair standards.**
3. **Marine growth noted on the impeller shafts and impellers. This growth will affect the performance of the vessel. Clean all portions of the running gear as necessary.**
4. **The port side bow thruster zinc was missing. Install new zinc as soon as possible.**
5. **The antifouling coatings were found worn with several minor blisters noted in the antifouling coatings below the port transom exhaust outlet and on the outboard starboard side skeg. Renew the antifouling coatings at the next scheduled haul out.**

Flybridge:

1. **Navigation equipment and helm controls did not power on when tested, there was a burn in the autopilot display, frit was perished at the outer edges of the Rolls Royce engine monitor, and it was reported by the captain that controls were disconnected. The powered mast was not tested. It would be prudent to connect all devices and controls then prove all systems functional.**

Aft Deck & Swim Platform:

1. **The electro/hydraulic powered swim ladder / stairs were inoperable. Additionally, the compartment door was broken off and missing. Repair the stairs and replace the compartment door. Prove all functional.**
2. **Starboard side outboard boson locker hatch is missing the gas spring. Replace the gas spring with an adequately sized spring to keep the hatch secure when opened.**

Aft Deck & Swim Platform:

3. **The compartment doors below the starboard outboard bosuns locker were missing hinges and were being secured with tape. Repair the locker fasteners as necessary and attest to the doors being secure.**
4. **The passarelle cover hatch was unable to be closed. It would be prudent to ensure hatch is functional to prevent water intrusion into the passarelles housing and interior of the vessel.**
5. **Hydraulic fluid residue was found in several areas surrounding the hydraulic pump and reservoir inside the port side garage compartment. Additionally, fluid was leaking at the top of the pressure sight gauge on top of the reservoir. Service all as necessary, clean the areas free of oil, and attest to leak free service.**

INTERIOR

Salon, Dinette & Lower Helm:

1. **Depth was not displayed in helm monitors or multifunction displays. Service and prove functional.**
2. **Touch screen functions on the Rolls Royce monitor were temperamental and would click on a different section of the display when selected. It would be prudent to service display and prove functional to prevent accidental selections while underway.**
3. **CCTV was not displayed through the helm monitors, and it was reported by the captain that the top port monitor should be sent to BÖNING for service. Service and prove functional as desired.**

Starboard Stateroom & Head:

1. **The air handler did not power up. Service as necessary and prove functional.**

Companionway & Bilge:

1. **A crack was noted in the fiberglass tabbing at the port side of the transverse cross beam on the black water tank top, aft of the tank's inspection plate. Repair the fiberglass in accordance to good marine repair standards.**

Machinery Space:

1. **The starboard forward engine room fan did not power up. Service the fan as necessary and attest to proper function.**
2. **The starboard generator was not operating properly. Refer to the engine survey for greater detail and recommendations.**
3. **Starboard generator battery charger did not power up. Service / replace the battery charger as necessary and attest to proper service.**
4. **Sludge noted in the starboard generator primary fuel / water separator bowl. Service all fuel filters as necessary. Check the fuel fill cap O-rings for condition.**
5. **No non-conductive rubber boots were noted on the port generator positive battery terminal. Attest to all positive terminals being protected from accidental shorting.**
6. **Heavy corrosion noted on an aluminum support bracket located aft outboard to starboard in the engine room, below the starboard exhaust discharge pipe. A seawater leak was noted at this exhaust pipe. What appeared to be a rusty hole was noted in the insulation just aft of the corroded bracket. Investigate further and repair as necessary.**

Machinery Space:

7. **The support bracket for the starboard generator muffler was not fastened to the deck. Properly secure the muffler and bracket.**
8. **A synchronizer was installed to synchronize the generators, this system was not functional. Service the system as necessary and attest to proper service.**
9. **The seawater cooling supply line for the port shaft seal appeared to be in poor condition. Investigate further, replace the cooling supply line if necessary.**
10. **Open electrical junction box noted in the aft engine room bilge. Replace the junction box cover.**

Trial Run:

1. **It was reported by the captain that the SeaKeeper SK5000 did not work and was not tested. Service and prove functional as desired.**
2. **There was an "Eng. Intake Manifold | Temp Port" at 2000 RPM and a "Eng Exh Gas Temp High - Right Manif Port" when attempting maximum RPM. There were also multiple water jet system alarms and "EmergPowerFail" alarms. See engine surveyor's report for further notes and recommendations.**
3. **Autopilot heading hold worked but would not turn when tested. Additionally, the autopilot control in the Rolls Royce system was not functional.**

General Comments and Maintenance:

1. **CO Detectors, install in enclosed accommodation spaces as per ABYC 24.6 and NFPA 302 13.1. Detectors should be installed on boats with an enclosed accommodation space and in each sleeping space separated by a bulkhead or structure.**
2. **All below the water line and above the water line seacocks (thru-hull valves) should be fully serviced at the next scheduled haul out.**
3. **Register the EPIRB in the new owners name.**
4. **Register the SART in the new owners name.**
5. **The CCTV system was not sighted functioning. It would be prudent to service and prove the CCTV system functional.**
6. **Note: Only the shore power cable / inlet wired to the power reel was tested. It would be prudent to attest to the proper service of the other (port) shore power inlet.**
7. **None of the exterior refrigerated drawers on the foredeck, aft deck, and flybridge were operable. It was reported by the engineer that they are all supplied by the same chilled loop which needs service. It would be prudent to hire a qualified marine HVAC technician to service and attest to the condition of the air conditioning and refrigeration systems.**
8. **Per the captain's request, the powered sunroof was not tested because he believed the gasket should be serviced. Gasket material on top of the sun roof was worn and peeling. Service and prove functional as desired.**
9. **The exterior finish was found with oxidation, fading, flaking, minor chips, scratches, and stress cracks. Caulking was also found worn in Several areas. Renew finish as desired.**
10. **Teak throughout the exterior was dirty and worn in several areas with uneven surface, raised caulking, and areas of minor damage. Renew as desired.**

General Comments and Maintenance:

11. **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, and air conditioning system.**

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 ongoing 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. It is understood that the vessel is a "used" vessel and the presence of cosmetic deficiencies is to be expected on any used vessel.

EXTERIOR

Underwater Hull Areas:

1. Due to the limited visibility at the dock, the functionality of the underwater lights could not be proven. Prove functional when visibility is improved as desired.

Hull-Sides (Waterline to Sheer):

1. Some of the lettering was missing at the "Mangusta" manufacturers name plate at the aft starboard side.
2. Scuffs, scratches, and areas of faded white surface finish were noted below port side deck boarding gate.
3. Several small dings were noted in the rub rail on the port side.
4. A small bend with a protruding fastener was noted forward on the starboard side rub rail.
5. The stainless-steel grab rail was missing from the port side of the swim platform with exposed fastener holes sighted where it was previously mounted.

Flybridge:

1. The powered hatch worked but there was a poorly terminated wire at the forward outboard corner.
2. There was an abandoned mount from which a FLIR infrared camera was removed with the access hole covered in blue tape, aft of the open radar array.
3. Storage spaces below the seating were dirty and would benefit from clearing. There were also empty mounts for life rafts below the aft seating and an empty fire extinguisher mount below the starboard seat.
4. Finish below the seating was worn and cracked.
5. There was filiform corrosion in the radar arch finish and mounts.
6. The port Simrad antenna cord was disconnected with minor surface rust on the plug end.
7. Scratches were noted on the varnished table.

Flybridge:

8. The three buttons forward of the starboard seating got stuck when tested and functions were not determined.
9. Courtesy lights did not work when tested.
10. It would be prudent to install a VHF or carry a handheld VHF when operating from this helm.
11. The canvas shade was not sighted but stainless steel poles were stowed in the garage.
12. Securing hardware was missing and/or unsecure at the helm and access panels inboard on the radar arch fashion plates.
13. Note: The EPIRB housing cover was missing and HRU (Hydrostatic Static Release) was not date tagged. No EPIRB was mounted.

Aft Deck & Swim Platform:

1. The powered sunshade awning was inoperable. Service as desired, attest to proper service.
2. Crazing white surface finish was noted inside of the center aft compartment below the aft deck seating area.
3. The starboard side outboard bosuns lockers hinges were loose with a missing fastener at the aft hinge.
4. Corrosion was noted at the drain plumbing below the aft deck wet bar faucet on the port side.
5. Notable crack and void was noted in the teak at the garage access deck hatch to port of the aft deck sun pad.
6. The center aft swim platform teak plank was cracked.
7. The aluminum paneling for the hydraulic lines was damaged at the forward bulkhead to starboard in the garage.
8. Minor surface corrosion was noted at various hydraulic fittings inside the transom garage. It would be prudent to clean fittings and apply a marine grade corrosion inhibitor.
9. The frame of the passarelle compartment was cracked at the bottom of the frame.
10. The passarelle handrail had to be zip tied to the passarelle in order to deploy and retract properly. Additionally, the port side handrail was dissembled.
11. Dried leak stains were noted below the hydraulic rams for the passarelle. No active leaks were sighted – Clean and monitor.

Sides and Foredeck:

1. Several areas of faded white surface finish were noted above the port and starboard side deck windows and at the brow surrounding the aft flybridge.
2. The courtesy lights outboard of the port and starboard side deck pilot house doors were covered with blue tape.
3. The center and port side windshield wiper wash hoses were found disconnected. Additionally, the center wiper blade was aligned slightly off its center.
4. Several cut wires were noted forward to port and starboard inside the chain locker. Properly terminate wires as necessary.
5. Blisters were noted in several areas of the windshield frit (black film border). Monitor.
6. Finish for the varnished table on the foredeck was faded. Additionally, the table was loose, and its adjustable hardware was difficult to operate.
7. The sliding refrigerated drawer at the port side of the foredeck seating area was difficult to open and the paint was peeling on the face of the drawer.

Sides and Foredeck:

8. Sun pad cushions were found worn. This can be considered normal wear and tear for a vessel of her type and age.
9. Through-hull to port in the forepeak which appeared to be for the diesel crash pumps exhaust discharge had a small void at the bottom of the through-hull.

INTERIOR

Salon, Dinette, Galley & Lower Helm:

1. The Rolls Royce engine monitor had a cloudy appearance, but data was still visible.
2. Touch screen functions would intermittently work on the BÖNING lower monitor to port and the starboard mouse for the helm monitors worked but the buttons would get stock when tested. Due to this issue, several pieces of data for the trial run was not sighted.
3. GPS's displayed "No Radar" when tested.
4. There was no dampening fluid in the White Star compass.
5. Multiple Rolls Royce control buttons were installed on an angle.
6. The enunciated alarm at the port side of the helm sounded like it was dying.
7. Indicator lights for the powered mast did not illuminate.
8. The Jotron Phontech 3100 did not work when tested.
9. The UPS (uninterrupted power source) battery was dying to starboard below the helm console.
10. Latch hardware was missing to the breaker panel doors, and the lid was removed from the panel outboard to port.
11. There were salt deposits on and below the starboard side deck door.
12. Dry leak stains were noted on the underside of the powered sunroof.
13. The inside of the wet bar refrigerator Would benefit from cleaning.
14. There was a vertical line running through the center of the TV.
15. The overhead speaker at the base of the stairs to the flybridge was not installed.
16. Hinge hardware should be tightened to the forward locker below the TV.
17. Cook top vent hood fan did not power up.
18. The dishwasher did not power up.
19. The garbage disposal did not power up.

Lower Salon:

1. The freshwater filter installed in the storage space below the stairs to the lower helm was found dirty.
2. Stains were sighted in the carpet.
3. The courtesy light below the aft companionway step did not work when tested.

Master Stateroom & Head:

1. AV equipment and UPS in starboard AV cabinet were disconnected. Additionally, the AV cabinet doors were removed. As such, the staterooms sound system could not be tested.
2. Minor dried leak stains and salt crystals were noted below the port and starboard portholes. Ensure gasket seals are cleaned and lubricated to prevent water intrusion.
3. The lamp to starboard of the TV did not have a bulb installed.
4. The port and starboard berth side reading lamps did not illuminate when tested.
5. The TV did not power up when tested.

Master Stateroom & Head:

6. Junction box cover mounted on the aft bulkhead in the center bilge was not properly secured. Secure the junction box cover.
7. Notable corrosion was sighted on the inspection plate nuts on fuel tank tops in the head bilge. Clean and corrosion protect - Replace compromised nuts as necessary.
8. The light for the hinging mirror above the port side head did not illuminate when tested.
9. The steam shower did not power up when tested. Service as desired.
10. The temperature control handle for the shower was missing.
11. A 24 volt pump located between the engines was corroded.
12. Surface rust noted on the hydraulic lines that were not painted, located at the inside of the transom as accessed from the engine room.

Forward Stateroom & Head:

1. The port side forward overhead speaker did not play sound when tested. Service as desired.
2. The light for the mirrored compartment at the port side desk did not illuminate when tested.
3. Both the port and starboard forward overhead ceiling panels were sagging slightly.
4. The port and starboard berth side reading lamps did not illuminate when tested.
5. The TV did not power up when tested from the remote or local power switch at the TV.

Starboard Stateroom & Head:

1. The hanging closet light did not illuminate when tested.
2. The AV receiver did not power up when tested.
3. Tarnish was noted in the head sink basin.

Machinery Space:

1. The water maker powered up and functioned however the ppm level was at 600+. It would be prudent to clean all filters and retest. Consideration should be given to replace the membranes.
2. Corrosion noted on the bronze pipefittings at the MSD system located outboard to port in the engine room. Replace the fittings with marine grade bronze fittings.
3. Blue tape was covering the water softener and dirty oil transfer pump breakers. Investigate further. If these systems are still onboard, service them as desired and prove functional.
4. Corrosion noted on the air conditioner chiller compressor feet.
5. Corroded bronze pipe fittings noted below the Hamann MSD system. Replace the fittings with marine grade bronze fittings.
6. Corrosion noted at the base of the refrigeration compressor located outboard of the port engine.
7. One of the ceiling light fixtures is missing.
8. A 24 volt pump located forward and outboard of the port engine, in the bilge, was corroded.

Trial Run:

1. There were “Amber W L” alarms on both MTU analog/digital gauges. See engine surveyor’s report for further notes and recommendations.
2. Several blower communication errors were noted.

General Comments and Maintenance:

1. Several small nicks, dings and scratches were sighted throughout interior wood finish and trim. This can be considered normal wear and tear for a vessel of her type and age.
2. There was minor perished silvering at various mirrors throughout the interior of the vessel.
3. Pan/tilt functions worked when testing the searchlight, but the lights did not illuminate.
4. IPads throughout the guest areas had minor scratches on the screens and were not charged. Speakers throughout the vessel were Unable to be proven. Charge and prove AV systems functional.
5. Several small nicks, dings and scratches were sighted throughout interior wood finish and trim. This can be considered normal wear and tear for a vessel of her type and age.
6. Exterior cushion covers had wear with minor tears and missing hardware.
7. At time of survey, vessel was plugged in to shore-power using the starboard side shore-power cable. Due to location of dock pedestal, starboard side receptacle was not plugged in and proven functional. As such, starboard side shore-power transformer was also not tested.

SECTION 7:
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:

$4,000,000
Four Million 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:

$9,000,000
Nine Million U.S. Dollars

SUMMARY:
In accordance with the request for a marine survey of "**MINE SET**", 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 **July 30th, 2025,** and was found to be a well-constructed, appointed and comfortable vessel. The vessel is mostly well-kept, and majority of scheduled maintenance has been completed with the exception of those items listed in "Findings" 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.
- **"RESTORABLE"** Enough of hull and engine exists to restore the boat to usable condition.

As a result of my investigation, the items presented in the VESSEL and FINDINGS AND RECOMMENDATIONS sections of this survey, and by the 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.

Subject to correction of deficiencies listed in Findings & Recommendations (**), the vessel is considered to be suitable for its intended use. Other deficiencies listed should be attended to in a timely fashion.

SECTION 8:

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" section and in "SUMMARY & VALUATIONS" 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,

Kerry Nikula AMS #1339
SAMS AMS ABYC IAMI
Attending Surveyor
August 3rd, 2025

SECTION 9:
PHOTOGRAPHS

HULL IDENTIFICATION NUMBER (HIN)

USCG DOCUMENT NUMBER

PROFILE

BOW

STERN

RADAR ARCH

FLYBRIDGE

FLYBRIDGE

AFT DECK

AFT DECK

PORT SIDE DECK

STBD. SIDE DECK

FOREDECK

BOW & WINDLASS

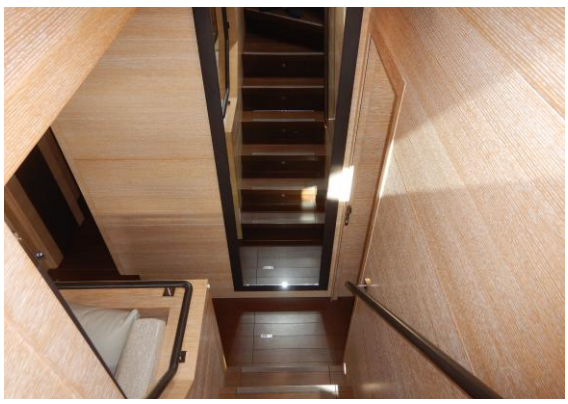
SALON

SALON

GALLEY

DINETTE

LOWER HELM



COMPANIONWAY

MASTER STATEROOM

MASTER STATEROOM

VIP STATEROOM

VIP STATEROOM

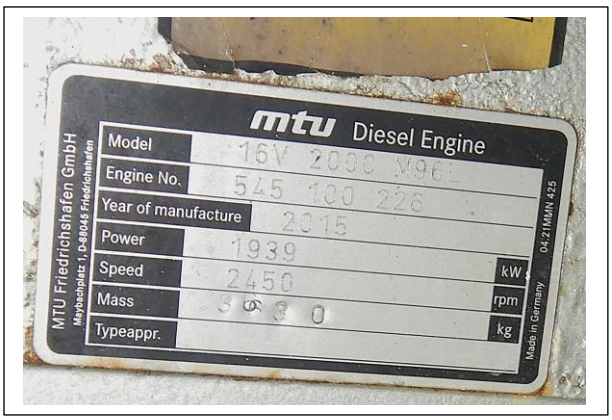
PORT STATEROOM

CREW SPACE

MACHINERY SPACE

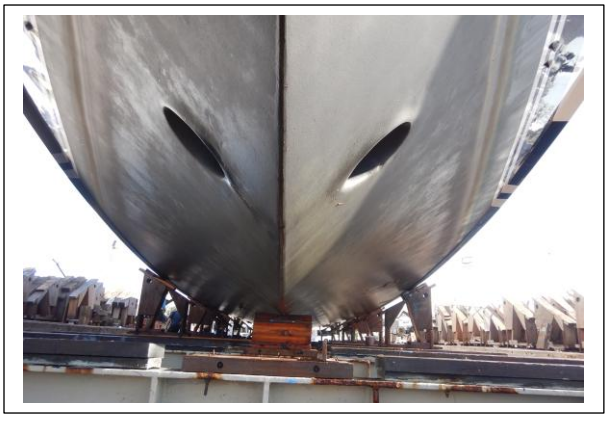
MACHINERY SPACE

PORT ENGINE SERIAL #



STBD. ENGINE SERIAL #

HAUL OUT



HAUL OUT

HAUL OUT

HAUL OUT