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Our Time and Experience
is our Stock in Trades

May 30, 2026
File No.: 13984-26

Captain James Wyse
Email**:** W130Captain@gmail.com

Mr. Michael Strassel
Email: MStrassel@hmy.com

RE: "ELYSIAN", 2004,
130' Westport Motor Yacht

Note: In addition to this text, there are 36 pages of recommendations which are an integral part of the report and should be read in conjunction with this text.

To Whom it May Concern,

At your request via Mr. Michael Straussel of HMY Yachts, these undersigned independent marine surveyors have inspected the 2004, 130' Westport motor yacht named "ELYSIAN", while she was dockside at the Safe Harbor North Marina in Fort Lauderdale FL.

Date of Inspections:	May 26th 29th, 2026
Scope of Inspections:	Pre-purchase
Trial Run:	Atlantic Ocean off Fort Lauderdale FL
Hauled Out:	Lauderdale Marine Center – 485ST Travelift

Attending Surveyors: Walter Richardson – Patton Marine Surveyors
Michael Schneider – Patton Marine Surveyors
Engines & Generators: Cody DiBella of Marine Diesel Engineering Inc.

This is a partial pre-purchase survey only and is not to be used for other purposes. The following is a report of those findings.

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 survey is not to be given out indiscriminately. The instructing client only has the right to disperse this survey at his/or her discretion.

The scope of the examinations was (further) limited by:

The following report is the result of a (strictly) limited survey and is not to be considered a full-condition survey. Please observe 'X' marked boxes. Specific Client Instructions (Note: this includes specific client instructions or lack of required time)

X Due to the yacht's interior construction, it was not possible to access all bilges and internal hull construction.
X Yacht or vessel does not comply with MCA.

GENERAL:

"ELYSIAN" is a semi-custom built 130' tri-deck motor yacht.

She has a raked stem, euro style transom, and skeg keel. She has a raised foredeck with flushed side decks. She has a raised pilot house with flybridge and molded swim platform. She is twin diesel engine powered.

Designers: Bill Gardner and Greg Marshall
Builder: Westport Shipyard, Westport, WA
Year: 2004

Yacht Particulars:

Length Overall:	130'
Length at Waterline:	113' 8"
Beam:	26'
Designed Draft:	6'6"
Air Draft:	48'
Displacement:	41000lbs full load
MMSI Nr.:	339094000
HIN:	WPS01508N204

Certificate of Registry:
The yacht is registered Jamaican Ship Registry; the Certificate was sighted and states.

-Name:	"ELYSIAN"
-Official No.:	JMP22161
-Hailing Port:	Falmouth
-Call Sign:	6YWA5
-MMSI Nr.:	339094000
-Length:	39.63M
-Breadth:	6.81M
-Depth:	2.10
-Type:	Private Yacht
-Gross Tons:	298
-Net Tons:	89
-Propulsion Method:	Diesel
-Builders Name:	Westport, Washington USA
-Year of Build:	2004
-Construction Material:	F.R.P.
-Propulsion Type:	Motor
-Power HP:	4080
-Name Of Owner:	CG Investment Marshall Islands Trust Company Complex, Ajeltake RD Ajeltake Island Majuro Marshall Islands
-Authorized Representative:	Mega Yacht Registry Services Inc. Suite 11 Winchester Business center 15 Hope Road Kingston 10 Jamacia
-Owner:	Of all 64 Shares
-Date of Registry:	December 23, 2022
-Date of Issue:	December 05, 2024
-Period of Validity:	December 22, 2025

Other Documents & Certificates.

Issued By	Type of Document	Issued	Expires
Jamacia	Spectrum License 6YWA5	6/22/2022	6/21/2027
FCC	Radio Station License	24/07/2023	23/07/2028
IYB	International Tonnage Certificate	Jan/05/23	NA
IYB	Declaration of Anti-Fouling System Micron99	10/2021	NA
IYB	International Sewage Pollution Prevention	Feb 27/2023	Dec 22/2027
IYB	Survey Status	12/ 23/2022	12/23/2027
Blue Star	Service Certificate – Galley Hood & Dryers	07/17/20	NA

HULL CONSTRUCTION:

There was no hull construction plans or detailed drawings seen onboard. The following information is taken from previous Patton Marine surveys of other Westport 130 yachts. The hull is laid up with a fiberglass and polyester resin using a sandwich core construction reportedly to ABS rules as of 5/1/97.

The following is a layup schedule for a typical Westport 130 hull bottom. This information is not guaranteed to be accurate and the original build scantlings should be obtained from the builder. Dimensions are also taken from direct measurements and are guaranteed to be as accurate as possible.

Hull Bottom Schedule:

- Gel coat
- Two (2) x ¾ oz jet strand mat skin
- C = .050"
- ¾ oz chop strand mat E-Glass
- Four (4) x 24 oz woven roven
- T = 0.177"
- Core bond
- 1" Airex PVC foam 5#
- Core bond
- 1" Airex PVC foam 5#
- ¾ oz chop strand mat E-Glass
- Three (3) x 24 oz woven roven
- T = 0.139"

In the areas of through-hull penetrations, the Airex core material appears to have been removed and is full of fiberglass laminates or higher density foam inlayed for added strength and to prevent core material compressing which would possibly cause water intrusion.

The outer skin of fiberglass laminates reportedly has a low permeability resin using epoxy. This is to reduce the possibility of osmotic lifting. This resin was not actually confirmed at this time.

Hull Topside Laminate Schedule:

- Gel coat
- Two (2) x ¾ oz chop strand mat skin
- T = 0.050"
- ¾ oz mat E-Glass
- Three (3) x 24 oz woven roven
- T = 0.139"
- Core bond
- ¾" Airex PVC foam
- ¾ oz chop strand mat
- Two (2) x 24 oz woven roven
- T = 0.101"

Hull Bottom:

- Three (3) each port and starboard side hat section fiberglass with a foam core, approximately 6" wide and varying in height from forward aft the engine room.
- Two (2) each port and starboard side in way of the engine room which become main engine girders.
- Hat section fiberglass with foam core.
- A higher density core material is used under the engine rail location with heavier fiberglass laminate on top.

Hull Sides:

- Two (2) each port and starboard side, hat section fiberglass with foam core approximately 4" high x 6" wide

Longitudinals have cut limber holes inserted with PVC pipes sealed through the longitudinals. These limber holes facilitated water drainage.

Bulkheads:

There appears to be fourteen (14) bulkheads in total labeled "A through K". These were seen on the docking plan. No's 4 and 11 are not identified as letters.

- Main bulkheads appear to be at station B, D, F, and H.
- Watertight bulkheads appear to be at the aft end of the chain locker collision bulkhead to forward and aft engine room
- The lazarette aft bulkhead is semi-watertight to the height of the vent

Bulkheads are reported to be a foam core material with outer fiberglass skins; however, this was not actually confirmed. The bulkheads are well fiberglass tabbed to the hull.

Hull To Deck Joints:
The hull to deck joint appears to be mechanically bonded and fiber glassed over on the inside. There are limited accessible areas for inspection of this joint without removal of interior paneling and joiner work. Where accessible, mainly in the forepeak, the joint appears well done.

Deck Construction:
The deck is constructed of a core material with inner and outer fiberglass skin. There are inserts of high-density foam core in areas of deck bollards and anchor windlass foundations.

They are accessible for examination mainly in the lower bilge areas. The interior hull fiberglass is finished to a high standard. Bulkheads and hat section longitudinal stiffeners are well tabbed to the hull. There are PVC tubes through longitudinal stringers to facilitate water drainage, however, the tubes are not installed at the lowest part of the stringers.

At the time of these inspections, no separating or cracking of fiberglass tabbing was noted, however, there are many areas where the interior hull is not accessible due to the amount of stored gear and equipment. Where examination was made, the hull is in good, sound structural condition.

HAULOUT and BOTTOM INSPECTION:

Date:	May 26, 2026
Location:	Safe Harbor LMC
Dry Docked:	Cimolai 485ST Travelift rested on 2 keel blocks and inspected in the slings.
Weight on lift scale:	175 Short Tons

Description of Hull Bottom:
She has a fine 'V' entry forward, modified V bottom with hard chines from above the waterline at the stem aft to the transom, semi skeg v bottom aft, and tunnels over the port and starboard shaft line and propellers.

She has eight LED Underwater lights, 4 across transom and a folding swim ladder.

Draft measured from the scum line to the lowest point of the:

- Prop tip at 5' 10"
- Rudder 5' 8"
- Aft Keel 4'

Draft from the designed waterline is approximately at 6'4". These draft measurements are approximate due to the unevenness of the ground.

Anti-Fouling Bottom Paint:

Paint manufacturer:	Sea Hawk Bio-Cop TF
Color:	Black
Date last coated:	09/11/2025
Location:	Rybovich Riveria Beach. FL
Condition:	Poor

The hull bottom was mechanically sanded and prepped for antifouling coating. The hull bottom was sounded with a phenolic hammer.

The antifouling coating is heavily mud cracking and flaking along the wind and waterline. Osmotic blisters were found on the hull bottom below the chine approximately 80 per side. The blisters appear to be in the epoxy barrier coat. Other than the blisters, there is no delamination or signs of previous repairs found. The hull bottom is found in good sound structural condition at this time. "Please See Recommendations"

Rudders:

Dimensions:	Height- 48" x Width 34"
Material:	High Density Molecular Plastic – Foils
Position:	Outboard of the shaft line with no toe in or out setting

The rudders are secure in the bushings.

Propellors:

Maker:	Michigan Wheel
Type:	CX500- 5 Blade, NiBrAl
Dimensions:	Diameter – 50" x Pitch – 44.75
Prop tip clearance to hull:	8"
Coatings:	PropSpeed

The PropSpeed coatings are worn and will need to be reapplied at the next haul out.

The propellers were turned by hand against a straight edge and the tips tracked true. No damage sighted.

Shafts & Struts:

Shaft Diameter:	4 ¼"
Material:	AQ22 Non-Magnetic
Struts:	V

Bow Thruster:

- 16" tunnel diameter,
- Hull is scalloped aft.
- Manufacture: ABT TRAC
- Dual stainless-steel 4- bladed propellers, prop tip clearance 3/16".
- Two removable gratings.

The bow thruster was found secure on the bearings and shaft at this time. The PropSpeed coatings are in fair condition.

Stern Thruster:

- 16" tunnel diameter
- Transom mounted
- Dual stainless-steel 5 blade propellers

Stabilizers:

Manufacturer:	Naiad
Type:	Active Underway
Fin Size:	68" long X 42" deep GRP foils

The fins were sounded with a phenolic hammer. No soft spots or delimitation was noted at this time. Both fins are found secure on their shafts and bearings.

Zincs:

It is important to maintain the proper zinc level on any yacht, particularly aluminum or steel vessels. It is important that proper zincs of a known composition be used. There are two grades of zincs that are specific for bottom applications. They are, 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.

Transom:	2 x 12" x 6" – 20% Spent
Prop Tail Shaft:	5" Boss – 20% Spent
Struts:	4 x 5" Round – 15% Spent
Bow & Stern Thruster Tail Shaft:	20% Spent
Dyna Plate Starboard side:	18" X 6: - Clean

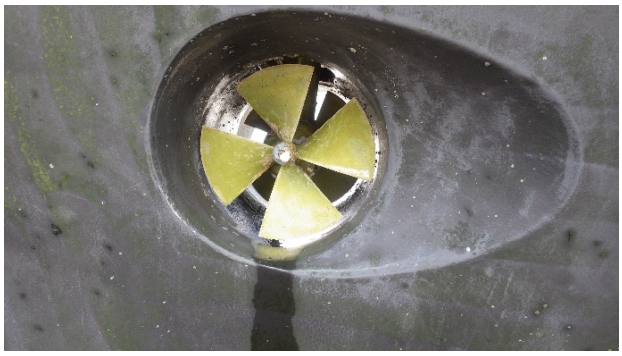
Photographs:

The following photographs were taken during the course of these inspections:

STARBOARD STABILIZER FIN

PORT STABILIZER FIN

STARBOARD BOW THRUSTER



PORT BOW THRUSTER

RUNNING GEAR -RUDDERS-PROPS

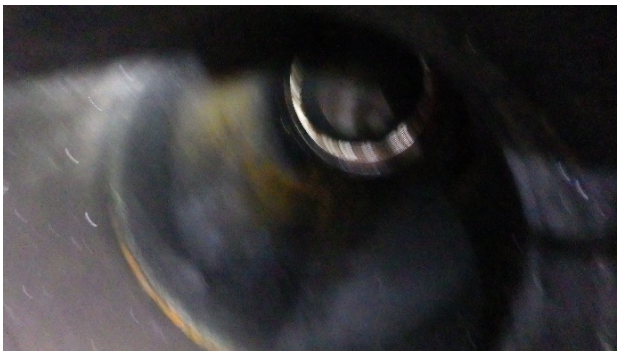
STERN THRUSTER

STARBOARD BOW PROFILE

PORT BOW PROFILE

STERN PROFILE

PORT QUARTER PROFILE



INSIDE PORT MAIN ENGINE EXHAUST

INSIDE STARBOARD MAIN ENGINE EXHAUST

UNDERWATER MAIN ENGINE EXHAUST COWLING WITH INTERIOR PAINT COATINGS

EXCESIVE PAINT COATINGS (aka : MUD CRACKING) ALONG MOST OF THE WATERLINE

HUNDREDS OF BLISTERS UNDER THE BOTTOM PAINT MOST LIKELY DUE TO PAINT APPLICATION FAILURE. DOES NOT LOOK OSMOTIC

DISBONDMENT NEAR THE BOTTOM PAINT STAINLESS CUT WATER AT THE BOW. HEAVY PAINT AND GOUGE OBSERVED

NUMEROUS CHIPS OF THE HULL SURFACE UNDER THE ANCHOR POCKETS

LARGE SCRATCH PORT SIDE HULL FWD. APPROXIAMATELY 3 FEET LONG

SMALL DING STARBOARD SIDE MID-SHIP
MOST LIKELY CAUSED BY THE BOARDING LADDER

<u>THROUGH-HULLS</u>:

As an annual maintenance project or at each haul out, it is recommended that all of the seacocks and sea strainers be disassembled, cleaned, inspected, and lubricated.

Port side underwater: Five(5) Starboard Side Underwater –
Six (6)

Main Engines/Marine Gears-

- One (1) each port and starboard side forward engine room molded fiberglass tubes with fiberglass flanges
- Bronze butterfly valves
- Welded cupronickel pipe to bronze Grocco series SE clear bowl stainless steel strainer baskets.
- Welded cupronickel pipe flanged to flexible rubber couplings to the main engine sea water pumps.

Generators-

- One (1) each port and starboard side bronze through-hull fittings
- Marine approved bronze body ball valve type
- Wire reinforced rubber hose and stainless-steel hose clamps
- Bronze Grocco clear bowl stainless steel strainer baskets

Watermakers-

- Marine approved bronze body ball valve type
- Reinforced hose with stainless steel hose clamps to bronze body Grocco clear bowl strainer with stainless steel strainer baskets
- Marine approved bronze body ball valve types below the waterline
- Bronze through-hull fittings above the waterline
- All hull bottom through-hulls are connected through the bonding system with a solid core copper wire

AC Chiller Plant-

- Two (2) bronze through hull fittings
- Marine approved bronze body ball valve
- Wire reinforced rubber hose with stainless steel hose clamps to bronze Grocco clear bowl stainless steel strainer baskets

RUNNING GEAR:

Propellors:

Maker:	Michigan Wheel
Type:	CX500- 5 Blade, NiBrAl
Dimensions:	Diameter – 50" x Pitch – 44.75

Shafts & Struts:

The following is a list of the drive train from main engine mounts through to the shaft seal.

Main engine mounts:	Resilient type with jacking bolts
Reverse gear mounts:	Resilient type with jacking bolts
Reverse gear coupling to shaft:	Rigid steel type
Shaft:	4 ½" diameter non-magnetic stainless-steel shafts
Shaft seals:	Tides Marine Strong seals with spare seal cartridge
Shaft grounding:	Crude brushes on spring steel starboard brush missing

- Shaft seal cooling from port and starboard main engine cooling water bypass with crossover.

TRIAL RUN:

The following gauge readings were taken during the trial run. Noise readings were also taken and they will follow. Note: Temperature is in ºF and pressure is in PSI.

Duration of trials:	Approximately 3 hours
Persons onboard:	Thirteen (13)

Weather Condition:

Air temperature:	80 ºF
Barometric Pressure:	29.88inHg
Humidity:	80%
Wind:	SW5 Kts
Seas:	1'
Sea temperature:	86 ºF

Consumables Onboard:
Fuel: 3,975Gal
Freshwater: 1000Gal
Black Water: 502Gal
Grey Water: 50%

- RIB tender stowed on aft boat deck.

	Port	Starboard
Engine hour start:	5,965	9,141
Generator Hours Start:	13,218	13,174

During the trial run, the following systems were test operated and/or monitored.

- Main engine gauge readings
- Exhaust temperatures monitored
- Controls tested at all stations
- Bow thruster test performed
- Steering by autopilot
- Anchor windlass test operated
- Noise level readings taken
- Gear temperatures monitored
- Main engine remote starts and stops
- Stabilizers test operated underway (No At Anchor Installed)
- Electronics and navigation equipment turned on and monitored
- Water maker test operated
- Hull potential readings taken
- Generator load testing conducted on return to dock

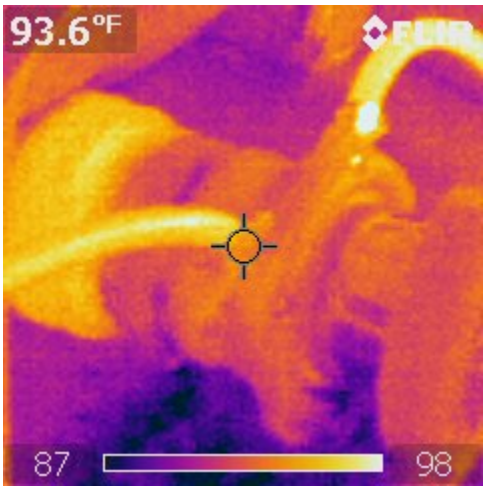
RPM	Speed Kts	Eng. Load %	Gal Per HR	Eng Temp ^{0}F	Eng Oil psi	Gear Temp
700	7.8	30 – 31	6 – 5	172 – 172	37 – 38	112 - 111
1000	12.0	31 – 35	12 – 12	169 – 168	58 – 60	113 - 112
1200	13.5	41 – 46	21 – 22	173 – 173	68 – 71	115 – 113
1400	15.5	46 – 44	33 – 31	178 – 179	73 – 72	118 – 117
1650	18.0	74 – 72	73 – 71	188 – 190	76 – 74	125 – 123
1800	19.5	71 – 74	85 – 88	189 – 190	78 – 77	125 – 123
1900	21.2	72 – 75	96 – 98	190 – 190	80 – 78	128 – 126
2000	23.5	75 – 76	108 – 110	190 – 190	81 – 79	132 – 129
MAX	23.5					
P2102		85	123	188	81	139
S2100		81	119	189	79	135

Seatrial Data:

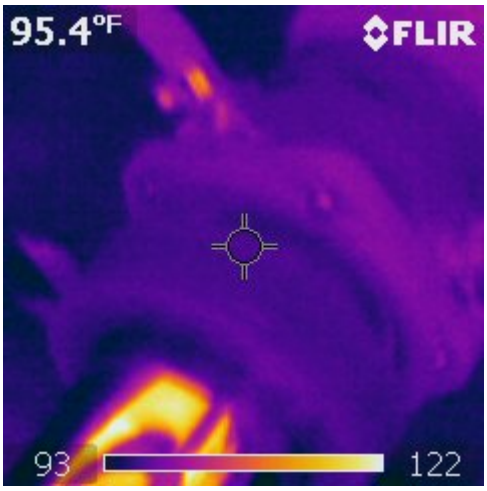
Date: 05 /29 / 2026 Yacht: ELYSIAN

Engine Room ambient temperature port forward:	91 °F
Engine Room ambient temperature port aft:	100 °F
Engine Room ambient temperature starboard forward:	92 °F
Engine Room ambient temperature starboard aft:	92°F
Starboard main engine exhaust blanket temperature: Some sections are not insulated And showing signs >200ºF	110°F
Port main engine exhaust blanket temperature: Some sections are not insulated And showing signs >200ºF	109°F
Starboard shaft log temperature @ 1600-RPM:	95 °F
Port shaft log temperature @ 1600-RPM:	94°F
Starboard shaft log leaking?:	Looks good. No drips @ 1800 RPM's
Port shaft log leaking?:	Looks good. No drips @ 1800 RPM,s
Hydraulic oil temperature stabilizers Hydraulic oil temperature bow thruster	105°F
Hydraulic pressure stabilizers Hydraulic pressure bow thruster (no gauge)	2000PSI
Comments on port stabilizer:	No leaks
Comments on starboard stabilizer:	No leaks
Comments on bow thruster: 360º turn to starboard - 3minutes 30secconds 360º turn to port - 4minutes	No issues
Comments on port rudder assembly:	No leaks. Tie-bar is tight along with tillers
Comments on starboard rudder assembly:	No leaks

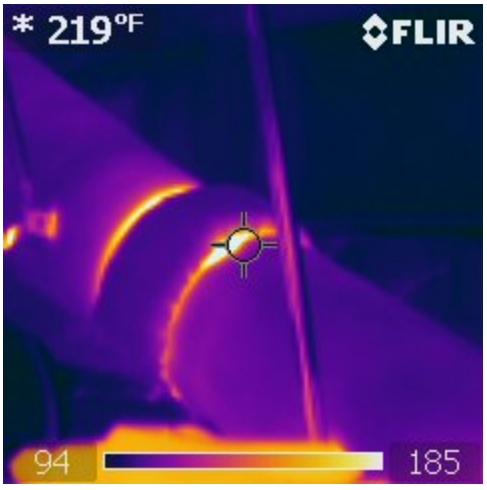
Black water diaphragm pump tested? Grey water diaphragm pump tested?	Rubber diaphragms look good
Both Water Makers tested.	Yes. No issues
Port anchor drop of one shot Starboard anchor drop one shot	1minute 30seconds 1minute 30seconds



PORT SHAFT TIDE SEAL
NO DRIPS



STARBOARD SHAFT TIDE SEAL
NO DRIPS



EXPOSED SECTIONS OF EXHAUST

Noise Levels:

DB Noise levels were taken with a Digital Noise level meter set on Slow Mode. Noise levels were taken near the center of each room.

Room	DB @ 1550 Rpm
Wheelhouse	54.3DB
Sky Lounge	50.7DB
Master State Room	49.1DB
Main Deck Foyer	59.4DB
Dining Salon	60.5DB
Main Deck Salon	64.4DB
Guest Foyer	57.2DB
Port Fwd. Guest	57.3DB
Port Aft Guest	59.6DB
Starboard Fwd. Guest	58.1DB
Starboard Aft Guest	63.0DB
Aft Main Deck	76.8DB
Boat Deck	67.4DB
Galley	59.0DB

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.

Fuel Oil:
Number of tanks: Five (5) in total

The main fuel tank consists of three (3) sections, port, starboard and a center section being used as the day tank.

Tank Name	Location	Reported capacity
Port forward	Below VIP berth	1024 gallons
Starboard forward	Below VIP berth	1024 gallons
Port main fuel tank	Forward of control room bulkhead	2882 gallons
Starboard main	Forward of control room bulkhead	2882 gallons
Day tank	Forward off control room bulkhead	2132 gallons

Total Reported Capacity: 9944 US gallons

Freshwater:

Tank Name	Tank Location	Reported Capacity
Port tank	Forward of forward freshwater tank	810 US gallons
Starboard tank	Forward of forward freshwater tank	810 US gallons

Total Reported Capacity: 1620 US gallons (not actually confirmed)

Black Water Holding:

No. of Tanks:	Two (2)
Location:	Forward guest bilge, Aft guest bilge. Secured between center longitudinal stringers
Total Reported Capacity:	1160 US gallons (not confirmed)

FUEL SYSTEM:

Number of Tanks:	Five (5)
Total Capacity:	According to AMCS, 9500 Gallons
Tank Construction:	Welded Aluminum, not integral with the tank.
Tank Fill:	Port and starboard bunker stations main deck.
Tank Vent:	Port and starboard bunker stations main deck
Tank Monitoring:	Pressure-digital tank senders, sight glass with isolation valves.
Tank Inspection:	No access to inspect tank internals
Fueling Manifold:	Control Room, Steel, Ball valves
Bunker Flowmeter:	Tuthill Series 800C
Bunker Counter:	69,485 Gallons Transferred

Please see "RECOMMENDATIONS."

Transfer Pump: (1)

Location:	Port Control Room Bilge
Manufacturer:	Tuthill
Model:	CC1203017-CV- Rotary gear pump.
Capacity:	10GPM

The transfer pump was successfully proven.

Fuel Centrifuge:

Location:	Forward port Engine Room
Manufacturer:	Alfa Laval
Model:	MMB 3035-13

The fuel centrifuge was successfully operated during the survey.

Priming Pumps:

Location:	Forward port Engine Room
Manufacturer:	Jabsco
Model:	501-30-9110
Function:	Priming of M/E fuel filters

Location:	Control Room Bilge
Manufacturer:	Carter
Function:	Priming of Generators

There is a steel fuel transfer manifold located in the control room forward bulkhead, which has labeled valves for supply and return to each of the five (5) tanks and a spare valve at the top.

The fuel oil system plumbing and piping is run in a combination of bronze unions and ball valves, flexible fuel hose and stainless steel. Minor leaks were noted in the bilge area below the control room.

Primary Fuel Filters:

Main Engines:	Duplex Bank, water separator type.
Manufacturer:	Detroit Diesel
Model:	Sea Pro 600

Generators:	Duplex, water separator type.
Manufacturer:	Racor
Model:	500FGSS

Fuel System Plumbing and Piping:

- Stainless steel piping, fire-rated flexible hose, stainless-steel control/isolation valves.
- In addition to the fuel oil system, there is 150 US gallon welded aluminum gas tank below the swim platform. Gas is pumped from this tank using an air driven diaphragm pump. This system was not tested during this examination.

FRESH WATER SYSTEM:

Number of Tanks:	Two (2)
Tank Construction:	Welded Aluminum, modular not integral to the hull
Tank Fill:	Port and starboard main deck bunker, Stern connection for SpotZero dockside treatment system
Tank Coating:	Unknown
Tank Vent:	Main deck hull side port and starboard hull
Tank Monitoring:	Pressure- type digital tank senders to AMCS, Sight glasses on tank sides.
Tank Inspection:	No Access seen.

The port and starboard freshwater tanks are reportedly in common with center separation plate cut away at top corners for tank fill overflow.

Freshwater Pumps: (2)

Location:	Portside control room bilge
Manufacturer:	Headhunter
Model:	Primary- Aquabox Multistage Secondary- Mach 5 DC Backup-Caliber XRS-124
Operating Pressure:	70 Psi
Accumulator Tank(s):	Dayton 3GVT5- Lazarette
Filter System:	Culligan Duplex HD-950

Hot Water Heaters (1)

Location:	Lazarette
Manufacturer:	A.O Smith Corp.
Model:	ENT-50 130
Capacity:	50 Gallons
Elements:	2 x 4500 W

Circulating Pump (1)

Location:	Lazarette
Manufacturer:	Grundfos
Model:	UPS26-99FC
Capacity:	33 Gpm.

Fresh Water system Plumbing and Piping:

- PVC, CPVC and Pex-type tubing

The freshwater plumbing and piping is generally neatly run and well supported. The freshwater pressure system was tested on the main pumps. Adequate water pressure was found at all faucets and showers. Please see "RECOMMENDATIONS".

WATERMAKERS:

Location:	Portside Control Room
Manufacturer:	Spotzero
Model:	Seawater R.O XTC II Freshwater R.O ZTC II
XTC II Hours:	691 Hrs.
ZTC II Hours:	4565 Hrs.
Rated Capacity:	XTC II 2200 Gpd ZTC II 2000 Gpd
No. of Membranes:	XTC II- Four (4) ZTC II-One (1)

The XTC seawater watermaker is fitted with the following standard equipment:

- Feed Seawater pump
- High-pressure pump
- Two (2) seawater prefilters 25, 5 micron
- One (1) carbon flush filter
- One (1) sand filter

The ZTC water maker is fitted with the following standard equipment:

- High-pressure pump
- Pre-Filter
- Bacteriostatic Remineralizer filter

The Spotzero combined seawater and freshwater reverse osmosis system can treat dockside water to provide clean, filtered and low total dissolved solids for the yachts freshwater tanks. The units work in unison when used as a seawater R.O system, with the XTC II unit discharging its fresh (product) water to the ZTC II unit for further filtration and dissolved solids removal before delivering the water to the freshwater storage tanks.

The freshwater and seawater reverse osmosis systems were tested successfully during the survey both during sea trial and in the dockside water treatment scenarios.

Watermaker Test Results:

PARAMETERS	**XTC II SEAWATER R.O**
Pre-filter Inlet Pressure (Psi)	10
Pre-filter Outlet Pressure (Psi)	10
Feed Flow (Gpm)	4.20
Product Flow (Gpm)	1.50
Operating Pressure (Psi)	731
Brine Discharge (Gpm)	2.69
Total Dissolved Solids (salinity ppm)	512

JACUZZI:

There is a five (5) person hot tub fitted on the starboard side of the aft bridge deck. It is fitted with a two-speed circulation pump, a control system with keypad controls and heating element. The system was tested and inspected for function during the survey. Please see "RECOMMENDATIONS."

Control System:	Balboa Water Group
Model:	BP7
Heating Element:	4kW
Circulation Pump:	Waterway
Model:	PF-26-2N22M

GRAY WATER SYSTEM:

Number of Tanks:	Three (3)
Tank Location:	Crew Bilge Forward, Control Room Bilge, Aft Engine Room
Tank Construction:	FRP, ABS Plastic
Tank Fill:	Gravity drain from showers, sinks and bathtub to sump boxes with mesh strainer and automated discharge pumps.
Holding Tank:	Under Lazarette Cabin Berth- (940 gallons est.)
Tank Vent:	To Waterline.
Tank Monitoring:	50%,75%,100% alarms in AMCS.
Tank Inspection:	Bolted plates in tank tops

The graywater system is set to automatic discharge overboard, per local regulations. The gray water is not treated; modifications are anticipated if the vessel is to visit areas with limitations on graywater overboard discharge. The gray water can also be stored in the storage tank and pumped out by the waste discharge pump which can serve dual roles discharging gray or black water overboard or to shore.

Waste Discharge Pumps (2):

Location:	Control Room bilge

Primary Discharge Pump

Manufacturer:	Edson USA
Model:	Edson 120
Type:	Diaphragm AC

Secondary Backup Pump:	Sealand DC Diaphragm.

Both pumps were seen operational during the survey.

All Sinks, showers and bathtubs were filled and allowed to drain There are "P" traps at sink and shower drains, which do require routinely cleaning out.

Gray water system Plumbing and Piping:

Black ABS pipe with glued joints and unions where necessary. The gray water system plumbing and piping is neatly run and well secured. The main galley sink drains via a 'Y' valve in the port forward guest stateroom closet to direct overboard or forward waste holding tank. Showers and sinks were run throughout to test gray water drain system. No leaks or problems noted with the system at this time.

BLACK WATER SYSTEM:

Number of Tanks:	Two (2)
Location:	Forward Guest Bilge, Aft Guest Bilge.
Total Capacity:	1350 Gallons
Tank Construction:	Fiberglass- Modular
Tank Fill:	Pressurized freshwater flush toilets
Tank Vent:	Waterline.
Tank Monitoring:	AMCS
Tank Inspection:	Bolted Aluminum Tank lids, not accessible for service
No. of toilets:	Twelve (12)
Toilet System:	Headhunter Royal Flush, Bemis/Galley Maid

Marine toilets are operating on freshwater pressure. All toilets were flushed with no problems noted.

Waste System Plumbing and Piping:

Black ABS pipe with glued joints and clean out ports where necessary .Waste discharge manifold, bronze body stainless steel ball valves with schedule 40 PVC pipe connections. Piping runs are neatly run and well secured. Please see "RECOMMENDATIONS."

LUBE OIL SYSTEM:

Number of Tanks:	Two (2) Clean Oil, Waste Oil
Tank Capacity:	75 Gallons Clean, 33 Gallons Waste
Tank Construction:	Welded Aluminum, modular drop-in tank

Waste Oil transfer is by way of the Dayton 110 VAC oil change pump located port engine room with length of oil hose and quick disconnect end fittings to port and starboard main engine sumps and port and starboard reverse gear sumps. No oil was transferred during this examination. Please see "RECOMMENDATIONS."

STEERING SYSTEM:

Type:	Hydraulic
Manufacturer:	Jastram
No. Of Stations:	Three (3)

Wheelhouse:	30" diameter custom wood six spoke destroyer type wheel
	Jog steering lever
	One (1) Jastram rudder angle indicator
	One (1) Jastram rudder order indicator
Port and starboard wing station:	Jog steering levers
	One (1) each Jastram rudder angle indicator

Steering Tests:
Wheelhouse wheel no power assist: 34 turns lock to lock
Jog steering hard over to hard over: 10 seconds
Hydraulic power supply: Port and starboard main engine PTO

Hydraulic Oil Reservoir:
Location: Port aft engine room
Manufacturer: Jastram
Reservoir capacity: Approximately 15 to 18 US gallons

The tank is fitted with a pressure gauge and oil filter with tank top breather.

Rudder Stocks:

- 4" diameter stainless steel non-magnetic Aquamet 22 - HS
- Keyed and clamped to 20" x 1" cast bronze tiller arms

The rudder stocks are supported on lower Tides Marine seals and upper bronze collar bushings. The tiller arms are connected by a 3 ½" diameter aluminum pipe jockey bar with adjustable end fittings.

Hydraulic Rams:

Manufacturer: Jastram

The steering gear appears to be well installed in a 4 ½" x 24" fabricated welded aluminum table with welded brackets and through bolts to the (4) fiberglass longitudinal stringer supports. Steering is also by auto-pilot. During the trial run period, the steering system was tested.

BOW & STERN THRUSTER:

Type: Hydraulic
Manufacturer: Westmar
Model No.: DPC-50/V216
Power Rated: 50HP Vortex thrust
Hydraulic PTO: Starboard generator
Manufacturer: Dennison

Hydraulic Oil Reservoir:

Location: Starboard side engine room
Approximate capacity: 18 to 20 US gallons

The reservoir is fitted with oil level and temperature gauge.

Bow thruster cooling via starboard generator cooling system with separate oil cooler.

Bow Thruster Tunnel:

Location: Forward bilge centered at station 26.

The fiberglass tunnel appears to be well fiber glassed in place. The hydraulic gear bronze mounting flange shows no leaks at this time.

Bow Thruster Control:

- Wheelhouse, port and starboard wing stations

Bow Thruster System Plumbing & Piping:

- Stainless steel hydraulic pipe runs neatly run and well supported.
- Hydraulic hose connections with Aeroquipt type end fittings with chafe guards where necessary.

Stern Thruster:

Type:	Hydraulic
Manufacturer:	Side Power
Model No.:	700/412-BA56
Power Rated:	59Hp

- Power pack is located starboard aft engine room.

STABILIZERS:

Type:	Hydraulic
Manufacturer:	NAIAD
System location:	Aft engine room starboard side
Model No.:	420
Pressure relief:	At 1500 psi
System voltage:	24-volt DC
Hydraulic PTO:	Port and starboard main engine direct drive

- One (1) each pressure gauge in the control room panel
- Low pressure alarm switch

Hydraulic Reservoir Tank:

Location:	Starboard aft engine room
Approximate capacity:	18 to 20 US gallons

The tank is fitted with oil temperature and level gauge.

Stabilizer cooling: Bypass off the port and starboard reverse gear cooling water system

Fin Heads:

Location: Port and starboard VIP stateroom bilges centered on station 78¼
Model No.: 402

The fin heads are well secured in reinforced fiberglass backing blocks.

Stabilizer Controls:
Location: Wheelhouse port side
Manufacturer: Multi Sea II

- Fin activation / center switch
- GPS speed signal
- Fluid temperature and level indicator lights
- LED fin position indicators
- Port and starboard Roll State Controls

BILGES:

Chain Locker Bilge:
- Drains directly overboard

Crew Head Bilge:
- Watertight compartment
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Bow Thruster Compartment Bilge:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Aft Bow Thruster Bilge:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Crew Bilges.
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Forward Guest Bilge:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Control Room Bilge:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Engine Room:
- One (1) each forward and aft automatic/manual 24-volt DC Rule 2000submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold forward

Engineer's Cabin Bilge:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Air Conditioning Room:
- Automatic/manual 24-volt DC Rule 2000 submersible bilge pump with float switch
- 1 ½" PVC suction to primary bilge pump manifold

Lazarette/ Steering Gear:
- Three (3) automatic/manual 24-volt DC Rule 2000 submersible bilge pumps
- 1 ½" PVC suctions to primary bilge pump manifold

PVC suction pipes to primary bilge pump manifolds are fitted with plastic foot strainers and check valves. Submersible Rule 2000 bilge pumps are monitored at the wheelhouse VIC system monitor.

Three-way manual and automatic switches are at the control room. There are no high-water alarms in the bilges.

All accessible submersible bilge pumps were tested both manually and automatically.

The primary bilge pump manifold is located in the control room, all bronze body ball valve types with labeled handles. The main bilge manifold is Copper Nickel. There is a small hand operated Guzzler bilge pump at the top of this manifold.

Primary Bilge Pumps:

Quantity:	Two (2)
Location:	Control room bilge, starboard of center
Manufacturer:	Flow Max / MP Pumps
Pump Type:	Steel head centrifuge

COMPRESSED AIR SYSTEM:

Location:	Port forward Engine Room
Type:	Integrated single cylinder reciprocal mounted to tank
Manufacturer:	Dayton/Cambell Haustfeld
Receiver Tank, Size and Year:	Not Seen
Cut in psi:	90 Psi
Cut out psi:	150 Psi

The compressor was tested during the survey. It has multiple items to be addressed and should be rebuilt/replaced.

Compressed air systems: Ships horn
Working air

Please see "RECOMMENDATIONS."

Dive Compressor:

Location:	HVAC Chiller room
Manufacturer:	Bauer
Model:	Bauer Junior II:
Model No.:	JRII-E1
Capacity:	3.2cfm
Power:	230 V single phase 60 Hz 15 amps

The unit has an extension lead and plug for power supply. The Bauer dive tank compressor was visually examined only, but not run at this time.

AIR CONDITIONING:

Location:	HVAC Chiller room
Type:	Tempered Water System
Manufacturer:	Dometic/Marine Air
Model:	MCGXLP60 208/230/60/3
Total Size:	240,000 BTU
No. of compressors:	Four (4) 60,000 BTU, With VFD Soft starts
Operating Hours:	#1- 16756 Hrs. #2- 17813 Hrs. #3-10710 Hrs. #4-16822 Hrs.
Type of Refrigerant:	R410A
Sea water pump:	Two (2)
Chilled water pump:	One (1)
No. of Air handlers/ Fan Coils:	Approximately Twenty-Seven (27)

The central compressor chilled water unit consists of:

- Four (4) sealed hermetic compressors.
- Four (4) seawater cooled titanium condensers
- Four (4) plate heat exchangers/evaporators
- Four (4) Schneider frequency inverters
- Two (2) Scot Pump 1hp. Seawater supply pump with bronze head
- One (1) Scot Pump1hp. chilled water circulating pump with bronze head
- One (1) 1gallon (Est.) closed expansion vessel with pressure gauge registering 15psi
- One (1) central switchboard panel by Dometic DDC Chilled Water Master Control.

Control Panel:
Location: Outside locker

- Pump control switches
- LED temperature gauge with inlet and outlet selector switch
- System run light
- System control switches for heat or cool cycle
- Four (4) compressor chiller units
- On/off switches with run indicator lights

Description of Operation:
The chilled water air conditioning system consists of the chiller, air handlers installed throughout the yacht, freshwater piping connecting the chiller to the air handlers, and the seawater system. The chiller consists of three major components: the compressor, the condenser and the evaporator. The chiller is charged with refrigerant that circulates throughout these components. The air handlers consist of two major components: the blower and coil. Fresh water circulates through the piping from the chiller to each air handler and back.

In cooling mode, warm cabin air is drawn across the air handler coil by the blower. Heat is removed from the air as it passes across the coil. The cooled air is then blown back into the cabin. The heat from the cabin air is transferred to the fresh water circulating through the coil. The warmed water is pumped back to the chiller.

The water is circulated through the chillers evaporator where the heat is transferred to the refrigerant in the evaporator coil, thus the chilled water. The heated refrigerant gas is returned to the compressor, compressed, and then circulated through the outer tube in the chiller's condenser coil. Seawater is circulated through the condenser via the seawater system. The heat is transferred from the refrigerant to the seawater and pumped overboard taking the original cabin heat with it. The circulating chilled water is then pumped back through the piping to the air handlers in a continuous loop as the cycle repeats.

Heat is provided by heating coils built into the air handlers that warm the air directly and by heating elements in the circulation system.

Fan Coils:
Manufacturer: Aqua Air/Dometic

There are approximately twenty-seven (27) chilled water-cooled fan coil units (FCU) and mounted throughout the yacht. Each FCU is fitted with a cooling block, fan, drip-tray with double drain connection, electric three-way valve.

The fan coils units are controlled by digital controllers. With this controller, room temperature and fan speed settings can be adjusted.

The system was visually examined, air handlers and fan coils opened out and further examined. Please see "RECOMMENDATIONS.

Air Conditioning Make-Up Air Unit:
Location: Forward wheelhouse doghouse
Capacity: 24,000 BTU

This make-up air unit draws air directly from Portuguese bridge deck and is ducted to the two (2) master stateroom fan coil units and crew accommodation.

VENTILATION :

Engine Room Ventilation
The engine room is fitted with forced fresh air ventilation for machinery operation and space cooling purposes. The engine room ventilation system components include:

- Mist Eliminator Louvers for Engine Room Intake Air
- One (1) x 30" hp axial supply fan
- One (1) x 34"hp axial exhaust fan
- Two (2) Variable frequency drives
- Two (2) x Fire dampers located at intake and discharges

The forced supply fan and exhaust fans are powered via variable frequency drives, which were designed to be controlled automatically, however they are operated only on manual fan speed control.

The supply air is taken from the bridge deck port side via mist eliminator, where the airflow is directed through the Engine Room through a diverter, discharged on the starboard aft swim platform.

Remotely operated manually actuated fan dampers are fitted to the engine room supply and exhaust vents, dampers were recently tested satisfactorily as part of the fire suppression service.

Technical Ventilation.
Extraction ventilation fans are fitted in the accommodation toilets, and discharge through ventilators above main deck. Natural ventilation is provided for bilge areas.

Galley Ventilation
The galley is supplied with mechanical forced supply and extract ventilation. There was no remote shutdown system or damper system witnessed.

ELECTRICAL SYSTEMS:
Onboard electrical generation and distribution system.

Alternating Current System 240/120 Volt 60 Hz single-phase
Direct Current System 12 / 24Volt
The yacht is provided with generation and distribution system for the voltages of 120/208 volt at 60 Hz and 24 VDC and 12 VDC systems supplied by several battery banks.

AC System:

The ships AC system comprises of:
- 1 x Main Modular Enclosed Switchboard
- 2 x 65 kVA Northern Lights Generator
- 1 x 25 kVA Asea master shore power converter
- 1 x 25 kVA Asea slave shore power converter
- 1 X Acme auto isolation transformer

General Description:
The main switchboard has been configured to accept power from either the 65 kVA Northern Lights generator, the Asea 25 kVA shore power converters or the Acme isolation transformer. Each power supply system is fitted with exclusive supply input and output over current protection breakers.

Power is then distributed to the 120/240 VAC distribution boards. Most large current consumers are rated at 240 volts single phase.

Shore Power:
When the yacht is alongside the yacht can take on shore power from three 100-amp inlets located starboard aft lazarette, the 480-volt shore power #1 is fitted with a Glendenning CM-8 electrical cord reel with storage bin. Shore power input #2 accepts two 208 shore single phase inputs, pig tails and multiple connectors are provided.

Input #3 input is to supply a backup Acme transformer located in the main switchboard outboard section.

The three phase 480 volt and single phase shore power input ground conductors are fitted with exclusive 100 amp galvanic isolators which can eliminate corrosion problems caused by the difference between the potential of the yacht and the shore ground, preventing corrosion currents traveling between other yachts connected to the same ground and the reduce the risk of shock hazards, unnecessary zinc and propulsion component deterioration when connected to "Hot" marinas.

The Asea shore power converters allow the system to connect worldwide using 3-phase and single shore power supplies.

The inlets are fitted Hubbell Stow shore power cords each with Seimans100 amp thermal magnetic protection breakers located starboard side lazarette.

A selector switch has been fitted to be able to select either the 480 volt supply or the two 208 volt input.

The shore power is conditioned through the master and slave frequency converters, the converters interfaces electrical power between shore power supplies and the vessel's distribution systems. The converter converts the shore power characteristics to a clean signal before going to the vessel's distribution system, the converters output is then directed to the main switchboard mounted Siemens 125 over current protection breakers. The Asea shore power converters complies with the IEC and EN standards and CE directives.

<u>Asea master converter</u>

Location:	Starboard aft lazarette
Manufacturer:	Asea
Model:	AC25-1
S.N.	607-00175-25
Input volts:	177-520 VAC single phase
Input frequency:	40-70 Hz
Input current:	70 amps three phase / 120 amps single phase
Output volts:	120/240 VAC single phase
Output amps:	105 amps
Output frequency:	60 Hz
Rating:	25 kVA
Run hours:	1567

Asea slave converter

Location:	Starboard aft lazarette
Manufacturer:	Asea
Model:	AC25-1
S.N.	607-00176-25
Input volts:	177-520 VAC single phase
Input frequency:	40-70 Hz
Input current:	70 amps three phase / 120 amps single phase
Output volts:	120/240 VAC single phase
Output amps:	105 amps
Output frequency:	60 Hz
Rating:	25 kVA
Run hours:	1567

Generators:

The Northern lights generators are John Deere turbo charged, after cooled diesel engines close coupled to the Northern Lights main alternators and are resiliently mounted in exclusive sound shields port and starboard engine room.

Both Northern lights generators are rated for 65 kW/ 65 kVA with a power factor of 1.00. Fuel to the generators is supplied via exclusive fuel filters next to each set.

The generators are over current protected by exclusive GE 300-amp double pole protection breakers mounted just above each generator set.

The generators are 12 VDC starting and are fitted with separate starting banks.

Number of sets: 2

2 X northern Lights single phase 120/240, 60 Hz, 65 kW

Port generator

Make:	Northern lights
Model:	363PSL3127
S.N.	MT0112535-1021
kW:	65
kVA:	65
Amps:	270
Volts:	240/120
P.F.:	1.00
Hz:	60

Port engine

Make:	John Deere
Model:	4045TF275
S.N.	PE4045T920676
Cylinders	4
Turbo charged	yes
Run hours:	13,218
Engine rebuild:	July 24, 2024 @ 12,289

Starboard generator

Make:	Northern lights
Model:	363PSL3127
S.N.	MX196934-0813
kW:	65
kVA:	65
Amps:	270
Volts:	240/120
P.F.:	1.00
Hz:	60

Starboard engine

Make:	John Deere
Model:	4045TF275
S.N.	PE4045T920671
Cylinders	4
Turbo charged	yes
Run hours:	13,174
Engine rebuild:	July 1, 2024 @ 12,181

The main alternators are star wound to provide single-phase and a neutral and close coupled to the diesel engines. Voltage regulation is carried out by the AVR installed in the alternator electrical end.

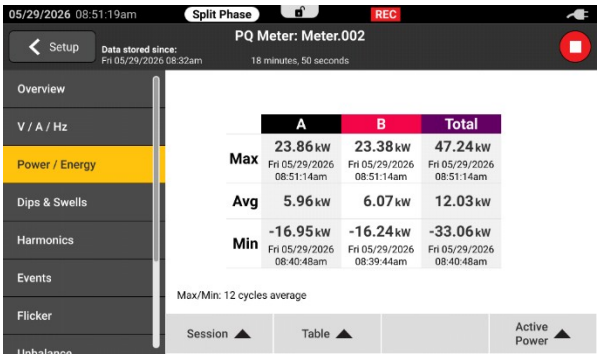
The generators comply with NEMA, IEEE, and ANSI standards for temperature rise.

The generators were operated during sea trials, during run operations the generator ran well and during load the generators frequencies and voltage remained steady, and the recovery time for transient variations was less than 1.5 seconds.

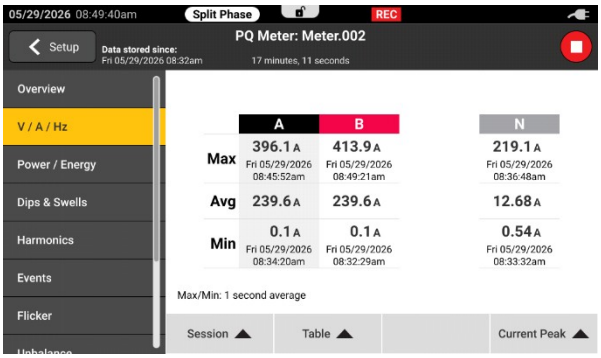
During sea trial operations the port generator was suppling the vessels electrical power and the starboard generator was providing hydraulics, the vessel ran house power on the starboard generator the night before sea trial.

The generators are fitted with local operator panel meters on the main switchboard for oil pressure, water temperature run hours and battery voltage.

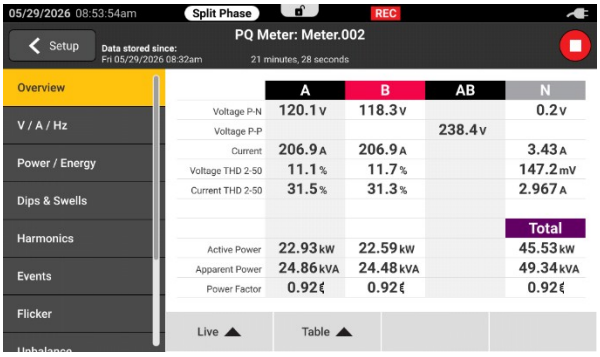
The generators supplied electrical power compiled with the following characteristics:



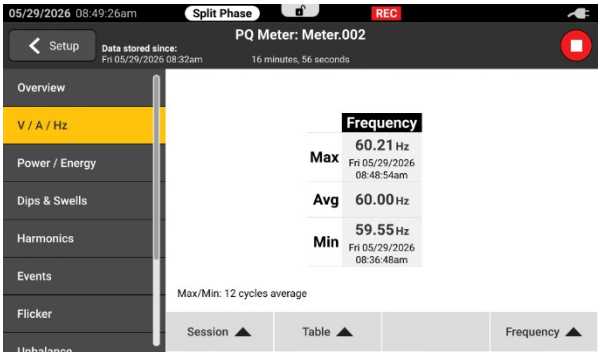
KILOWATT



CURRENT



VOLTAGE



FREQUENCY / SPEED

<u>Main Switchboard</u>

The main switchboard is a modular unit designed for 120/240 volts, single- phase, 60Hz with a neutral, conforming to marine requirements built by Westport.

The system is arranged to be able to operate in manual running only, parallel of power supplies has not been fitted.

The system is arranged as a split buss system utilizing Buss "A" and buss "B" configuration, each buss can be supplied from either of the generators shore power or back-up transformer using illuminated push button switches mounted on the main switchboard, the push button switches are used to select the corresponding contactors to supply the buss.

The main switchboard is fitted with meters for volts, amps L-1, amps L-2 and frequency, a selector switch is fitted to be able to read these values for either of the generators, shore power or back-up transformer, in addition Digital volt meters are fitted to the main switchboard outboard section for shore power, generators and back-up transformer.

Connected conductors are neatly and secured appropriately, connections are connected using flat and spring type washers, each main feeder/ supply cable is adequately secured and chafe protected.

The switchboard section doors can be opened allowing adequate access to internal components consistent with marine industry requirements.

The main switchboard was in operation using generator and shore power with no faults noted, a Flir thermal imaging camera was using to detect over heating of components and wire, none were noted.

Distribution
The vessel distribution panels provided are sufficient for consumer requirements. Each distribution panel is supplied from the main switchboard 240/120volt single- phase buss A or buss B.

The 24 VDC consumers are supplied from the service battery bank, 12 VDC is supplied from 12-volt service battery bank and 24-12 volt converters.

Each supply is fitted with over-current protection at the source. Distribution to consumers is then individually protected via individual consumer protection breakers. The consumer over current breaker protection and connected conductors appear to be correctly sized and the circuit breakers trip curve appears to correct for the loads protected.

Enclosure I.P Ratings:
Electrical enclosures pump and motor starter panels, Local operator panels, machinery space boxes have been provided conforming to required I.P ratings, installed in readily accessible locations.

Cable:
The vessels cable system is constructed in compliance with industry requirements. Cable raceways are installed with adequate supports and chafe protection unless otherwise mentioned in the electrical recommendations. Cables installed appear to be the correct gauge required for connected loads, each circuit has been protected with over current protection breakers at the source; breaker tip rating and trip curve appear to be correct for the loads protected.

Alarm and monitoring:
The vessel is fitted with a "NightWatch" alarm and monitoring system, the system is fitted with a master screen in the wheelhouse and slave screens located in the crew mess, galley and control room.

The system is arranged with knock down pages for.

- Electrical
- Alarms
- Navigation lights
- Tanks
- Fire / Emergency

The system is in limited operation; the system is not able to detect a fire alarm/ smoke sensors and is showing incorrect generator values which are noted in the electrical recommendations.

DC Systems:
The yacht is provided with local 12 VDC and 24VDC systems, typically for instrumentation and control. The main engines are 24 VDC starting, and the generators are 12 VDC starting, the navigation electronics, as well as the GMDSS communication system also utilize 12/24 VDC sources.

12/24 VDC power is provided by various rectifiers and battery banks located throughout the vessel. Battery banks are fitted with required ANL type over current protection breakers next to the respective battery bank.

Main Engine starting banks X2

Location:	Under the engine room deck plates centerline.
Number of Batteries:	2 x 8D , 12-volt, 270 AH Mastervolt AGM for each bank.
Charger location:	Control room outboard
Manufacturer:	Newmar 45 amp

The main engine battery banks are located under the engine room deck plates centerline, each engine is fitted with battery isolation switches for each starter, additional bank charging is provided from the main engine mounted charge alternators, battery voltage can be seen on the MTU engine screens.

24 VDC Service battery bank

Location:	Under the engine room deck plates centerline.
Number of Batteries:	4 x 8D , 12 volt, 270 AH Mastervolt AGM.
Charger location:	Control room outboard
Manufacturer:	Newmar 95 amp

The 24 VDC service bank is located under the engine room deck plates centerline, the bank is fitted with an isolation switch and local over current protection fuse.

In addition, the bank can also supply the wheelhouse 24 VDC buss via selector switch under the wheelhouse console.

12 VDC Service battery bank

Location:	Under the engine room deck plates centerline.
Number of Batteries:	2 x 8D , 12 volt, 270 AH Mastervolt AGM.
Charger location:	Control room outboard
Manufacturer:	Newmar 80 amp

The 12 VDC service bank is located under the engine room deck plates centerline, the bank is fitted with an isolation switch and local over current protection fuse.

In addition, the bank can also supply the wheelhouse 12 VDC buss via selector switches under the wheelhouse console.

Generator start banks x2

Location:	Under the engine room deck plates centerline.
Number of Batteries:	1 x 8D , 12 volt, 270 AH Mastervolt AGM for each bank.
Charger location:	Control room outboard
Manufacturer:	Newmar 40 amp

The generators are 12 VDC starting, the battery banks are located under the engine room deck plates centerline, the banks are fitted with battery isolation switches on the generator sound shields, additional charging is provided from the generator engine mounted charge alternators.

GMDSS

Location:	Starboard side under the wheelhouse console
Number of Batteries:	2 x A31, 12 volt, 105 AH AGM.
Charger location:	Starboard side under the wheelhouse console
Manufacturer:	Newmar 13 amp

The GMDSS 24 VDC battery bank is located under wheelhouse console, the bank is fitted with battery isolation switch able to select the engine room 24 VDC service bank in low volt conditions, in addition 12VDC is supplied from a Newmar 24-12 volt converter, which is also fitted with an isolation switch and able to connect to the engine room 12 VDC service bank during low volt conditions.

The bank is fitted with battery gas exhaust, exhausting directly to the atmosphere.

Hull Potential Tests:
The hull potential readings were taken using a portable silver-silver chloride reference cell connected to a Fluke Multimeter. Readings were taken with shore power disconnected.

The average values recorded forward, mid, aft and in the machinery spaces was -.860mdc. This is within industry standards for GRP vessels.

POTENTIAL LEVELS AS PER MARINE INDUSTRY STANDARDS
(REFERENCE ONLY ABYC - - ELECTROCATALYTIC)

PROTECTION LEVEL	STEEL	ALUMINUM	WOOD	FIBERGLASS
0% PROTECTED	0.60 vdc	0.70 vdc	0.30 vdc	0.30 vdc
50% PROTECTED	0.70–0.70 vdc	0.75-0.80 vdc	0.40-0.50 vdc	0.40-0.50 vdc
100% PROTECTED	0.80-1.0 vdc	0.90-1.0 vdc	0.55-0.60 vdc	0.55-0.90 vdc
OVERPROTECTED	1.10 vdc	1.10 vdc	0.70 vdc	1.00 vdc

Pipe Protection

This vessel is fitted with a Electro-Sea Clearline anti-fouling system for the air-conditioning raw water pipework Electro-Sea prevents marine growth through the seawater lines by generating a precise, low level of chlorine with electric current. This process creates an environment where barnacles simply can't thrive.

Outlets:

The 110 VAC 60Hz outlets throughout the vessel were tested with an Ideal "Sure-test" circuit analyzer; test results show a volt drop of 1-3% and are within the recommended 5% as the maximum voltage drop for branch circuits for reasonable efficiency. RCD (Residual Current Device) protection has been fitted to multiple circuits from each distribution panel as required, the RCD trip systems were test operated and operated without fault.

Lights:

The vessel is arranged with an automatic emergency light system, should the vessels VAC electrical power be lost the emergency lights will automatically illuminate. The vessel if fitted with two emergency light systems for both buss "A" and Buss "B".

The emergency light system operated correctly with faults noted in the electrical recommendations.

The vessel is fitted with 4 transom mounted under water lights which operated correctly

Navigation Lights:

The vessel is fitted with an navigation light system which can be operated from the NightWatch AMS touch screens, the system is arranged with yacht profile mimic showing navigation lights illuminated and arranged to alarm for navigation light failure, faults are noted in the electrical recommendations. The forward steam light is not operational.

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Grounding:

The vessels distribution panels, and equipment is grounded with individual conductors from the source or local grounding links connected directly to the vessels common ground buss, the buss is utilizing solid and stranded conductors running throughout the vessel, the VDC negatives are also connected to this buss, which is grounded to the hull mounted ground plate and aft transom zincs. Insulation resistance between components was good at less than 1ΩOhms, faults are noted in the electrical recommendations.

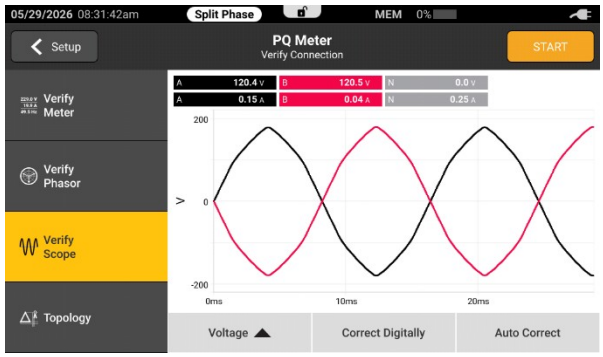
The propeller shafts are grounded using handmade propeller grounding brush gear, the resistance from each propeller saft to the vessels bonding/ ground system was captured at > 3.1ΩOhms, faults are noted in the electrical recommendations.

The vessel is fitted with means to suppress the effects of a lightning strike; a lightning rod starboard side mast is connected directly to the starboard hull mounted ground plate.

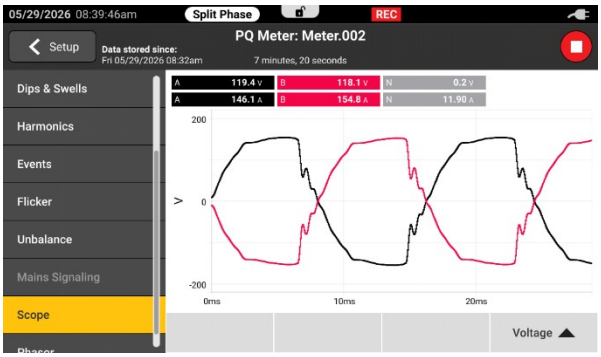
HARMONIC DISTORTION REPORT:

Total Harmonic distortion of the voltage waveform

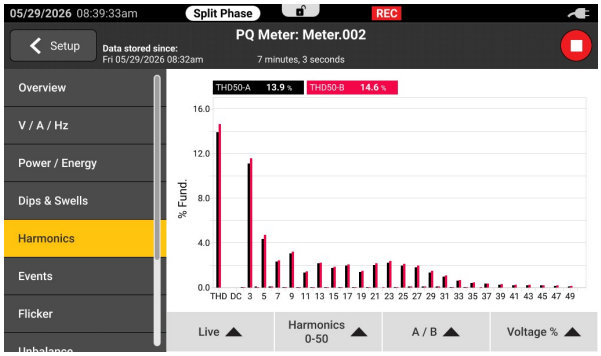
The maximum total harmonic distortion (displayed harmonics as a percentage of the fundamental voltage) in the voltage waveform recorded while monitoring the main vessel grid was 7.4%. This value is within the recommended percentage limit set forth by industry standards, which normally is 8%. This test was performed using a Fluke power analyzer.



True sine-wave onboard the yacht with no load.



Distorted sine-wave with 2 chillers running.



High harmonic level @ 14%

Above normal THD of the voltage waveform recorded was 14%. This is not within industries standards of 8%. The above picture shows the THD value of 7.4 THD^{v} with two chillers in operation. From the above picture you can see that the 5^{th} harmonic value is quite high at 4%. Normally the 5^{th} harmonic level should be no higher than 3%. High harmonics at the 5^{th} level can cause counter torque in motors causing them to overheat. Nuisance tripping of circuit breakers, excessive heat build-up on electric motors/transformers and premature replacement of electrical devices may account for higher-than-normal harmonics.

Overall, the total harmonic distortion of the voltage waveform on an average was within industry specifications with normal Hotel loads. A comprehensive harmonic distortion report should be generated in order to take corrective actions to reduce this higher than normal THD measurement.

MAIN ENGINES:

The yacht is fitted with a pair of high performance, intercooled, sequential turbocharged, fuel injected common rail diesel engines. The exhaust manifolds are water cooled. For full engine details and performance please refer to the separate engine survey carried out by Cody DiBella of Marine Diesel Engineering Inc.

Manufacturer:	DDC/MTU	
Model:	12V 4000 M90	
EPA Family No.:	7MDDM65.OMTA	
	Complies with MARPOL 73/78 Annex-01	
Power Rated:	2735-HP @ 2100rpm	
Serial No.:	Port 5262001446	Starboard 5262001447
Engine hours:	Port 5,964	Starboard 9,139

TRANSMISSION GEARS:

Manufacturer:	DDC/Twin Disc	
Model:	DD6984A	
Gear ratio:	2.50 : 1.	
Serial No.:	Port 9A1810	Starboard 9A1809

EXHAUST SYSTEM:

Main Engines:
The main engines are provided with a wet type exhaust system built by DeAngelo Exhaust.

Exhaust gas is directed from the turbocharger outlets through 12" compensator joints into a Y-collector and riser through black steel piping. The exhaust is directed aft and outboard with resilient ceiling exhaust mounts. The black steel piping is wrapped in black thermal exhaust wrap.

The exhaust is directed down and cooled through a. 18" non-ferrous seawater supplied spray ring to cool the exhaust before directed either aft through a 10" bypass towards the transom through a muffler, or below the waterline. Exhaust bypass is determined by hull speed and engine rpm; there is no active system or valving. Please see "RECOMMENDATIONS".

GENERATORS:

	Port	Starboard
Manufacturer:	Northern Lights	Northern Lights
Hour meter:	13,218	13,174
Engine Model No.:	4045TF250	4045TF250
Engine Serial No.:	PE4045T227324	PE4045T232305

Generator Exhaust.

Exhaust from the generator turbocharger outlet is directed to a seawater cooled elbow and discharged through a GRP pipe to a gas water separator, the gas is discharged through a muffler and above waterline hull 4" transom discharge, exhaust cooling water is discharged via a through hull. The piping is fitted with silicone flexible connectors and clamps.

FOREPEAK:

The forepeak is entered via a flush deck Freeman hatch and gives access to the open chain bins, windlass motors and storage of lines on top of the longitudinal frames.

GROUND TACKLE:

Anchor Windlasses:

Quantity:	Two (2), mounted in stainless steel deck trays with drain troughs to overboard
Manufacturer:	Maxwell
Model No.:	6000

- Vertical chain gypsies with vertical warping capstans
- Stainless steel chain rollers and chrome plate bronze chain stoppers.
- Stainless steel brakes
- Stainless steel anchor chain devil's claw retainers
- Stainless steel hull side plates connected to the bonding system

The anchor windlasses are operated off the hydraulic power take-off, off the starboard generator .

Anchors:

Quantity:	Two (2)
Type:	Poole stockless type stainless steel nested against stainless steel hull plates
Weight of anchors:	Not determined

Anchor Chains:

Quantity:	Two (2)
Port side:	Reported to be 91meters of ⅝" galvanized chain with joining shackles
Starboard side:	Reported to be 122meters of ⅝" galvanized chain with joining shackles

Anchor Windlass Control:
Two (2) switch boxes and remote cable controls were sighted with up/down switches. Starboard anchor was proven during the sea trial and the port anchor was lowered to the water line and retrieved at the dock.

Additional Ground Tackle and Deck Mooring Equipment:

Foredeck:
- Two (2) each port and starboard sides stainless steel fairleads
- One (1) each port and starboard sides stainless steel deck mooring bitts
- One (1) each port and starboard side upgraded larger stainless steel mooring bits for med mooring

Port and Starboard Side Decks:
- Two (2) each port and starboard side stainless steel fairleads
- Two (2) each port and starboard side stainless steel deck mooring bitts

Aft Deck:
- One (1) each port and starboard side stainless steel fairleads
- One (1) each port and starboard side stainless steel deck mooring bitts

- One (1) each port and starboard side upgraded larger stainless steel mooring bits for Med mooring
- One each port and starboard Muir VC 4000 vertical warping capstans for med mooring. These are an upgrade from the original capstans mounted on the swim platform

Swim Platform:
- One (1) each port and starboard side quarter fairlead
- One (1) each port and starboard side stainless steel deck mooring bitts

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".

Navigation System:
- Time Zero-up dated 2/2024
- Garmin Chart plotter

Monitors:
- 2 x 19" Navicom,
- 2 x 15" Navicom
- 2 x Garmin 8615

Magnetic Compass:
- Ritchie

GPS:
- Simrad

Autopilot:
- Simrad

Radar:
- 2 x Furuno X-Band,
- ARPA RPU-013

Color Sonar:
- Furuno FCV1700L

AIS:
- Furuno FA-150

VHF Radio:
- 2 x Icom M605

Communication Desk:

- NavText: MX500
- North Star 941X
- Icom M802 HF Radio
- Printer: HP Color Scanner
- Vsat – Furuno Felcom

ENTERTAINMENT EQUIPMENT:

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

System:
- Intellian F100 Direct TV,
- Starlink,
- Apple TV,
- Sonos sound system,
- RTI Control.

Sky Lounge:
- 64" Samsung TV

Master:
- 42" Samsung TV

Salon:
- 55" Samsung on Lift

Guest Cabins:
- 4 x 32" Samsung TV

Aft Deck Bar:
- 42" TV

Crew Mess:
- 40" Samsung TV

APPLIANCES:

The following appliances were seen aboard the yacht. All was tested and proven to be operational unless otherwise noted in "RECOMMENDATIONS".

Galley:

- Viking 6 Burner Cooktop
- 2 x Miele Convection Ovens
- Miele Refrigerator / freezer
- Whirlpool Dishwasher
- 2 x true Dual drawer refrigerator drawers
- Sharp microwave oven
- Edgestar refrigerator
- SS Sink with Insinkerator disposal.

Dining Room:

- Frigidaire Wine Cooler

Aft Deck wet Bar:

- Scotsman Ice maker
- Edgestar drink refrigerator

Sky Lounge Wet Bar:

- Manitowoc Ice Maker
- SubZero Drink Refrigerator

Sun Deck Bar:

- Edgestar Refrigerator
- Kenyon Grill

Laundry:

- Guest Foyer: LG Thin Q – Washer & Dryer
- Crew Mess: LG Thin Q – Washer & Dryer

Crew Mess:

- SubZero Refrigerator
- Sharp Microwave Oven

TENDERS:

Manufacturer:	Zodiac
Model:	Medline Open RIB Tender
HIN:	FR-XDC63A19L718
Engine Mfr.:	Yamaha
Model:	F90LB
Serial Nr.:	6FP-L-1008854-X
Engine Hours:	155.3
Condition:	The tubes are becoming weathered and are in poor condition.

TENDER CRANE:

Manufacturer: Nautical structures.
Model: CEZ2000 EX
Type: Electro-Hydraulic 240Vac – power pack in engine room port side

- Cable 20' payout, 18mm Spectra replaced in 2023
- Telescopic boom 0^0 to 75^0, Rotation 270^0

PASSARELLE:
Manufacturer: Besenzoni
Type: 3 stage telescopic Med Gangway

The passarelle is box section stainless steel with teak grating. Control panel is located starboard aft bulwarks. The passarelle was test operated it has full up and down feature.

The electro hydraulic power pack for the passarelle is located in the engine room on the port side aft. Before deployment of the passarelle the aft bulwark and cover door have to be manually removed. The passarelle was test operated and appears to be functioning normally.

EXTERIOR FINISH:

The exterior paint is reportedly original and in poor condition. The paint is worn very thin where the primer is exposed in areas. There are large corrosion blisters on the mast. The window calking is weathered and will need to be reefed out and recalked. The vessel is due for a new coat of paint at this time.

CANVAS and COVERINGS:
The exterior seating, tables and chairs are fitted with covers that are starting to become weathered, some that are in direct sun will need to be replaced.

INTERIOR:

Note: A detailed design/layout and cosmetic conditions of the interior of this vessel will not be covered in this report. It is assumed that prospective owners or representatives are well informed by brokers or seller about the vessel interior appointments, specific cosmetic conditions and layout. Generally, the interior is in good condition.

The 2004 Westport 130 Tri-Deck Motor Yacht ELYSIAN features a classic yacht interior designed for long-range cruising and entertaining. The décor has wood finishes, custom cabinetry, plush carpeting, and neutral furnishings throughout the vessel.

The main deck main salon has oversized seating areas, a formal dining space, large panoramic windows, and detailed wood finishes that creates a comfortable feel. The skylounge provides a entertainment area with sectional seating, granite countertops, upgraded Samsung TVs, and expansive views.

ELYSIAN accommodates up to 10 guests with a on-deck master suite and four lower deck staterooms. Several guest cabins feature king-size beds all with en-suite bathrooms.

Additional interior highlights include:

- Custom granite and stone countertops
- Hunter Douglas electric blinds
- Fabrica carpeting and premium upholstery
- Updated entertainment systems throughout
- Spacious crew quarters with dedicated lounge areas
- Multiple indoor and outdoor dining spaces

The overall interior style reflects the early-2000s Westport aesthetic — sophisticated, spacious, and highly functional for both private ownership and charter use.

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

- Life Rafts: 2 x Sea Safety 16person compact series
- Life Raft Serial Nr.: A16-19-8664 & 8666 – Inspected 12/02/2024 – Next 12/2026
- EPIRB: ACR RLB-41 – Battery 01/2032
- First Aid Supplies Inspected by Yacht Medical Cat-B – 31 July 2026
- 23 x Handheld Extinguishers: 19 x ABC, 2 x CO^2, 1 x Halon, 1 x BC
- Fixed Engine Rm Extinguisher: Kidde – HFC227 (165lbs) inspected 7/17/2025 inspection due 7/08/2026
- Air Horn

Audio Visual:

- Ship's bell, sized to yacht's rule
- 2 x forward facing LED Light Bars
- FLIR 330 Camera with Zoom
- International running lights as per rules
- Ample up-to-date handheld flares with flare gun and flares
- Three (3) close circuit TV security cameras
- One (1) set of air horns
- Navigation light panel indicated on the Night Watch system

MISCELLANEOUS GEAR and EQUIPMENT:

- Tide Ride Side Boarding Ladder

COMMENTS:

"ELYSIAN" is a well-designed and well-built yacht. She is in Average yacht condition.

STATEMENT OF OVERALL VESSEL RATING OF CONDITION:

It is the surveyor's experience that develops and opinion of overall vessel rating of condition after a survey has been completed and the findings have been organized.

The grading system accepted in the marine industry for a vessel at the time of survey determines the adjustment to the base range of values for a similar vessel sold within a given time period as a consideration to determine the Market Value. The following is an accepted marine grading system of condition.

EXCELLENT CONDITION:
Yacht has been maintained in mint or "Bristol" fashion – usually better than factory new and loaded with extras – a rarity

ABOVE AVERAGE CONDITION:
Yacht has had above average care and is equipped with extra electrical, mechanical, electronic or interior outfitting

AVERAGE CONDITION:
Yacht is ready for sale requiring little or no additional work and normally equipped for her size

FAIR CONDITION:
Yacht requires usual maintenance to prepare for a sale

POOR CONDITION:
Yacht requires substantial yard repairs and does not have 'extras'

RESTORABLE CONDITION*:*
Yacht is currently unusable but has enough of hull and engines remaining to restore yacht to a usable condition.

As a result of the examinations carried out and reported above, and by virtue of my experience, my opinion is that the
OVERALL VESSEL RATING of CONDITION for the subject vessel is:

"AVERAGE"

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 condition's 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
- 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:

$6,000,000.00 US
Six Million US Dollars

Reproduction (Replacement) Cost
The builder has stated the replacement cost of the 2024 "40M Westport", completed, duly certificated and ready for use in the intended service (large pleasure yacht) is approximately

$35,000,000.00 US
Thirty-Five Million U.S. Dollars

Note: The values appearing in this report are subjective and are based on comparable yachts and the yacht resale market at the time of the survey. The values are based on an average selling price of a yacht of this type and size similarly equipped, considering all extras and accessories onboard. The values are intended for insurance and financial evaluation only but are not intended to influence the purchase or non-purchase of the yacht.

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 conducted a personal examination of the yacht/vessel that is the subject of this report.

SUMMARY:

"ELYSIAN" is a good yacht with good gear and equipment. Once her few safety and asterisked "RECOMMENDATIONS" have been complied with, she will be considered a good marine risk for the East Coast of the United States, coastwise waters and inland waters, the Gulf Coast of Mexico, U.S. waters coastwise and inland waterways, and the Bahamas in fair weather cruising. Any extended limits and extensions would have to be set by an arrangement with the underwriters.

GENERAL NOTES:

Note: This survey report is issued by the undersigned, who has 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 judgements, conclusions, and recommendations are expression of opinion of the undersigned, based on his 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 has conducted his 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.

This survey is prepared for Mr. Greg Kowalski, 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 Mr. Greg Kowalski that Patton Marine Surveyors and Consultants, Inc. and Mr. Walter Richardson of Cutter Marine Inc. and Mr. Michael Schneider of Custom Offshore Systems 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.

Walter Richardson
Marine Surveyor

Michael Schneider

Michael Schneider
Marine Electrical Surveyor

WR:MS:ms:isa

–NOTICE–