



**PATTON MARINE SURVEYORS
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Our Time and Experience
is our Stock in Trades

September 9, 2024
File No.: 13675-24
Page 1 of 40

Captain Zachary C Hayes
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Mr. Kevin Kramer
Burgess Yachts
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**RE: ICE BEAR, 1988, 52 Meter De Vries Feadship
ex Royal Pacific, ex Gallant Lady**



Note: In addition to this text, there are 40 pages of recommendations which are an integral part of the report and should be read in conjunction with this text.

Dear Captain Hayes,

At your request via Mr. Kevin Kramer of Burgess Yachts, these undersigned independent marine surveyors were in attendance onboard the 1988, 52 meter DeVries Feadship motor yacht named "ICE BEAR."

Date of attendants:	September 03 to 06, 2024
Scope of Inspections:	Pre Sale survey
Attending Surveyor:	Guy Clifford of Patton Marine Surveyors Clint Keato of Patton Marine Surveyors

LIMITATION OF SCOPE OF SURVEY:

The survey of this yacht is based solely on a careful visual and non-destructive inspection of easily accessible portions of its structure and available equipment. Complete inspection can be made only by removal of flats, soles, decking, head liners, ceiling or hull lining, tanks, gas freeing and joiner work removals. This would be damaging in nature and prohibitively time-consuming and as we do not want to be held responsible, it was not done.

The information contained in this report, concerning sizes, accuracy of build, hull or superstructure geometry, ratings, capacities, speeds, etc., was ascertained from maker's plates, logs, documents, plans and certificates on board together with statements of the instructing entity. Unless specifically noted otherwise, none of the information was ascertained by direct measurement or calculation and, although all the information contained is believed to be correct, the accuracy thereof is in no way guaranteed.

Complete inspection of machinery, auxiliaries, piping, tanks, systems, electrical wiring, electrical and electronic equipment can be made only by continuous operation or by disassembly. This has not been done. It is recommended and understood that the engines and electrical systems are to be surveyed and tested under load by a qualified marine engineer and/or marine electrician to further determine the condition of the engines, gears and pumps, heat exchangers, coolers, or electrical systems etc..

Further, no determination of stability characteristics or inherent structural integrity has been made, but some opinion maybe expressed with respect thereto. It implies no guarantee against faulty design, hidden or latent defects. This report represents the condition of the yacht on the survey report date(s), and is the unbiased opinion of the undersigned, but it is not to be considered a warranty either specified or implied.

No warranty is made regarding the classification or regulatory status of the yacht. While the details reported are believed correct, the regulatory status of the yacht can only be confirmed directly by the certifying authorities.

This report carries no warranty regarding ownership or any warranty regarding outstanding mortgage, charges, liens or other debt there may be on the yacht.

This report is submitted for the exclusive use of the instructing client and no liability will be accepted to any third party who may subsequently read or hold a copy of this report or any of its contents. Copyright remains with the instructing client who has paid for the survey and the surveyor or surveyors. The report is not to be given out indiscriminately. The instructing client only has the right to disperse this report at his/or her discretion.

The scope of the examinations was (further) limited by

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The following report is the result of a (strictly) limited survey and is not to be considered a full condition survey. Please observe the following.

- There was Limited Access to the yacht and/or specific areas onboard
- Due to the yacht's interior construction, it was not possible to access all bilges and internal hull construction.
- Yacht or vessel does not comply with MCA.
- An air conditioning survey by an authorized manufacturer's representative was not performed
- A full electrical survey was not performed by an electrical surveyor. Survey is limited.
- Electronics and entertainment equipment was tested only as to functioning or not.
- At the request of the instructing client, the hull bottom and running gear was not pressure washed or cleaned.
- At the request of the instructing client there were no Audio Gauge readings taken in the hull bottom.

GENERAL:

"ICE BEAR " is a semi-custom built 52m De Vries Feadship

Designer Exterior: De Voogt
Designer Interior: Paola D. Smith (Original)
Builder: Feadship De Vries
Year built: 1988
Build No. 637

She has a raked stem, wide body forward, transom stern with an aft fishing cockpit. Semi skeg keel, and spade rudders. The decks are flushed. She has an upper sky lounge and crow's nest. She is twin/single diesel engine powered.

She is built to the Class of American Bureau of Shipping (ABS)

Class No.: 8839871
IMO No.: 8981353
Class: A1 Yachting Services AMS
Issue Date: 7 January 2022
Expiry Date: 31 October 2026

She is currently in Class

All other documentation and necessary certificates are in order and properly filed with an index in File Folders.

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Certificate of British Registry:

She is of British Registry. A copy of The Cayman Island Certificate of British Registry was seen, and it states the following:

-Name:	ICE BEAR
-Signal Letters:	ZCRT2
-Official No.:	732372
-Year No.:	PY 175 IN 1998, GEORGE TOWN
-Previous Registry:	EX. US "ICE BEAR II O.N. 936769
- Motor Ship	Twin Screw
-Where Built:	AALSMEER HOLLAND
-When Built:	1987 / 2000
-Name and address of builders:	De Vries Scheepsbouw. Aalsmeer Holland
-Type of Ship:	Pleasure Yacht
-Material used to construct:	Steel
-Principal Dimensions: -Length:	43.31m
-Breadth:	9.31
-Moulded Depth:	3.08
-Moulded Draft:	2.31
-Gross Tonnage:	614
-Net Tonnage:	184
-Engines & Shafts: No. of sets:	2
No. of shafts:	2
When made:	1987
Name/address makers:	Caterpillar Inc. Mossville. IL
-No. cylinders each set:	12
-Diameter of cylinders:	170mm
-Length of stroke:	190mm
-Brake HP of Shafts:	1728.4 kW
-HP/Est. speed of ship:	15.5 knots
-Owner:	Cool Fur Enterprises Inc.
-No. of 64 Shares:	64
	Genesis Building 5 th Floor
	P.O. Box 448 GT
	Grand Cayman, Cayman Islands
-Certifying Registrars Stamp and Signature Dated:	13 th November, 1998

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HULL:

Hull Color: White
 House Stripe: Royal Blue
 Boot Stripe: Royal Blue
 Hull Protection: Machine screw fastened stainless steel rub rail to a molded steel rub strake.
 Port light Port side: 5 round forward. 8 oval aft. All fixed except 2 opening in the Engine Room
 Port lights Starboard side: 5 round forward. 8 oval aft. All fixed except 2 opening in the Engine Room
 Name on Transom: ICE BEAR
 Hailing Port: Grand Cayman. CI
 Hull ID No.: Non sighted on transom.

HULL CONSTRUCTION:

The hull is of all electric arc welded Steel Hull to Superstructure Joint is by Explosion bonded Deta Coupler.	Steel Plate Type: N/A Aluminum Type: N/A
She is built on 97 Frames	Frame 0 Being The Transom Aft Frame 97 Being The Bow at the Stem
Frame Spacing.	500mm
4 W/T Bulkheads.	Frame 9 Lazarette Frame 36 Aft Engine Room Frame 53 Forward Engine Room Frame 82 Forward Crew
<u>Hull Plating.</u>	
Keel Landing Plate:	22mm x 200mm
Keel Side Plate:	8mm
Garboard or A Plate:	Fr. 0 to Fr. 9.5 is 10mm Fr. 9.5 to Fr. 36.5 is 8mm Fr. 36.5 to Fr. 53.5 is 8mm Plate seams are all lap welded.

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B Plate	Fr. 0 to Fr. 9.5 is 8mm Fr. 9.5 to 36.5 is 8mm Fr. 36.5 to 53.5 is 10mm Fr. 53.5 to the bow is 8mm
C Plate	8mm
D Plate	7mm
E Plate	6mm
Stabilizer Insert Plate	12mm
Shaft Strut Insert Plate	20mm

Comments:

The interior hull is insulated with a Rockwool insulation and sheathing panels. There is limited access for internal inspection of the hull and superstructure construction.

Where accessible the welding is done to high standards.

There was no nondestructive testing, audio gauging of the hull or superstructure requested at this time.

LOCATIONS:

Frame 90 Anchor Hawse Pipes
Frame 76 Bow Thruster
Frame 56 to 57 Dopler Log & Depth
Frame 49 P & S Sea Chests
Frame 48.5 to 49 Stabilizers
Frame 19 to 21 Shaft Exit
Frame 14 Intermediate Struts
Frame 7 "L" Bracket
Frame 2 Rudder Stocks

HAULOUT and BOTTOM INSPECTION:

Date: September 3, 2024
Location: Safe Harbor Rybovich. West Palm Beach
Hauled Via: Travel Lift
Weight on Scales: Scales not working.
Pressure washed: Not at this time.
Blocked: Temporary Keel Blocks only.

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Draft from scum line to lowest point of keel: 9' 1"
Draft from the Waterline: 9' 7"

Measurements are approximate only, due to the unevenness of the ground.

Antifouling Bottom Paint:

Barrier coat: Unknown
Paint manufacturer: International, Interspeed
Color: Red
Date last coated: October 2021
Paint condition: Past it's useful life

Hull Bottom Condition: The hull bottom is paint sick.

There are areas of heavily fouled paint. Paint missing. Some areas of bare metal. There are dents in the port side, forward and aft of the stabilizer fin.

- 3 to 4 frame bays forward of the fin stock 300mm x 300mm 22mm inset
- 4 to 5 frame bays forward of the fin stock in the A, B & C Plate 10mm inset
- 7 to 7 frame bays forward of the fin stock 400mm x 400mm 28mm inset
- 4 to 5 frame bays aft of the fin stock C Plate 3mm inset
- 6 to 7 frame bays aft of the fin stock C/D Plate 3mm inset

It is reported that Class ABS is aware of this damage which was reportedly caused by contact with an iceberg. Please see "RECOMMEDATIONS" under the heading of Hull Bottom and respective headings.

All other information on the hull bottom is listed under the respective headings.

Anodes:

It is important to maintain the proper anode level on any yacht, particularly aluminum or steel vessels. It is important that proper zincs of a known composition be used. There are two grades of zincs that are specific for bottom applications. They are, military spec #A-18001H, the other is an ASTM No. B-418-67. Either specified zinc is the proper zinc to be used for underwater protection on aluminum or steel hulled yachts.

Hull Bottom zincs: Twenty (20) 10 per side 18" x 4"
Bowthruster zincs: Four (4) x 10"x 2"
Stabilizer zincs: One per fin 10"x 2"
Keel zincs: Four (4) 2 per side 18" x 4"
Rudder zincs: Four (4) 2 per rudder 11"x 5"

All zincs are actively working and are between 40 % & 60 % spent. Please see 'RECOMMENDATIONS.'

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TRIAL RUN:

Date: September 5, 2024
Location: Atlantic Ocean off of Palm Beach
Duration: 2.5 Hours
No. of persons on board: 13
Wind Speed & Direction: ESE 10 to 15kts
Air temperature: 29°C
Sea Condition: 2' to 3' with large swells
Sea temperature: 29.8°C
Relative Humidity: 75%
Barometric Pressure: 1020mb

Fuel: 20%
Water: 75%
Waste: 20%
Tenders: 1 in Tender Garage

	Port	Stbd.	No.3
Eng Hr Start	12195	12168	
Gen Hr Start	2639.9	3216.6	

Cast off dock lines at 1052. Return to dock 1330

The following systems were monitored, tested and checked during the trial run. For test results and comments, please see the respective headings in the survey text.

- Main Engine readings. Gauges in ER WH & FB
- Remote starts and stops tested
- Controls tested at all 5 stations
- Exhaust temperatures monitored
- Pillow Block bearing temperatures monitored
- Shaft seal temperatures monitored
- Bow thruster test operated for 2 minutes
- Stabilizer monitored underway
- Steering gear in hard turns, Emergency and auto pilot steering tested
- All Navigation electronics turned on and monitored
- Water Makers run and tested
- Anchor windlasses & ground tackle tested at dock side
- Fuel oil Centrifuge
- Black & Grey tank discharge
- Hull potential readings taken

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- Generator load tests
- Noise level readings

The following speed and rpm readings were taken without engine synchronization. The engines only have manual mechanical gauges therefore no fuel flow or load % could be monitored.

Heading ° True	RPM	Speed GPS	Speed Log	P Eng Load%	S Eng Load%	P Eng GPH	S Eng GPH
093	800	8.2	7.8				
090	1000	9.8	10.1				
097	1200	11.8	11.9				
102	1400	13.2	13.4				
WOT	1460/1500	13.9	14.0				

Both engines did not turn up to full load RPM of 1600. Possible cause, fouled bottom and propellers.

NOISE LEVEL READINGS:

Noise level readings were taken with a noise level meter set to dB A and response time slow. The following readings were recorded:

LOCATION	1250 RPM
Wheel house	63.5dB
Captain's Cabin	58.4dB
Sky lounge	57.5dB
Main Salon	57.8dB
Dining salon	58.9dB
Master stateroom	58.2dB
Port Fwd Guest	62.2dB
Starboard Fwd Guest	62.2dB
Port Aft Guest	61.4dB
Starboard Aft Guest	61.5dB

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TANKS:

All onboard liquid contents tanks were visually examined, externally only. Unless otherwise mentioned in the "RECOMMENDATIONS" section of this report, no external signs of leaks or damage were found during these examinations. It is to be noted that the tanks are not totally accessible or visible on all sides. For a complete evaluation of tank tightness, they should be hydro-tested.

<u>TANK</u>	<u>LOCATION</u>	<u>CAPACITY</u>
FUEL OIL		
PORT FORWARD	FR 57-62	2450 GALLONS/9260 LITERS
STARBOARD FORWARD	FR 57-62	2450 GALLONS/9260 LITERS
PORT WING AFT	FR 17-36	4700 GALLONS/17765 LITERS
CENTERLINE TANK	FR 17-36	5800 GALLONS/21925 LITERS
STARBOARD WING TANK	FR 17-36	4700 GALLONS/17765 LITERS
DAY TANK	FR 36	206 GALLONS/780 LITERS
TOTAL FUEL OIL		20,306 GALLONS/76775
FRESHWATER		
PORT TANK FORWARD	FR 53-56	2000 GALLONS/7560 LITERS
STARBOARD TANK FORWARD	FR 53-56	2000 GALLONS/7560 LITERS
PORT TANK AFT	FR 8-9	730 GALLONS/2760 LITERS
STARBOARD TANK AFT	FR 8-9	730 GALLONS/2760 LITERS
TOTAL FRESHWATER		5460 GALLONS/20640 LITERS

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<u>TANK</u>	<u>LOCATION</u>	<u>CAPACITY</u>
WASTE/SEWAGE WATER		
BLACK WATER	FR 47-49	362 GALLONS/1370 LITERS
FORWARD SUMP GRAY WATER	FR 57-59	635 GALLONS/2400 LITERS
AFT SUMP GRAY WATER	FR 15-17	423 GALLONS/1600 LITERS
LUBE OIL/DIRTY OIL		
CLEAN LUBE OIL	FR 36	223 GALLONS/ 843 LITERS
DIRTY OIL	FR 36-39	488 GALLONS/ 1846 LITERS

FUEL SYSTEM:

Number of Tanks: Five (5) + Day Tank
 Tank construction: Steel integral to the hull. Day tank is steel, separate standalone.
 Tank Bunkering: Dedicated piping and valves to each tank from port and starboard side deck bunkering lockers.
 Tank Vent: Common vent with overflow alarm vent.
 Tank Monitoring: Damcos Digital tank level transducer, Day tank sight glass with low level alarm.
 Tank Inspection: Port wing storage tank inspected.
 Tank Coating: Undetermined
 Piping: Steel, welded

Fuel is bunkered onboard through a dedicated bunkering system, with bunker stations located on both port and starboard side decks. Fuel is delivered to the tanks through dedicated piping and isolation valves for each tank located in the engine room.

Fuel transfer between tanks are controlled at pump control panels in the aft Engine Room. The fuel tank levels are monitored through an Emerson/Damcos monitoring screen, located at centerline forward Engine Room. A Brooks fuel transfer counter is fitted in the transfer system located in the aft Engine Room adjacent to the fuel centrifuge.

A diesel fuel tender transfer pump is located in the engine room with an associated hose on reel mounted in the portside Engine Room ceiling. It is fitted with a GASBOY 120AC pump and fuel counter.

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Main Transfer Pumps: (2)

Location: Aft Engine Room lower level.
Manufacturer: Speck
Model: SKG330ILL-112-11001
Capacity: 7.5m³/Hr.
Tested transfer: 36 G/Min.

Day Tank Transfer Pump:

Location: Aft Engine Room upper level.
Manufacturer: IMO
Model: ACE-032N3 NVBP
Capacity: 3.6m³/hr.
Tested Transfer: 34L/Min.

Fuel Centrifuge:

Location: Aft Engine Room upper level.
Manufacturer: Alfa Laval Sweden
Model: MAB 104B/24-60 4 108-5
Rated capacity: 1.3m³/Hr.

Diesel Tender Fill System:

Manufacturer: Gasboy

**Not Tested.

All main fuel transfer systems were tested successfully. Please see "RECOMMENDATIONS."

Diesel fuel is delivered to the main engines and generators through steel piping with braided stainless steel flexible hoses and fire rated blue flexible hoses. The connections and fittings were found in good condition where seen.

Main Engine Primary Fuel Filters:

Manufacturer: Parker Racor
Model: Triplex with water sensors

Generator Primary Fuel Filters:

Manufacturer: Parker Racor
Model: Simplex

Please see "RECOMMENDATIONS."

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FRESHWATER SYSTEM:

Number of Tanks: Four (4)
Tank Construction: Steel integral to the hull
Tank Fill: Port and Starboard deck bunker lockers.
Tank Vent: To mast
Tank Monitoring: Damcos digital tank senders through Engine Room monitoring panel. Dip Sticks.
Tank Inspection: Port aft water tank
Tank Coating: Coated
Piping: Steel

Fresh water is bunkered onboard the vessel via shore supply, with a portable dock filtration and R/O system before it is bunkered onboard, at the bunker stations on the port or starboard side. A fill manifold directs the water to either or all of the four tanks onboard. The aft water tanks are used normally for vessel trim correction.

Freshwater is generated by the onboard reverse osmosis systems converting clean seawater to usable fresh water.

Fresh Water Pressure Pumps: (2)

Location: Port forward Engine Room
Manufacturer: DP Pumps
Model: DPVF 4/6B
Capacity: 8m³/Hr.
Operating Pressure: Cut in psi 54 Cut out psi 70
Accumulator Tank: Approximately 200 L
Filter System: 3M Particulate Filter SS4EPE-316
Water Sterilizer: JOWA- AG
UV System: AquaFine UV – 4 Bulb System 4000 hours left on bulb life
Water Treatment: Dockside- Tucker 4060 Prefilter/RO system.

Hot Water Heater: (1)

Location: Port Forward Engine Room
Manufacturer: Thermia
Model: 918
Capacity: Approximately 180 Gallons
Elements: 3 x 12000 watts each.

Circulating Pump: (1)

Location: Port Engine Room
Manufacturer: Bell & Gosset
Model: Series 100 BNE

Please see "RECOMMENDATIONS"

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WATERMAKERS:

Number of Units: Two (2)
Location: Starboard Forward Engine Room
Manufacturer: Village Marine Tech
Model: 3600 G/Day
No.1 Hours: 6103 Hrs. New Membranes 2023 6050 Hrs.
No.2 Hours: 1778 Hrs. New Membranes 2023 1722 Hrs.
Rated Capacity: 3600 gallons per day
No. of Membranes: 5 membranes each.
Prefilters: Two (2) Per unit
Sand Filters: One (1) Per unit
High Pressure Pumps: CAT
LP Feed Pumps: AMPCO

Watermaker Test Results:

Readings	Unit# 1 Starboard	Unit# 2 Port
Pre-Filter Pressure PSI	32	40
Operating Pressure PSI	600	600
Brine Flow G/Min	12	13
Product Flow G/Min	2.6	2.4
Salinity (PPM)	346	473

Please see "RECOMMENDATIONS"

GRAY WATER SYSTEM:

The wastewater from the sinks, showers, bathtubs, laundry and galley along with ac condensate are gravity drained to the two gray water sump tanks. There are some custom-made automatic condensate collection boxes with pumps fitted to discharge to the forward gray water sump tank.

The gray water tanks are manually discharged overboard and have the facility to pump to shore.

Number of Tanks: Two (2)
Tank Construction: Steel Integral to the hull
Tank Vent: To mast
Tank Monitoring: Damcos
Plumbing: PVC

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Gray Pumps:

Manufacturer: K & R Pompen.
Type: Centrifugal

Satisfactorily test operated. All Sinks, showers and bathtubs were filled and allowed to drain. No issues noted.

Please see "RECOMMENDATIONS."

BLACK WATER SYSTEM:

Waste water from the toilet system is collected in the sewage/black water collection tank. The current configuration is set so the tank is pumped to the Sewage Treatment Plant for processing and discharge overboard per local regulations. The tank can also be diverted to be pumped ashore to a collection facility as required, discharged at sea without processing per regulations.

It is noted that the toilet system onboard has been discontinued, the vessel has a large assortment of spare parts onboard, however there will be a time in the future as parts become scarce that the system will require an upgrade/replacement.

Number of Tanks: One (1)
Tank Construction: Steel Integral to the hull
Number of Toilets: Thirteen (13)
Toilet System: Microphor/Microflush
Tank Fill: Air Pressure/Gravity
Tank Vent: To Mast
Tank Monitoring: Damcos

Discharge Pump:

Location: Engine Room

Satisfactorily test operated.

WASTE TREATMENT SYSTEM:

Location: Shaft Tunnel Centerline
Manufacturer: Headhunter
Model: TW-HMX-513
Serial #: 1664
Type: Type II
Rated Capacity: 1800 G/Day
Certification: USCG 159.015/7240/1

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LUBE OIL SYSTEM:

The lube oil system onboard is set up with a standalone lube oil tank in the starboard aft engine room, with a clean oil pump plumbed, connected to a quick connect outlets for a wandering hose to refill the main engines/generators.

The dirty oil from engine sumps is drains through quick connect fittings on various equipment sumps and connected to a lube oil wandering hose, which is then pumped to the dirty oil tank.

It is noted that the pump data plates could not be read due to excessive paint coatings.

Clean Lube Oil:

Tank Construction:	Steel/ Standalone
Location:	Starboard aft Engine Room
Pump Manufacturer:	N/S
Pump Model:	N/S

Dirty Oil Pump:

Location:	Lower Engine Room centerline
Manufacturer:	N/S
Model:	N/S

Pumps were momentarily run to prove operation. No oil was actually transferred.

THROUGH HULLS:

As an annual maintenance project, it is recommended that all of the seacocks and sea strainers be disassembled, cleaned, inspected, and lubricated. It is time to do so now.

The main sea water intakes are forward in the engine room by way of port and starboard heavy wall 18" diameter steel stand pipes.

These stand pipe tops are above sea water level to facilitate strainer basket cleaning.

There are no protective grates over the hull bottom intakes and no purpose blow down attachments in the tops.

The tops are vented to a garden hose type drainage system,

There are welded pipe spigots with flanged bronze valves for the main engine cooling water, generator cooling water and all other auxiliaries.

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There is a very good, detailed list of all the through hulls, sea water intake and discharge valves. Each designated a number. All valves were inspected and tested for ABS 5 Year Special Survey in October 2021.

There are a few valves which are leaking at the flanges or welded spigots. Please see "RECOMMEDATIONS" under the heading of Through Hulls.

RUNNING GEAR:

The following is a list of the running gear from main engine mounts to propellers.

Main Engine Mounts:	Resilient Type 4 Rubber Design
Reverse Gear Mounts:	Rigid Type Solid mounting
Type of Coupling:	Steel Stub Shaft
Reverse Gear Coupling:	Vulcan Type
Shaft Size & Material:	130mm/ 140mm tail shaft Magnetic
No. of Sections:	Three (3)
Type of Coupling:	Hydraulic
Grounding Brushes:	Spring loaded carbon shaft brushes
RPM counter:	Mechanical and Digital Wheel Type
Oil Bath System:	Ackerboom with oil header tanks
Shaft Bearings Material:	White Metal
Shaft Seal or packing Gland:	Sealed Akerboom Oil Bath
Shaft Seal cooling & Lubrication:	Oil cooled/filled shaft
Shaft Support:	Shaft Pillow Block bearing, Stern Tube, Intermediate "P" Strut Aft "V" Strut.

Both stub shafts are wrapped with Denzo Tape to prevent surface corrosion.

Comments:

The oil bath shafts are leaking

Propellers:

Maker:	N/A Lips Type
Material:	Bronze
No. of Blades:	5
Size:	1360mm Diameter x N/A Pitch
Tip Clearance:	500mm

Comments:

Both propellers turned easily by hand and had a good ring when sounded:
Both propellers have a coating of PropSpeed which is heavily fouled with marine growth.

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STEERING:

Number of Stations: 5. Bridge Destroyer wheel, NFU at P&S Wing Stations and two in the Crows Nest.
 Type: Hydraulic
 Maker: TENFJORD
 Model: 1-JR2 / 160
 RAI: At each station.

Steering Pumps: (2)

Location: Port aft Lazarette
 Maker: TENFJORD
 Rated at : 2.2 hp each

Hydraulic Rams: Single, Dual Action
 Tiller Arms: Clamped Steel
 Jockey bar: Two with ball end joints
 Rudder Size: Semi Bal Foil. 15sq ft
 Offset from Shaft line: In Line

Emergency Steering:

Location: Lazarette
 Type: Positive displacement pump with 15" wheel
 No. of turns: 72 turns lock to lock
 RAI: At port rudder stock
 Compass Repeater: None sighted
 Bridge Communication: Satisfactorily test operated.

Steering Tests:

	Hard Over to Hard Over.	Pump 1	Pump 2	Pump 1 & 2
Bridge Wheel	32°P to 35° S	14 sec	14sec	7 sec
Bridge NFU	Satisfactorily	test operated		
Port Wing	Satisfactorily	test operated		
Stb Wing	Satisfactorily	test operated		
Fwd&Aft Crows Nest	Satisfactorily	test operated		

During the trial run the yacht was put into hard turns and the steering gear was monitored. No unusual movement or noises in the connections.

During the haul out rudder lower bearings were checked. Please see "RECOMMENDATIONS" under the heading of Steering.

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BOW THRUSTER:

Type: Electric
Maker: Holland Roerpropeller
Model: PD 88-700 Proporsional.
Rated at: 120hp
Electric Motor: Leroy Some
Voltage: 208v 3phase
Transformer: Yes.
Tunnel Location: Frame 76
Tunnel Size: 27" Dia
Propellers (1): Offset to starboard
Size: 26" x 4 Blade
Doublor wear ring: 10mm
Protection bars: Removable, bolted
Hull scalloped aft: Yes
Controls: Satisfactorily test operated at each of the 5 helm stations

Comments:

The bow thruster propeller is heavily fouled.

Test results:

Temperatures monitored at the thruster transformer between 166°F & 201°F. Please see "RECOMMENDATIONS" under the heading of Bow Thruster.

STABILIZERS:

Type: Hydraulic
Maker: Vosper Naiad
Model: 3L
System Hours: N/A
Control Type: NAIAD
Fin Location: Frame 48 -49
Fin size: 25sq ft

Fin Material: Steel

Last service of bearings and seals: 2021

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Sea Trial Readings:

Operating Pressure: 1160 Psi (80) Bar
Hydraulic Tank Oil temperature: 97°F
Hydraulic Cooler Oil in: 94°F
Hydraulic Cooler Oil out: 93°F
Seawater In: 84°F
Seawater Out: 86°F

Please see 'RECOMMENDATIONS.'

Comments:

The stabilizer system was not working as designed. Please see "RECOMMENDATIONS" under the heading of Stabilizers.

BILGES:

Number of main bilges: There are 7 main bilge compartments;
Forepeak
Bow Thruster
Foreship Crew
Fwd Cofferdam
Engine Room
Aft Guest
Lazarette

Bilge protection: High Water Bilge alarms.
Suction with foot strainers to a primary bilge manifold in the Engine Room
The Forepeak has its own 110v ac Submersible Pump
The Lazarette has a designated Bilge suction pump

Bilge condition: Generally, the bilges are in very poor condition. Please see photographs.

All bilge high water alarms were satisfactorily test operated. They all have approximately 30second delay.

The forepeak and lazarette pumps were satisfactorily test operated to pump down the respective bilges.

Please see "RECOMMENDATIONS" under the heading of Bilges.

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BILGE and FIRE SYSTEM:

Bilge and Fire pumps do have crossover capability. Either one can be used for either purpose.

Bilge Pumps: (2)

Location:	Starboard aft Engine Room and	Lazarette
Type:	Bonze head centrifugal.	Steel head centrifugal
Maker:	MP Pumps	MP Pumps
Model:	29535	N/A
Capacity:	N/A	N/A
Manifold:	Steel body Bronze stem ECON	

- With fresh water priming

Plumbing & piping: Believed to be Cunifer

Fire Pumps (2)

Location:	Starboard aft Engine Room and	Lazarette
Type:	Bonze head centrifugal.	Steel head centrifugal
Maker:	MP Pumps	MP Pumps
Model:	29535	N/A
Capacity:	N/A	N/A
Manifold:	Steel body Bronze stem ECON	

With Fresh Water priming.

Fire Hydrant Valves and hoses: Reported seven. Hoses have firewall capable nozzles
Fresh Water Fire Hoses Hoses were replaced with new in 2021
Plumbing & piping: Believed to be Cunifer

Both primary bilge and fire pumps were satisfactorily tested as bilge pumps to pump down the forepeak bilge.

Both primary bilge and fire pumps were satisfactorily tested as fire pumps with one fire hose open.

Both Pumps have very good pressure at 55psi.

Please see "RECOMMENDATIONS" under the heading of Bilge and Fire Pumps.

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COMPRESSED AIR SYSTEM:

Compressors (2)

Location: Port and starboard aft Engine Room
Maker: Atlas Copco
Model: Two Stage.
No.1 Hrs.: 2310.31
No.2 Hrs.: 2334.56
Receiver Tank: Size 30usg. Year not known.:
Condensate drain: Automatic dump valve to the engine room bilge

Compressed air systems:

- Ships horns
- Microphor toilet system
- Aft deck hatch seals
- Watertight door

Comments:

The two systems were last serviced in December 2023. Both systems were satisfactorily test operated.
Each compressor system has a dryer system fitted. The compressed air piping is stainless steel.

Please see "RECOMMENDATIONS" under the heading of Compressed Air systems.

OIL WATER SEPARATOR:

Location: Port aft engine room
Maker: Heli Sep
Model: 100 OCD 2M
Suction from: Engine room bilge
Discharge to: Waste oil tank
Overboard valve lock: None fitted
15ppm valve test: Satisfactorily Test operated to suck from the bilge and discharge to a pail.

PLUMBING and PIPING:

Fuel System: Steel
Fresh Water System: Steel/Copper
Sea Water System: Cunifer/Steel
Grey Water system: PVC
Black Water System: PVC
Air Conditioning System: Copper
Hydraulic Systems: Steel
Lube Oil System: Steel
Color coded flow direction arrows: Minimal identification.

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AIR CONDITIONING:

The vessel is fully air conditioned with a J.D. Nall chill water air conditioning unit rated at 50 tons. This is a four-compressor unit, rated at 720,000 BTU's. Each compressor has its own heat exchanger and its own raw water pump and frequency drive. The heat exchangers are fitted with flushing valves.

The main control panel is of an older style, where individual compressor selector switches control any one of the four compressors to be the lead compressor. This allows control over compressor/system operating hours for lead and lag maintenance of components. The chilled water is circulated throughout the yacht's chilled water piping by a single large pump.

The various compartments all have temperature and fan speed controls. All of the fan coil units were tested.

The circulated chilled water is delivered to room fan coil units throughout the vessel and cabins. The fan coil units are fitted with electrical elements for heating purposes, with temperature and fan speed controls in each area. The majority of the fan coil units have been cleaned and sterilized or replaced for new ones in the last few years.

The heat is supplied by individual heat strips at each air fan coil. A few of these heat strips were tried, however, all were not tested at this time. If cruising in cold climates is anticipated, a hot water heater could be added to the chill water system to provide circulated hot water throughout the yacht. This would require different thermostats.

The system has seen replacements and upgrades of the VFD, compressors and fan coils in areas. There are some large component of the system such as the evaporator and tube condenser that are reaching the end of their reliable use life.

Location:	Upper Engine Room aft centerline
Manufacturer:	J.D Nall/ Aqua Air
Total Capacity:	720000 Btu
No. of compressors:	Four (4)
Condenser:	Tube and Shell
Evaporator:	Tube
Type of Refrigerant:	R407C
Sea water pump:	Four (4)x Centrifugal. Pumps Price Pump Co (1 per compressor circuit)
Chilled water pump:	One (1) Centrifugal. Price Pump Co. XT 200
No. of Air handlers/ Fan Coils:	Approximately 36
Compressor Hours:	1. 10107 Hrs. 2. 6252 Hrs. 3. 6299 Hrs. 4. 9042 Hrs.

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VENTILATION:

There is a forced fresh air ventilation system into the air conditioning duct work. Each of the accommodation fan coil units have a four-inch fresh air inlet which is supplied by F100 inline fans. This air comes in through the various grills around the yacht. This is an unregulated system.

This type of makeup air system is outdated and does not provide effective humidity control of the vessels interior when in tropical, hot climates like South Florida. Consideration should be made to refit the vessel with a climate/humidity controlled make up air system to protect the interior, reduce the risk of bacteria growth associated with humid/hot climates on a yacht.

The galley is fitted with a large galley hood extraction system, the galley is fitted with a balancing air duct, situated in the galley ceiling to replace the air extracted by the galley hood. This air is not conditioned or treated in any way. There is considerable condensation in this ducting system entering the galley. The galley extraction system is ducted into the engine room ventilation central stack with a fire damper.

The ventilation system and galley shutdowns including damper closures were tested successfully.

REFRIGERATION:

The yacht is fitted with a large amount of refrigeration onboard. The refrigeration onboard is comprised of the following:

Crew Mess: Four (4) door Glenco XL Series E Stainless-steel freezer.

Galley: Four (4) door Glenco Stainless-steel refrigerator
Four (4) door Glenco Stainless-Steel Freezer
Four (2) door Cosplisch Refrigerator
One (1) Walk in Refrigerator.

Aft Cockpit: Built in Freezer box starboard side
Tube icemaker Port side.

Tender Garage: Large Chest Ffreezer

Engine Room:

The self-contained, hermetically sealed compressors and condenser units for these refrigeration units are located in the forward portside engine room below the work bench. The units were all operational during the survey, the units have had various repairs of components over the years from the original installation.

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Refrigeration units:

Crew Freezer:	Emerson/Copeleand KAAB-007E-CAV-800
Refrigerant:	R-404A
Forward Galley Freezer:	Emerson/Copeland KAAB-007E-CAV-800
Refrigerant:	R-404A
Galley Walk-In:	Copeland RST64C1E-CAV-102
Refrigerant:	R-404A

Some units could not be identified.

MAIN ENGINES:

Please refer to the separate detailed inspection and report generated by Marine Diesel Specialists of Fort Lauderdale Florida, for details regarding the main engines, generators and gearboxes.

For propulsion, the yacht is powered by a pair of 12-Cylinder turbocharged and intercooled high speed Caterpillar 3512 diesel engines, fitted to reduction gearboxes on resilient mounts.

Manufacturer:	Caterpillar	
Engine model	3512TA	
Engine serial No.:	Port: #50Y00712	Starboard: # 50Y00711
Reported Hours:	12 910 Hrs.	12160 Hrs.
Rated RPM:	1600	
Rated Power:	1172Hp	

Marine Gears:

Manufacturer:	Reinjtes	
Gear Model:	WAV840 BB	
Ratio:	3.95:1	
Gear Serial No.:	Port: # 52565	Starboard: #52566

Main Engine Exhausts:

Exhaust is discharged from the main engine turbochargers are directed through vertical risers, and compensator joins to a large exhaust silencer through black steel piping, which has been wrapped in black thermal blankets. This silencer is fitted and secured to the engine room ceiling by resilient supporting mounts. The exhaust is then piped to the outboard sides of the engine room, respectively. It is passed through a seawater cooled spray ring and discharged through an above water bypass exhaust discharge overboard pipe for low rpm maneuvering by an electrically actuated valve. This valve is preset to an RPM value to open and the exhaust is discharged below the water line through a venturi exhaust cowl.

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GENERATORS:

The main generators were independently surveyed by Marine Diesel Specialist. Please see their survey and recommendations.

The yacht is fitted with a pair of Northern Lights 145kW diesel powered generators for electricity production onboard. These prime mover/electrical ends are fitted inside sound enclosures with easily removable panels for access and service.

The yacht is fitted with a seawater cooled electrical load bank to prevent underloading of the generators when electrical demand is low while on generator supply.

Vessel power supplied is: 3- Phase 208 Volts 60Hz at 1800 RPM.

Prime Mover Manufacturer: John Deere
Prime Move Model: 6068H

	<u>Port</u>	<u>Starboard</u>
Hour meter:	14293 Hrs.	40383Hrs (Per Control Displays)
Serial Number.:	PE6068H532727	PE60684533699

Electrical End Manufacturer: Magnaplus
Electrical End Model: 431PSL6204

	<u>Port</u>	<u>Starboard</u>
Serial Number:	WA-551433-0706	WA-552014-0706

Generator Load Bank:

Manufacturer: SEPHCO
Model: LSMC-1-60-208
Serial No: 50786
Capacity/Rating: 60kW @ 208 Volts 3-phase

Generator Exhaust:

Exhaust from the generator turbocharger is directed vertically through a black steel riser wrapped in thermal blankets into a DPF/ Silencer assembly. The exhaust soot is collected in the DPF (Diesel Particulate Filter) to reduce exhaust smell and soot emissions. The filter is a passive system, with interchangeable filters and back pressure monitoring system. The exhaust once passed through the filter/silencer is cooled by a seawater supplied spray ring, and the cooled exhaust is discharged into a Centex gas/water separator. The cooled exhaust is directed overboard at waterline level, there is a manually selectable valve and pipework to direct the starboard exhaust to a port side overboard discharge through a cross-over pipe in the engine room ceiling. All components of the exhaust system appear to be in good condition and recently renewed. It is to be noted that the starboard generator exhaust hull side standpipe/discharge is pin holed.

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ELECTRICAL:

Note: An electrical survey was not conducted as per the request of the Client. A brief overview of the electrical system is given below for reference only. A current and thorough electrical survey is recommended.

There is a power and generation system on the yacht for the voltages of 120/208V at 60Hz 3Ph provided by two (2) generators or from dockside through a shore power system. There is also a 24VDC system for starting the main engines, generators and for DC users.

Vessel Power: 208 Volt 3-Phase/ 120 Volt Single Phase 60hz
Vessel Shorepower: 2x 150-amp shore cords input at 208 Volts.

Shorepower Transformer: ISMET-WERKE
Rated Power: 108 kVa @ 208 Volts 3-Phase, 60Hz

It is noted that the vessel travels with a portable electrical power transformer that is currently used to transform 480V 60 Hz 3- Phase (@ 200 Amps) dock power to 208V 3-phase (2 x 150 amps). This restricts the vessel shore power usage to USA/ 60Hz shore power supplies. Most vessels of this size would be fitted with a multi voltage/ multi frequency power converter allowing the vessel to accept a wide range of voltages and frequencies.

AC System:

Power from either generator or from the shore power system is supplied to the main switchboard (MSB) in the engine room. The power source is selected at the MSB which makes a contractor for the relevant power source. The selected power source then supplies two main distribution panels which distributes three phase power to eight (8) sub-distribution panels.

Main AC Consumers:

- Electric Powered Bowthruster Set @160 Amps
- Generator Load Bank
- HVAC Set @160amp
- Stabilizer Powerpack 100amps
- (8) accommodation/technical sub panels

DC System

The vessel is fitted with a 24Volt DC system provided by three separate battery banks, which are in turn charged by dedicated AC powered battery chargers and engine alternators.

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There are four main battery systems onboard:

- House Bank 24VDC - 6 x Odessey PC1700
- Port Engines 24VDC bank- 4 x Odessey Pc2150
- Starboard Engines 24VDC bank – 4 x Odessey PC2150
- Charging Systems: Mastervolt MASS 24/100
- Navigation/Wheelhouse

There is a Main DC panel in the forward engine room that supplies 100-amp DC power to two (2) DC consumer panels.

- Nautical Panel
- Navigation Panel

The DC system is fitted with a manual throw switch to parallel the port or starboard engine battery banks to the house battery in an emergency.

HULL POTENTIAL:

Hull potential readings were taken with a portable Fluke voltmeter and a Silver, Silver Chloride reference cell.

Readings are in mV DC.

The protected range for.

Steel Hull	800 to 1050 mV DC
Aluminum Hull	900 to 1100 mV DC
Wood Hull	550 to 600 mV DC
Fiberglass Hull	550 to 900 mV DC

Potential Readings:

Docked on shore power:	.889 mV DC
Undocked on generator:	1.00 mV DC

The readings are found within the ACCEPTABLE range.

ENGINE ROOM:

All machinery in the engine room is listed under the respective headings. The engine room is split leveled and air conditioning.

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Access: Watertight door from the crew mess
Escape: Port side ladder to main deck Fidelity
Protection: Overhead heat rise sensors
Automatic / manual Halon 1301 fire suppression system
CCTV Cameras.
Fire alarm with red light
Warning yellow Light
Hand Held portable fire extinguishers.
Safety and hand rails around machinery
Lighting: Dual element, vaporlock, fluorescent light fixtures with one emergency incandescent bulb over the starboard side.
Four opening Port Holes
Insulation: Rockwool behind painted white, perforated steel paneling
Decking: Anodized or painted aluminum diamond plate (All removable pieces. Not all Fastened down.)
Features: Work benches with Bench vise, grinder assorted tool chests.

The engine room is found in good well organized condition.

There is evidence of past exhaust gas leaks by way of soot stains on the overheads. There is rusting at the hull side perforated panels. There is heavy layers of paint over rust in the bilges. Please see "RECOMMENDATIONS" under the heading of engine room and bilges,

GROUND TACKLE:

Anchor Windlasses (2)

Maker: Steen
Type: 23.50-1 Vertical Electric 2 Speed

- Band brakes
- Forward bronze rollers
- Devils claw retainers
- Chain clamps
- Chain Wash from fire main
- Hawse pipe Guard Plates

Chains (2)

Length: 450 ' with Kenter joining shackles
Size: 20mm Stud Link U2

- Pelican Hooks at Bitter ends.

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Anchors (2) with no swivels
Maker: Poole
Type: HHP Stockless
Weight: 460kg each

Aft Deck Warping Winches (2)

Maker: Steen
Type: 59.48

Both Clockwise rotation.

- Plug in foot switches.

Both anchor windlasses were satisfactorily test operated to drop anchors and retrieve on both slow and fast speed.

Both aft deck warping winches were satisfactorily test operated.

Please see "RECOMMENDATIONS"

ELECTRONICS, COMMUNICATION, and NAVIGATION EQUIPMENT:

The following electronics, communication, and navigation equipment were seen aboard the yacht. All was tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS".

Magnetic Compass:	In Overhead , viewed with periscope with recent deviation card
Gyro Compass:	Anchutz
Auto Pilot:	Anchutz Pilot Star
Radar 1:	Furuno 120 mile X Band
Radar 2:	Furuno 120 mile S band
GPS 1:	Furuno GP 150
GPS 2:	Furuno GP 150
ECDIS:	Chart System
AIS System:	Furuno
Depth Sounder(2) :	Furuno Color Video
VHF 1:	Sailor
VHF 2:	Sailor with DSC
SSB:	Furuno
WeatherFax.	Furuno
Wind instruments:	Young
Search Light: (2)	Carlisle & Finch with additional LED Floods

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Windscreen Wipers:	Yes
Ships Clock:	WEMPE (Not working)
Ships Barometer:	WEMPE
Satcom C:	Yes
VSAT:	Yes
Telephone:	Yes
Ships Computer:	ASLIS Custom
Ships Printer: (2)	Furuno and HP.

Comments:

All navigation electronics were turned on during the trial run. Please see "RECOMMENDATIONS"

ENTERTAINMENT EQUIPMENT:

Entertainment Equipment was basically turned on to prove power up. The systems are operational, however, very dated. Please see "RECOMMENDATIONS"

The system comprises of the following elemental components:

- Starlink Satellite antenna- Modem
- Directv TVRO Dome
- Cathode Ray Tube televisions in guest cabins
- VCR players in guest cabins.
- Apple TV in guest cabins and salons
- PLEX Movie server in guest cabins and salons
- Flat screen televisions in Owner's Cabin and Main Salon
- Interior and exterior speakers source controlled through Logitech system.
- Wi-Fi access.

APPLIANCES:

All of the commercial and domestic appliances were tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS".

TEAK DECK:

The teak decks are mostly original with the exception of the aft boat deck and aft swim platform.

In general, all decks have well grained out teak, raised and separating caulking seams and are holding water.

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The foredeck is leaking water into the forepeak and there is rusting of the steel sub deck.

The Portuguese bridge deck shows the back fastened screw points. The aft boat deck is thin and grained out. The aft main deck is in better condition, having been protected from the weather.

Generally, the teak decks are not in good condition. Please see "RECOMMENDATIONS."

TENDERS:

The main tender is reportedly a 28' Shamrock diesel engine powered vessel. This tender was not available for survey at this time.

Tender Onboard:

Location: Forward Tender Garage
Maker: Oceanus
Model: AB 19VST
Type: RIB
HID #: COXMO3500IJ910
EHJ18H08L3735

Outboard Motor:

Maker: Yamaha
Model: F90 XB 90HP 4 Stroke
Serial#: 6FP x 1000 346
Engine Hours: 175.7

- VHF Radio
- Garmin GPS
- Navigation Lights
- Fire Extinguisher
- Life Jackets
- First Aid Kits
- Anchor

The tender was lifted out of the tender garage, swung outboard and the outboard motor was started and run at idle with fresh water flushing.

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CRANES:

Location: Port Side Aft Boat Deck
Maker: Ackerboom
Type: Hydraulic.
Crane Rating: 4 Tons
Hook Rating: 3.5Tons
Cable: 5/8" Anti Twist steel. Greased
Load Tested: 12-06-2023
Load Test Expires: 11-23-2025

This crane was satisfactorily test operated to slew, raise and lower the boom and cable under no load only at this time. Hydraulic power pack located on the starboard side in an enclosed locker.

Location: Forward Tender Garage
Maker: Ackerboom

The crane is a boom gantry type, which can lift either port and starboard tenders and launch to either port or starboard side.

This boom crane was satisfactorily test operated to lift and launch the Oceanus tender.

TENDER GARAGE:

Location: Forward in the main deck.
Entrance: Deck hatch and ladder to starboard of stairs from the Crew Quarters.
Maker: Hydraulime
Type: Large aluminum deck hatch which raises on four hydraulic rams.
Hydraulic Power Plant. Forward to starboard.

Garage Protection:

- Two Gasoline Detectors. (Not Tested at this time)
- Halon 1301 Fire Suppression System
- Overhead Smoke detectors
- Hand Held Fire Extinguishers
- CCTV Camera
- Engine Room Coms Blue flashing light
- Red Fire Alarm Light
- Red Halon Deployment light
- Work Bench and Vise.
- Tool Chests and Equipment.

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The tender garage is found in clean and organized condition.

The hydraulic system and hatch locking dog system was satisfactorily test operated. The port aft hydraulic ram seal is leaking. Please see "RECOMMENDATIONS".

EXTERIOR FINISH:

The hull was last painted in the fall of 2019. Paint is reported to be Imron.

Color: White. (# Not determined)

The hull does still have a fair gloss. There are a few blemishes and scratches. There are chunks of missing paint at the starboard bow at and above the boot stripe.

The superstructure has been repainted in sections over the years. Many of the larger horizontal surfaces have dulled out there are numerous areas of paint blistering. This is not unusual with aluminum. It is always an ongoing maintenance issue. Please see "RECOMMENDATIONS".

INTERIOR:

- Accommodations for 10 Guests in 5 Staterooms.
- 10 Crew in 5 Cabins.

The master stateroom is forward on the main deck, the full beam with office area to starboard with his and hers full bathrooms with tubs, toilets, bidets and a central shower stall.

The 4 guest staterooms are below decks aft. Each with an ensuite bathroom with bathtub/showers.

The dining salon is aft on the main deck with large oval dining table and seating for 12.

The main galley with commercial grate appliances is mid ships to port.

The main salon is on the bridge deck aft of the captain's cabin to port and the navigation station to starboard. Full beam bridge forward with full instrumentation and 180° visibility.

There is a sky lounge above the bridge with a panoramic view.

Crew accommodations are forward below decks with a large crew mess to port. Laundry room to starboard, chief engineer's cabin to starboard. Engine room entry aft on center.

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Four crew cabins forward with two bunks and ensuite bathrooms with toilets and showers.

The interior has had upgrades and modifications over the years however does have a lot of the original high quality of wood joiner work. The interior by today's standards is considered somewhat dated. A new owner may wish to modernize.

In general, with the exception of the headliner panels, the interior is found in very good condition for its age.

SAFETY EQUIPMENT:

The following safety equipment was noted aboard. Those items not operational are noted in the "RECOMMENDATIONS."

Life Saving:

- Crew emergency exit to the foredeck
- Guest accommodations emergency exits to the main deck
- Engine room emergency exit to the port main deck
- Four 16 man Canistered life rafts with hydrostatic releases.
- 35+ Immersion survival suits
- 1 406 MHz EPIRB with locator number and hydrostatic release
- 2 x Search and rescue transponder (SART)
- 40+ Type 1 Life Jackets (personal floatation devices)
- 6 x Throw rings: Number 2 with retrieving lines
- 2 x Man overboard light/smoke signaling buoys:
- 2 x Safety harnesses
- 4 x Line throwing apparatus
- Neck Brace
- Stretcher

Fire Fighting:

- 2 x Fire fighting suits with air bottles and mask
- 3 x Fire axes
- Ample Hand held fire extinguishers (type and quantity if available)
- Fire and general alarm buttons located in various places throughout the yacht
- 3 x Fire blankets in galley and pantry.
- Halon 1301 fire suppression system for the main galley to include shut down system for galley fan and galley exhaust duct.
- Halon 1301 Engine Room Fire Suppression System
- Halon 1301 Tender Garage Fire Suppression System

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- Panel outside engine room with alarm when opened. The following is included in panel:
 - Shut-off to day tank.
 - Engine room ventilation fans shut down
 - Engine room ventilation ducts closed.
 - Fuel transfer pump off.
 - Fuel centrifuge off.
- Manual discharge of engine room fire system. .
- Halon 1301 fire suppression system for the Tender Garage
- NOTE: HALON systems are being phased out and in some European and Caribbean countries Halon is already outlawed and cannot be re certified, an alternative fire suppression system needs to be investigated and installed.
- Portable diesel operated bilge & fire pump, with appropriate hoses and strainer(Not test operated at this tie)
- Fire alarm panel in the wheelhouse, with smoke/heat sensors in the overhead throughout the yacht. Randomly test operated.
- 2 X Fresh water hose and reel in interior of yacht
- 7 X Sea water fire fighting outlets, with hoses and fire wall capable nozzles.
- Smoke hoods in each stateroom and cabin for number of berths. (EXIRED)
- International Fire Flange

Audio Visual Signals:

- 2 x Large searchlight
- Ship's bell, sized to yacht rules. Set of international code flags
- International running lights, per rules
- Ample up to date hand held flares, as well as flare gun with flares
- 8 x Closed circuit TV security cameras with monitors
- Electric or air horns with inland light and timed foghorn feature
- Navigation light safety panel in the pilothouse
- Megaphone
- 2 x Anchor balls
- Current electronics package in compliance with class requirements, G.M.D.S.S. etc.

Miscellaneous:

- Aluminum storm covers for the required windows and portlights
- Emergency steering station in the lazarette with gyro repeater and intercom
- 3 x Emergency grab bag
- 24-volt emergency DC lighting
- Windshield wipers
- Emergency electronics batteries (top deck)
- Large complete first aid kit with Defibrillator and Oxygen bottle(No service tag)

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- High water alarms in all bilges and cofferdams
- Bilge pickups manifolded to the main bilge pumping system
- Bilge and fire pump system to be interchangeable through a properly labeled manifold
- A copy of International COLREGS.
- Waste management plan on board as per USCG regulations.
- Plastic placard stating Federal Water pollution Control Act laws at the bilge pumps or in the engine room. It is federal law.
- A placard stating regulations against dumping of plastics and garbage at sea
- A layout drawing or Safety plan with instructions and safety equipment should be posted in the galley, each stateroom , crew mess, pilot house, main salon and public location.

Please see "RECOMMENDATIONS " under the heading of SAFETY.

COMMENTS:

"ICE BEAR" is a well designed and well-built yacht. She is designed and built by one of northern Europe's premier yacht builders.

She is built to very high standard and the equipment used and installed is of very high quality. Over the years she has proven herself on many successful passages with three different owners.

VALUE:

Fair Market Value

The "FAIR MARKET VALUE" is the most probable price in terms of money which a yacht 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.

Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under condition whereby:

- Buyer and seller are typically motivated.
- Both parties are well informed or well advised, and each acting in what they consider their own best interest.
- A reasonable time is allowed for exposure in the open market.
- Payment is made in terms of cash in US dollars or equivalent thereof; and

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- The price represents a normal consideration for the yacht 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 the undersigned surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel, as seen and equipped, is in the region of:

\$9,950,000.00 US to \$10,000,000.00 US

Nine Million, Nine Hundred Fifty Thousand US Dollars to Ten Million US Dollars

SUMMARY:

"ICE BEAR" is a good yacht with good gear and equipment. Once her safety and starred★ "RECOMMENDATIONS" have been complied with and her maintenance has been brought back up, she will be considered a good marine risk for coastal and transocean cruising. Any extended limits and extensions would have to be set by an arrangement with the underwriters.

SURVEYOR'S CERTIFICATION:

The undersigned surveyors certify that to the best of their knowledge and belief:

- 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 personal, unbiased professional analyses, opinions, and conclusions.
- The undersigned surveyors have no present or prospective interest in the vessel that is the subject of this report, and no personal interest or bias with respect to the parties involved.
- Our compensation is not contingent upon the reporting of a predetermined value or direction in value that favors the cause of the instructing client, the amount of the value estimate, the attainment of a stipulated result, or the occurrence of a subsequent event.
- We have made a personal examination of the yacht/vessel that is the subject of this report.

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GENERAL NOTES:

Note: This survey report is issued by the undersigned, who have exercised reasonable care in conducting a visual inspection of the accessible areas, in connection with the examination, of the subject vessel. All details and particulars in this 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 their skill, training, and experience, after a routine visual examination of the vessel's systems, and after discussions with owners, crew, and others familiar with the vessel.

Unless otherwise stated, no actual measurements or calculations were made by the surveyor at the time of this examination. Reported measurements and capacities were obtained from the vessel's/yacht's papers/documentation and/or from other published sources.

No part of this report is issued as an expressed or implied warranty of the condition, life expectancy, seaworthiness, or value of the vessel/yacht or its systems, machinery, or equipment.

The undersigned have conducted their visual examinations and issued this report for the sole use of the specified requesting party for an agreed fee based upon the intended use of the report and legal liability of the undersigned. Accordingly, others are not to use this report, and not to rely upon the contents of this report, without payment to the undersigned of an additional agreed fee, based upon re-evaluation and examination of the same factors.

Further, 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 report. Further, in no event shall the legal liability for the undersigned of this report, or Patton Marine, Inc. ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits, and regardless of whether under theory of tort, contract, warranty, outrage, or otherwise.

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This survey is prepared for Captain Zachary C. Hayes, and as aforesaid does not expressly or impliedly warrant or any way guarantee the condition, seaworthiness, or value of the vessel. It is further agreed by the aforesaid Captain Zachary C. Hayes. that Patton Marine Surveyors and Consultants Inc. and Mr. Guy Clifford of G.C. Marine Inc. and Mr. Clint Keato of MIH Marine Surveys LLC , shall not be held liable under any circumstances whatsoever or responsible in any way for any error in judgment, default or negligence nor for any inaccuracy, omissions, oversights, misrepresentation or misstatement in this report and that the use of this report shall be construed to be an acceptance of the foregoing conditions.

The above report has been prepared and submitted without prejudice to the rights or obligations of any party.

PATTON MARINE SURVEYORS
AND CONSULTANTS, INC



GUY CLIFFORD
Marine Surveyor



CLINT KEATO
Marine Surveyor

GC:CK:isa:ms

-NOTICE-

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