



**PATTON MARINE INC.
SURVEYORS AND CONSULTANTS**

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Our Time and Experience
is our Stock in Trades

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October 10, 2026
File No. : 14048-26
Page 1 of 35

Mr. Ron Moran
Email: Ronald.moran@me.com

RE: "WELL DONE", 2000, 84', Burger Flybridge Motor Yacht



Note: In addition to this text, there are 21 pages of recommendations which are an integral part of the report and should be read in conjunction with this text.

Dear Mr. Moran,

At your request these undersigned independent marine surveyors have inspected the Motor Yacht "WELL DONE" while she was dockside at 2506 Lucille Dr. Fort Lauderdale FL

Date of Inspection:	October 7 th , 8 th , 9 th , 2026
Scope of Inspections:	Pre-purchase
Trial Run:	Atlantic Ocean Off Fort Lauderdale Beach FL
Hauled Out:	Marine Max Dania Beach FL
Attending Surveyors:	Walter Richardson – Patton Marine Inc. Chris Smith – Patton Marine Inc.

Engines & Generators.	Matt Norling with Ace Marine Diesel Inc.
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This is a 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 may be 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.

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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.

- X 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 was not built to any classification society requirements.
- X Yacht or vessel does not comply with MCA.
- X Electronics and entertainment equipment was tested only as to functioning or not.

GENERAL:

"WELL DONE" is a custom built 84' raised pilothouse/flybridge aluminum yacht designed by Don O'Keefe and built by Burger Yachts in Manitowoc WI in 2000.

She has a raked stem, transom stern, boxed keel, and spade rudders. She has a raised superstructure with forward wheelhouse and enclosed aft deck. She is fitted with a flybridge Bimini Top with Venturi type wind screen. She is twin diesel engine powered.

Certificate of Registry:

She is a U. S. documented yacht. Her document was seen, and it states:

-Name:	"WELL DONE"
-Official No.:	1095327
-Home Port:	Fort Lauderdale FL
-Other:	BRGJ488CD000
-Gross Tonnage:	129 GRT-ITC
-Net Tonnage:	38NRT-ITC
-Length:	71.8'
-Breadth:	20.7'
-Depth:	10.4'
-Hull Material:	Aluminum
-Self Propelled:	Yes
-Place Built:	Manitowoc WI
-Year Built:	2000
-Owner:	RLM Holdings LLC comprised of 1 member 2506 Lucille Dr. Fort Lauderdale FL
-Restrictions:	None
-Entitlements:	Recreation
-Documented:	June 10, 2026
-Renewal Date:	June 31, 2027

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Her principal dimensions are as follows:

Length Overall: 84'
Beam: 20'7"
Designed Draft: 5'4"
Measured Draft: 6'1"
Displacement: 63 Long Tons
Air Draft: 39.02

Authority	Document	Date
USCG/Dept of Homeland Security	Bill of Sale	4/26/2021
USCG/Dept of Homeland Security	Warranty of Title	5/230/2021
FCC	Radio Station Authorization WDM3451	05/06/2031
US Customs	Registration No.: R00762292	12/31/2022
Pye-Barker	Fire System Inspection Certificate	05/2025
Inflatable Services	Inspection of Revere 8-man Life Raft	Next 06/2027
Tender Title/Registration	Nautica RIB 15' HIN PTJ15836K910	
NOAA	EPIRB ACR RLB-36 Registration	March 17, 2027

HULL:

The hull is protected by upper and lower molded aluminum rub rails. Upper from the stern to forward of amidships. Lower from the stern to the stem.

No. of port lights: Port side: Five (5) rectangular opening type
Starboard side: Five (5) rectangular opening type
Hull color: White
Boot stripe: Silver-White-Blue-White
Name on transom: "WELL DONE"
Hailing Port: Fort Lauderdale FL
HIN: BRGJ488CD000



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HULL CONSTRUCTION:

Her hull and superstructure are of all welded aluminum construction. There were no construction details at all aboard, however, there were some drawings aboard. Measurements were all taken directly. Some information was gathered from other Burger Motor yacht knowledge from past surveys.

Hull Plating:	5086-H116
Aluminum Extrusions:	6061T6
Frame Spacing:	32" on center
Frames:	6" depth, $\frac{3}{8}$ " thick plate with welded 0.25" x 2" flat bar to form angle section.
Longitudinal:	10" on center, 0.25" x 2" depth x 3" wide T sections
Engine Beds:	$\frac{3}{8}$ "
Stem:	$\frac{3}{8}$ "
Hull Plating:	$\frac{5}{16}$ " forward and $\frac{3}{8}$ " in engine room and aft of transom
Transom:	$\frac{5}{16}$ "
Hull Topsides:	0.25"

Her interior bilges have all been professionally cleaned and inspected. There are no areas where any structural problems. Welding appears to be very well done. There are no signs of any pitting problems in the hull plating or corrosion problems.

There are a few bilge areas and a few tanks that were not accessible at the time of examination. Her hull is in good sound structural condition.

Some ultrasonic audio gauge readings were taken in the previous survey in areas such as bilge suction points, black and gray tank end and side plates. There were no signs of any wastage in any gauge readings. There is very light pitting in some of the lower bilge areas in the crew forward.

Frame Locations:

0:	Bow at waterline
1:	Forepeak bulkhead – Watertight to deck
1 to 2:	Open bilge with suction
2 to 3:	Bow thruster compartment – Watertight
3:	Guest bulkhead
11 to 12:	Stabilizers
19:	Forward ER Bulkhead – Watertight
19-20:	Forward ER Bilge
27:	Transom
26.5:	Rudder stocks
28:	Transom/end swim platform

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HAULOUT and BOTTOM INSPECTION:

Bottom inspection was done while in the travelift slings at Marine Max. The hull is in good sound condition. The yacht was hauled on a 100-ton Travel lift.

Weight on Scale: 185,000lbs
Draft @ prop tip: 5'-5" Due to the unevenness of the Travel lift pad this measurement is approximate only.

The bottom configuration is of welded aluminum construction, with a fine V-entry forward and scalloped hull sections aft of the bow thruster tunnel. The V-bottom transitions aft through rounded chines, with recessed propeller tunnels above the shaft lines to accommodate the running gear and reduce draft.

There were no signs of groundings and no evidence of damage to the hull bottom.

The bottom was painted with Sea Hawk BioCop TF Black it is not time to repaint the bottom.

The main Sea Chests were cropped out and new heavy wall 5086 Aluminum Sea chest standpipes were welded in during the 2022 refit. All of the other intake through-hull fittings below the waterline were inspected up inside, no signs of any corrosion. Above waterline through-hulls were also inspected up inside and no sign of any problems noted other than repainting the bottom.

RUNNING GEAR:

Rudders:

Type: Stainless-steel foil
Dimensions: Height 34: width – 24"
Position: Outboard of the shaft line with a ½" toe in setting

During the trial run period, the yacht did several “S” turns in both directions. No movement was noted at the port and starboard rudder stocks. No movement noted in the hydraulic cylinder end fittings or jockey bar.

- Steering system proved to be operational.
- Auto Pilot proven operational.
- Manual steering is also emergency steering does take a lot of turns (14).
- Rudders are tight in their bearings.
- Both rudder seals are secure with no leaks.

Propellers:

Manufacturer: Teignbridge
Type: Five Blade NiBrAl
Dimensions: Dia. 46" x pitch 44" Tip Clearance: 5.5" to tunnel

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The propellers were turned against a straight edge and tracked true. The propellers are coated with PropSpeed that is worn and will need to be recoated at the next haul out. A spare set of propellers is provided onboard and are stored port and starboard on aft boat deck lockers.

Shafts:

- Single piece, 4" stain-less steel and will not hold a magnet AQ22

Flexible Couplings:	Rubber Design
Propeller Shaft Seal:	Strong Seal, dripless type with reinforced flexible hose, double clamped. Sea water fed. Additional seal on shafts.
Shaft overhang:	Port- 3.25" and starboard – 3.30"

Struts & Bearings:

Shaft Tube:	Heavy wall aluminum extending outboard and incorporating integral single leg strut secured to tunnel. Bronze shell, rubber cutlass bearings forward and aft end of shaft tube set in chock fast. 2 x cooling slots in bottom of each tube
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Comments:

The running gear was removed and reconditioned, new strut bearings were installed and the Tides marine shaft seals were properly plumbed the running gear is in good order.

- Aft bearings show normal signs of wear. Forward bearings could not be seen.
- The propellers were dialed in place and found to be running true.
- There are no signs of any nicks or dings corrosion on the propellers.
- Both propellers have PropSpeed Coating – Condition Worn.

Note that the propellers are approximately 7" below the hull bottom and are the lowest part of the yacht and will hit first during any grounding. Due to the unevenness of the haul out pad this measurement is approximate only.

THROUGH-HULLS:

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.

The main below water line intakes and discharges are bronze sea cocks isolated with plastic spacers from the hull. This is the method used by Burger at the time. Valves are all operational with no signs of internal corrosion problems to the hull.

Above water line fittings are aluminum standpipes; with stainless steel ball valves isolated with plastic fittings. Scuppers are solid aluminum from the deck.

There are main intakes port and starboard fitted with external grates and these supply most of the consumers. The watermaker has a separate intake.

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Waterline discharges:	Port – 5 and starboard – 8
Sea Chest:	7” Diameter.
Exhausts:	11” diameter P & S at transom for main engines Generator exhausts “Y” into engine exhaust at transom
Below waterline:	Port 3 and starboard 2
Transduce:	Port: depth – 1 starboard – 1 % Temp. – 1

Comments:

The through hull fittings are in good order.

HYDRAULICS:

The vessel is equipped with an integrated hydraulic system supplying the Naiad bow thruster, Naiad fin stabilizers, and Maxwell 3500 windlass.

Hydraulic pressure is distributed through dedicated control valves to operate each component.

The bow thruster provides lateral maneuvering assistance. The stabilizers reduce vessel roll underway, and the windlass handles anchor deployment and retrieval. Common hydraulic components include the reservoir, pumps, filtration, associated piping, and control equipment.

BOW THRUSTER:

Manufacturer:	NAIAD
Type:	Hydraulic Tunnel
Reservoir:	Fwd. ER bulkhead with heat exchanger
Output:	Not determined
Power:	PTO hydraulic pump with DC clutch
Thruster Tunnel:	12" diameter aluminum with scalloped section aft
Propeller:	7-blade stainless steel - 12" diameter
Control with Joystick:	From two main stations
Watertight Compartment:	No alarm in compartment
Zincs:	Two (2) in tunnel
Grates:	None

No oil header tank required as the lower unit housed the hydraulic motor. System is basically in good condition.

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STABILIZERS:

Manufacturer:	Naiad
Type:	Hydraulic
Fins (2):	Fiberglass Height 30" X width 43" approx. 6.0 sq. ft. with 3" stainless steel stocks, welded line guard forward of fin.
Actuators:	Model 254 -1 cylinders each - Located port and starboard accessible master stateroom hanging lockers.
Pumps:	Vickers direct drive on each main engine
Operating Pressure:	1250 PSI
Reservoir:	Fwd. ER bulkhead with heat exchanger
Controls:	Naiad at wheelhouse station

Comments:

During the trial run period, the stabilizers were in operation the entire time and had a good test. This stabilizer system appears to be in good order.

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. Please see zinc condition under the electrical heading.

Transom:	Two (2) - 12" x 6"
Hull:	Two (2) Port & 2 Starboard 12" x 6"
Shafts:	4" Collar port starboard
Rudders:	3 1/2" Oval
Bow Thruster Tunnel:	Two (2) Oval
Sea Chest:	Rod type.

TANKS:

Tanks are monitored through the Hart Tank Tender system. 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 hydrotested.

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Tank Name	Tank frame	Tank Content	Capacity
Forward	6 – 11	Fuel Oil	1201 gallons
Mid	11 – 14	Fuel Oil	1717 gallons
Port Aft	14 – 17	Fuel Oil	865 gallons
Stbd. Aft	14 – 17	Fuel Oil	869 gallons
Day tank	17 – 19	Fuel Oil	867 gallons
Total		Fuel Oil	5,519 gallons
Sludge	22 – 23	Waste Oil	50 gallons
Clean Lube	22 – 23	Clean Oil	70 gallons
Fresh Water	24 – 28	Potable water	782 gallons
Holding	21 – 22	Grey water	280 gallons
Holding	20 – 21	Black water	560 gallons

FUEL SYSTEM:

Fuel Purifier: Alpha Laval Centrifuge
Model: MIB 3035-13
Product No.: 881177 76-06-01
Serial No.: 4105721

The system was serviced tested and is in good condition.

BLACK WATER/WASTE SYSTEM:

Main Tank: 400 gallons
No. of Toilets: 6

- Tanks have deck plate pump outs
- Vent is outboard to port under the rub rail
- Gauge System: ISIS system with high alarm.
- Discharge Pump: Oberdorfer bronze 1.0 hp motor -Proven at sea
- Toilets –Headhunter – fresh water

We did not notice any odors from the black or gray system. The black water tank has always been pumped out to shore side.

STEERING:

Location: Centerline Lazarette
Manufacturer: Justram Hydraulic
Model No.: B2-300-12-2-35
Rams 2 X: 2-B300
Helm Pump: 2 x H58
Auto Pilot: Anschutz Pilotstar D

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During the trial run period, the yacht did several "S" turns in both directions. No unusual movement was noted at the port and starboard rudder stocks, no movement noted in the hydraulic cylinder end fittings or jockey bar. The system is in good operational condition.

STABILIZERS:

Location:	Access to the fin heads is in the Master State Room
Manufacturer:	NAIAD
Model No.:	302
Port head Serial No.:	99827
Stbd. head serial No.:	99828

The stabilizer system was observed in operation underway and the system operates smoothly with no leaks and is in good operating condition.

BILGES:

Pump:	Oberdorfer model 900B-10T36CTLW
Motor:	Leeson 115V, 1/2hp, 6C34F042E

The bilge pump was proven by flooding the VIP bilge and dewatering with the main bilge system. The bilge manifold is located on the port side of the engine room and has suction pickups for 8 bilge compartments all bilge compartments are provided with Highwater alarm float switches, those that were accessible were proven.

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 °F and pressure is in PSI.

Duration of trials:	Approximately 5 hours
Persons onboard:	Six

Weather Condition:

Air temperature:	86 °F
Barometric Pressure:	29.88inHg
Humidity:	74%
Wind:	SE10kts
Seas:	3'
Sea temperature:	87 °F

Consumables Onboard:

Fuel:	1500gallons
Fresh Water:	300gallons

- Tender stowed on aft boat deck chaulks.

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Engine hour start:	<u>Port</u> 8508	<u>Starboard</u> 8520
Generator Hours Start:	<u>Forward</u> 5,701	<u>Aft</u> 9,335.3

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 dockside.
- Noise level readings taken
- Gear temperatures monitored
- Main engine remote starts and stops
- Stabilizers test operated underway
- 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 °F	Eng Oil psi	Gear Temp
650	5.2	6 – 5	2 – 2	171 – 178	37 – 30	101 – 101
1000	8.3	18 – 18	7 – 7	180 – 180	54 – 53	101 – 101
1200	10.0	29 – 30	12 – 12	180 – 180	56 – 57	101 – 101
1400	11.5	34 – 34	18 – 18	181 – 180	56 – 57	101 – 101
1600	12.6	40 – 40	27 – 26	185 – 180	55 – 57	101 – 104
1800	14.2	50 – 50	35 – 36	185 – 180	55 – 54	101 – 104
2000	16.5	66 – 65	47 – 47	189 – 181	53 – 57	101 – 108
2200	19.2	90 – 84	60 – 61	192 – 183	56 – 60	104 – 108
MAX	20.7					
P2300		100	71	194	55	104
S2315		100	71	185	57	112

Sea Trial Information	Port	Stbd
Tides Marine Shaft Seal Temps at 1200rpm:	108 °F	111 °F
Exhaust temp. @ top of Riser	132 °F	137 °F
Engine room ambient Temps: centerline 111 °F	103 °F	107 °F
Bow thruster 180° turns to:	1min 30sec	2min 30sec
Watermaker: 369ppm	HP800 psi	Feed 35 gpm

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.

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Room	DB @ 1200 Rpm
Wheelhouse	60.5DB
Master State Room	67.5DB
Dining Salon	62.4DB
Main Deck Salon	64.7DB
Port Mid Guest	60.4DB
VIP Fwd. Guest	61.6DB
Aft Guest	55.6DB
Galley	60.9DB

TANKS:

Fuel levels are measured by Hart System Tank Tender. 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.

Tank Name	Tank frame	Tank Content	Capacity
Forward	6 – 11	Fuel Oil	1201 gallons
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Total		Fuel Oil	5,519 gallons
Sludge	22 – 23	Waste Oil	50 gallons
Clean Lube	22 – 23	Clean Oil	70 gallons
Fresh Water	24 – 28	Potable water	782 gallons
Holding	21 – 22	Grey water	280 gallons
Holding	20 – 21	Black water	560 gallons

FUEL SYSTEM:

Fuel Purifier: Alpha Laval Centrifuge
Model: MIB 3035-13
Product No.: 881177 76-06-01
Serial No.: 4103721
Main Engine Primary: Duplex Racor75/900MAX Fuel Water Separators w/ Vacuum gauge
Caterpillar Spin-On: Dual - 389-0432
Generator Primary: Racor 900MA Fuel Water Separator
Fuel Meter: Fill Rite series 900 – Total Fuel 205941.5

The system was serviced and is in good condition.

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FRESH WATER SYSTEM:

2 x AC Pressure Pumps: One - Grundfos SS head Flotec Model – FP4022-10, 115V, 3/4Hp
1 x DC Pump: One – Headhunter Xcaliber 24vdc, with Groco expansion tank
Water Heater: Located port forward engine room
Maker: AO Smith,
Model: E6-50R45DV
Capacity: 50-gallon
Rated: 240Vac, Single Ph, 3 x 4500watt elements replaced 2025

Domestic hot water circulation pump: Electric centrifugal type replaced in 2022

BLACK WATER/WASTE SYSTEM:

Main Tank: 400 gallons
No. of Toilets: 5

- Tanks have deck plate pump outs
- Vent is outboard to port under the rub rail
- Gauge System: ISIS system with high alarm.
- Discharge Pump: Oberdorfer bronze 1.0 hp motor -Not proven
- Toilets –Headhunter – fresh water

We did not note any odors from the black or gray system. The black water tank has always been pumped out to shore side.

STEERING:

Location: Centerline Lazarette
Manufacturer: Justram Hydraulic
Model No.: B2-300-12-2-35
Rams 2 X: 2-B300
Helm Pump: 2 x H58
Auto Pilot: Anschutz Pilotstar D

During the trial run period, the yacht did several “S” turns in both directions. No movement was noted at the port and starboard rudder stocks, no movement noted in the hydraulic cylinder end fittings or jockey bar.

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STABILIZERS:

Location: Access to the fin heads is in the Master State Room
Manufacturer: NAIAD
Model No.: 302
Port head Serial No.: 99827
Stbd. head serial No.: 99828

The stabilizer system was observed in operation underway and the system operates smoothly with no leaks and is in good operating condition.

BILGES:

Pump: Oberdorfer model 900B-10T36CTLW
Motor: Leeson 115V, 1/2hp, 6C34F042E

- 8 x Rule 2000GPH 24v bilge pumps with Ultra Automatic / High Water Alarms.
- Emergency Engine Room: Port & Starboard Eductor valves off main engine cooling pumps.

The bilge pump was proven by flooding the VIP bilge and dewatering with the main bilge system. The bilge manifold is located on the port side of the engine room and has suction pickups for 8 bilge compartments. All bilge compartments are provided with high water alarm float switches; those that were accessible were proven.

COMPRESSED AIR SYSTEM:

Location: Over starboard main engine;
Compressor Maker: GAST
Model: 7HDD-57-M750x
Reservoir Capacity: 55-Gallons, 120psi
Services: Air horns, ER Ventilation Dampners, Oil change pump & Stbd Fwd air chuck.

AIR CONDITIONING:

The yacht's accommodation and service spaces are provided with a heating, ventilation and air conditioning (HVAC) system. The reverse cycle conditioning system has been specifically designed for use in the marine environment.

The fully automatic air conditioning system is designed and manufactured by Marine Air Systems. The central chiller unit located in the engine room which supplies chilled water to the vessels air handler units.

The condensers are fed salt water from the saltwater pump fitted outboard of the chiller plant and a chilled water circulating pump is also located outboard of the chiller plant to supply chilled water to the air handlers located throughout the vessel.

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The air handler units then supply conditioned air to the vessel's interior; each air handler is fitted with a local user-friendly thermostat controllers.

The chiller plant and associated systems and air handlers were visually examined and test operated and found to be clean and in good order.

Type:	Marine Air Systems
Sea water pump:	1 x 1 HP
Chilled water pump:	1 x ¾ H.P.
Compressors:	3 X direct expansion
Refrigerant:	R410A
Capacity:	144,000 BTU
Compressor drives	Fuji Electric X 3

VENTILATION :

The yacht is ventilation by using individual bathroom / head extraction fans installed in the deckhead of the rooms and switched on / off with a light switch. In cooler climates, the port holes and doors can be opened up. All the extraction fans were test operated.

ER Ventilation:

Ventilation Fans:	Two (2) 115v,60Hz, 1/2Hp, Axial
Manufacturer:	Hartzell Fan Inc
Capacity:	2 x 1840 CFM
Fire dampers:	Four (4)
Demisters:	Fitted

The engine room is fitted with two (2) axial reversible blowers and can be used to blow air into the ER, extract air from the ER and use the balancing ducts to allow air in or one blow in and one extract out, however, the normal configuration would be to have them both blowing in. Intakes and discharges are in the hull top sides via demisters. The ventilation systems in the ER were test operated in all modes and the fire dampers tested. There are filters over engine room the supply and intakes that restrict air flow a new owner may consider removing these filters.

MAIN ENGINES:

For complete engine details and performance please see the separate engine survey done by Matt Norling with Ace Marine Diesel Inc.

Well Done is fitted with a pair of Caterpillar 3412 DDTA marine diesel engine, V-12, four-stroke-cycle, turbocharged and air-to-air aftercooled/intercooled, direct-injection diesel engine. The engine is mechanically fuel-injected and equipped with twin turbochargers and aftercoolers. Rated at 1,400 HP at 2,300 RPM. The engine is designed for continuous marine propulsion service and is equipped with a heavy-duty cast-iron cylinder block, individual cylinder heads, liquid cooling system, and gear-driven accessories.

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Manufacturer:	Caterpillar	
Engine model No.:	3412 DDTA	
Arrangement No.:	153-9100	
Engine Power Rating:	1400Hp @ 2300rpm	
Engine serial No.:	Port 9KS00265	STBD 9KS00266
Engine Hours:	Port 8,507.6	STBD 8,519.1

Marine Gears:

Manufacturer:	ZF	
Gear model No.:	BW225V	
Ratio:	2.960:1A	
Gear serial No.:	Port 50003978	Starboard 50003977

Main Engine Exhausts:

Steel "Y" off turbos with Black FRP Blankets into 90° Riser to DeAngelo stainless-steel spray ring connected to overboard discharge with Blue silicon hose.

ELECTRICAL:

The yacht is equipped with an onboard electrical generation and distribution system.

Alternating current systems	120/240-volt, 60 Hz, single-phase
Direct current system	12 / 24-Volt.

The ships electrical system comprises of:

- 1 x Main 120/240 enclosed power selection switchboard
- 1 x Main 24 VDC enclosed power selection switchboard
- 1 x 38Kw x Kilopak generator
- 1 x 23Kw x Onan generator
- 1 X Staco automatic voltage regulator
- 12 / 24 VDC distribution panels.
- 120/240 VAC distribution panels.

General Description:

The vessels electrical system has been designed and built Burger Yachts Manitowoc WI. The system is arranged with two main generators which are Wye wound to produce 120/240 volts at 60 cycles single phase plus neutral. Power from these generators is supplied to the main switchboard buss via individual contactors and is then distributed to the 120/240 distribution boards, most large current consumers are rated at 240 V single phase 60 Hz.

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When the yacht is alongside, the yacht can take on shore power through the Acme 37.7 isolation transformer and voltage regulator.

12 and 24 VDC services are provided from 24 VDC battery banks throughout the vessel.

Shore Power:

The vessels shore power system is arranged with the following.

- 1 x 100 Amp aft connection
- 1 x 100 Amp breaker
- 2 x 50 Amp forward connection port & stbd
- 2 x 50 Amp breakers
- 1 x 100 Amp Galvanic isolator
- 1 x 37.7kVA Acme Isolation / Boost transformer
- 1 x 26 kVA Staco Voltage regulator
- 3 x Glendenning cable reels
- 1 x APC 1500 UPS

The vessel is fitted with a 100-amp shore power inlet located port aft transom, the inlet is fitted with a 100-amp square D magnetic over current protection breaker outboard starboard aft engine room, the 100-amp Hubble shore power 2 AWG / 3 core cable is fitted to a retractable Glendenning retractable CM-8 cord reel.

The shore power system is also fitted with two square D 50-amp shore power inlets located port and Starboard forward bow lockers, both inlets are fitted with Hubbell 50-amp shore power connectors and 50-amp shore cords, in addition both inputs are fitted with Glendenning retractable cord reels with storage bins.

The system is arranged to be able to connect 2 X 50-amp forward shore inputs or the aft 100-amp inlet connected to a 50-amp plug, the aft connection can be selected to a 50 Amp breaker and connected in parallel with one of the forward 50A connections, Alternatively, the two forward connections can be selected and run in parallel using selection switches on the main switchboard.

Input selection is made by the use of rotary selector switches mounted on the main switchboard.

The shore power input is arranged with an incorrect phase switch able to rotate the incoming phase as required. The selected shore power input is connected to the engine room mounted Staco voltage regulator using the respective contactor, the transformer output is then run through the engine room mounted Acme isolation transformer to the distribution system.

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In addition, the shore power grounds are all run through the fitted 100-amp galvanic isolator 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 system was demonstrated using the aft 100-amp shore power input and operated as designed with no faults noted.

Main Switchboard:

Location: Port side aft engine room
Manufacturer: Burger

The aluminum main switchboard is located port aft engine room; the panel is fitted with a clear Perspex cover allowing the operator to view all connections and components.

The main switchboard is arranged with main contactors for each of the main supplies, generator and shore power, distribution to consumers is achieved by using the respective distribution panel selector switch selecting either shore power or generator supply power.

The vessels ground and neutrals are connected to a single buss welded to the main switchboard.

Generator and shore power electrical values are provided by the use of square D multifunction meters to monitor voltage, frequency, amps and current mounted on the main switchboard and in the wheelhouse, each fitted with selector switches able to select shore power or generator electrical values.

The shore power supply is fitted with shore power “On” indicator lights and reverse phase indication lamps and a rotary phase rotation switch has been provided.

During survey the main switchboard was exercised by utilizing all three power sources, the generators and shore power, to supply the buss by the use of the distribution selector switches, the selectors switches were exercised using the generator or shore power to supply the vessel, the system was operating as designed with no faults noted.

Generators:

Number of sets: 2,
Kilopak, 120 / 240 volt, 38 Kw, 60Hz.
Onan, 120 / 240 volt, 23 Kw, 60Hz.
Type: Single-phase synchronous generators.

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Generator Aft

Make: Kilopak
Model: 6HKP38/8PF1P
SN: 99080833
Kva: 47.5
Kw: 38
PF .8
Amps: 198
Volts: 120/240
Hz: 60
Run hours 9,335.3 (prior to sea trial)

Aft generator engine

Make: John Deere
Model: 4039DFMO
Serial # T04039058096

Generator Center

Make: Cummins Onan
Model: 23MDKBV
SN: J100162230
Kva: 23
Kw: 23
PF 1.0
Amps: 96
Volts: 120/240
Hz: 60
Run hours 5701 (prior to sea trial)

Center generator engine

Make: Kubota
Model: V2403-M-BG-ET02
Kw: 30

The vessels generators comply with NEMA, IEEE, and ANSI standards for temperature rise. The generators are four cylinder naturally aspirated diesel engines mounted in exclusive sound shields in the engine room.

The generators can be stopped and started from each generator set, and from the wheelhouse, each generator is fitted with local square D magnetic square D over current protection breakers mounted in the generator's respective electrical ends, the breakers are a thermal magnetic trip type responsible for detecting the presence of an electrical fault. When an electrical fault is detected, the trip unit “trips” the protection breakers causing it to open.

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The generators are fitted with 24 VDC starters with separate starting banks and Sentry battery chargers.

Each generator is fitted with solid state voltage regulators located in each electrical ends and each generator is fitted with oil pressure meters in the engine room and wheelhouse, the center generator is fitted with multifunction displays in both the engine room and wheelhouse, the aft generator is fitted with a local operator panel in the engine room.

Generator electrical values are provided by the use of square D multifunction meters in the engine room and wheelhouse each fitted with selector switches able to select shore power or generator electrical values.

Aft 38 Kw generator

Kw	Volts	Frequency
11	237	59.94
19	236	59.81
23	236	60.03

Center 23 Kw generator

Kw	Volts	Frequency
6	243	59.89
10	239	59.88
18	240	59.80

The aft generator was loaded to approximately 23 Kw and the center generator to approximately 18 Kw. During single run operations the generators ran well and during heavy applied load the generators frequencies and voltage remained steady, the recovery time for transient variations was less than 1.2 seconds.

Voltage:

- permanent variations +6%, –10%
- transient variations due to step changes in load +20%, –15%
- recovery time 1,5 seconds.

Frequency:

- permanent variations $\pm 5\%$
- transient variations due to step changes in load $\pm 10\%$
- recovery time 5 seconds.

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Distribution.

The vessel distribution panels fitted with square D over current protection breakers provided are sufficient for consumer requirements. Each distribution panel is supplied from the 120/240 volt from the main switchboard or from the vessel's battery banks for 24 VDC distribution.

The vessel is arranged with 5 VAC distribution panel located around the vessel; each panel is over current protected via 100 amp breaker in the main switchboard.

Supply to each panel is selected by rotary switches on the main switchboard selecting either generator or shore power supply.

- 1 Engine room HVAC
- 2 Engine room general service
- 3 Engine room machinery
- 4 Pilothouse general service 1
- 5 Pilothouse general service 2

The vessel is arranged with 24 VDC distribution panels one located in the engine room and one in the wheelhouse, similarly 12VDC distributions panels are also fitted in the engine room and wheelhouse.

In addition, the vessels is fitted arranged with 24 and 24 VDC electronics distribution panels located in in the wheelhouse.

Each panel is fitted with over current protection fuses at the source.

- 1 Engine room 24 VDC
- 2 Wheelhouse 24 VDC
- 3 Engine room 12 VDC
- 4 Pilothouse 12 VDC
- 5 Wheelhouse 24 VDC electronics
- 6 Wheelhouse 12 VDC electronics

Distribution to both the VAC and VDC consumers are individually protected via individual consumer square D 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.

UPS

The vessel is fitted with APC 1500 UPS located under the wheelhouse console. consumers include but not limited to:

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- CCTV
- Monitor
- Master A/V
- Saloon A/V
- Computer

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.

Electrical enclosures pump and motor starter panels, Local operator panels have been installed in readily accessible locations.

Motors and pumps

Pump and motor starter panels, and local operator panels have been installed in accessible locations; locations are well illuminated and ventilated.

Each system is provided with marine grade constructed enclosures with clearly labeled operator switches and indicator lights.

Cable

The vessels cable system is constructed in compliance with industry requirements. Cable trays and cable raceways are installed with adequate supports and chafe protection unless noted in the recommendations.

Through deck and bulkhead penetration have utilized Roxtec type water tight gland systems.

Cables installed appear to be the correct gauge required for connected loads, each circuit has been protected with over current protection breakers; breaker trip rating and trip curve appear to be correct for the loads protected.

Grounding / Bonding

The vessels distribution panels and equipment are grounded with individual conductors from the source or local grounding links. Each ground link is connected to isolation studs and / or to each other creating equal potential, the vessels electrical equipment are designed to be at the same potential. Insulation resistance between systems was good at less than 1ΩOhms.

The VAC system is connected as a TN-S grounded system with single point neutral grounding in the main switchboard.

The vessels propeller shafts are fitted with direct grounding; grounding has been fitted to the propeller shafts by the use of graphite blocks resting on the shafts and connected the vessels hull.

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VDC System:

The yacht is provided with local 12 and 24V direct current power systems, typically for instrumentation and control. 12 and 24 VDC power is provided by charger/rectifiers battery banks located throughout the vessel.

Main engine starting battery banks X2

Location: outboard of each main engine
Number of Batteries: 2 X 8D for each bank
Wired: series to produce 24 Volts
Charger location: starboard aft engine room
Charger: Sentry 24 Volt, 60 amp, 4 x outputs.

The port and starboard main engine starting battery banks are located under the deck plates outboard of the main engines, charging is provided by the main engine mounted charge alternators and the provided 4 x 60 amp battery charger which charges both port and starboard start banks, and in an emergency can be used to charge the generator batteries and the electronics batteries.

Each battery bank is fitted with an isolation / changeover switch so each set of batteries can start either engine. The main engine start batteries are also used to supply 24 VDC to the Engine room wheelhouse distribution panels.

Generator starting battery banks X2

Location: outboard of each main engine
Number of Batteries: 2 X 8D for each bank
Wired: series to produce 24 Volts
Charger location: starboard aft engine room
Charger: Sentry 24 Volt, 40 amp dual output.

The aft and center main generator starting battery banks are located under the deck plates outboard of the main engines. Charging is provided by the dual output 40 amp Sentry battery charger

Each battery bank is fitted with an isolation / changeover switch so set of batteries can start either generator engine. The generator start batteries are also used to supply 12 VDC to the Engine room wheelhouse distribution panels by the use of 60Amp Vanner battery equalizers connected to each battery bank to maintain an equal state of charge.

The electronics battery banks are located in the dog house under the fly bridge, charging is provided by 25 amp Zantrex battery charger additional emergency charging is provided from th main engine battery charger by using the provided selector switch.

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The battery bank supplies the 12V and 24V sections of the VDC panels outboard of the fly bridge stairs, 60 amp Vanner battery equalizer has been fitted to the battery bank to maintain equal charge .

Hull Potential

The hull potential reading was taken using a silver-silver chloride reference cell connected to a Fluke Multimeter with the vessel stationary off shore.

Port stern	.966	Starboard stern	.968
Port amidships	1.001	Starboard amidships	.997
Forward	.999	Forward	.991

Readings are within the recommended protection levels of -950 to -1100 millivolts for Aluminum hulled vessels.

Voltage readings below (more positive) indicate that underwater metals connected to the bonding system are under-protected and may be corroding.

Voltage readings above (more negative) indicate that underwater metals connected to the bonding system are over-protected and causing vessel damage.

Cathodic protection.

Zincs anodes mechanically fastened to the hull.

- | | |
|---|---------------|
| • 1 X tear drop zincs on each rudder | 60-75% spent |
| • 2 X 6" x 12" flat plate zincs transom. | 30-40% spent |
| • 1 X prop zinc port and starboard | 40-50% spent |
| • 1 X 6" x 12" flat plate zincs port | |
| • hull side amidships | 30-40% spent |
| • 1 X 6" x 12" flat plate zincs port | |
| • Forward | 75-90% spent |
| • 2 X tear drop anode in thruster tunnel | 50-60% spent |
| • 1 X 6" x 12" flat plate zincs starboard | |
| • hull side amidships | 30-40% spent |
| • 1 X 6" x 12" flat plate zincs port | |
| • Sea chest pencil zinc | 90-95%% spent |

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.

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Power Quality.

The vessels electrical system was connected to a Fluke 435 quality power analyzer. Test results indicate that the vessels electrical system has a THD (Total harmonic distortion) peaking to approximately 9.1 %, during this condition the voltage wave form showed heavy corruption and the *(PST, Perspective short term, light flicker not seen by the naked eye)* up from the acceptable level of 1.00 to 1.2 , a separated power quality report is attached to the electrical recommendations and is to be used in conjunction with this report.

Navigation lights

The vessel is fitted with navigation lights which are operated by the navigation light and anchor light switches on the bridge console. The system is arranged with a mimic of the vessel which is fitted with indicator lights indicating navigation and anchor lights energized.

A navigation light panel has been fitted in the doghouse under the fly bridge, the panel is fitted with a selector switch for primary or secondary power supply and navigation light energized and in addition a lamp failure buzzer has been provided,

Outlets

The 110 VAC 60Hz outlets were tested with an Ideal "Suretest 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. GFCI ground fault protection has been provided were required.

Note :

There is electrical recommendations report which is provided on a separate cover an integral part of this report and is to be used in conjunction.

Fire alarm.

The vessel is fitted with a automatic fire alarm, alarm indication has been provided on the vessels mimic panel upper helm, sensors are located in the following areas:

- Forward guest
- Guest foyer
- Port guest
- Starboard guest
- Engine room galley
- Owner suite
- Owner foyer
- Forward saloon aft saloon
- Fly bridge.

Due to several sensors inoperable and not having the correct sensor medium the system was not tested and in mentioned in the electrical recommendations.

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FOREPEAK:

Access is via flush deck dogged Freeman hatch and gives access to two (2) forward Glendenning shore power reels and cable pins, windlass motor and chain bin.

GROUND TACKLE:

Windlass Maker: Maxwell
Model: 3500VWC with deck mounted chain stopper
Chain: 300' of 7/8" galvanized with painted shot marks.
Anchor: Plow

- Freshwater chain wash is provided.

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".

- Danforth Constellation Compass
- 2 x 19" Hatland, 2 x 15" Garmin & 1 x 17" Garmin monitors
- Furuno TimeZero & Garmin Chart plotters
- Furuno GP7000
- AIS 600
- Anschutz Pilotstar D BHS 46/455/97
- Data Marine Digital depth
- 2 x Garmin Radar x-Band
- 2 x ICOM IC-M510 VHF Radios
- Flybridge Standard Horizon VHF
- Carlisle & Finch search light
- 2 camera Garmin CCTV system
- Tabic Barometer, Clock & Moon Phase

APPLIANCES:

The following appliances were seen aboard the yacht. All was tested and proven.

Galley:

- Samsung 5 burner cook top
- Samsung oven
- Samsung Microwave oven
- Samsung side x side refrigerator freezer
- Dual SS Sink with disposal
- Samsung Dishwasher

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Laundry:

- Owner’s Laundry: Bosch Axxis washer and dryer
- Guest: Stacked Whirlpool washer and dryer

Aft Deck Bar:

- SubZero Bar refrigerator with ice maker
- Wine Cooler

Sun Deck:

- SubZero Bar refrigerator
- Kenyon electric grill

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:

- TracVision TV-5,
- Direct TV,
- T-Mobile WiFi (No Starlink)

Salon:

- 40” Samsung TV

Master SR:

- 32” VISIO TV

Fwd VIP, Port guest & aft guest:

- 24” VISIO TV

WINDOWS and DOORS:

Port lights, house side windows, and wheelhouse windows are all well set with caulking and in good condition. No delamination sighted in the glass panels. The doors and hatches open smoothly.

TENDERS:

Note: The RIB tender has been retubed with complete engine service, the engine started easily and is in Above Average condition.

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**A Patton Marine Survey
on the Yacht “WELL DONE”**

**File No.: 14048-26
Page 29 of 35**

Manufacturer:	Nautica International
Model:	RIB WB14
Year:	2010
Length/Beam:	14’/7’2”
HIN:	PUJ15836K910
Engine:	Yamaha
Model:	F90TLR, 90Hp, Four Stroke
Serial No.:	61P-L-1028147

Features:

- Trim tabs,
- GPS Map & depth,
- VHF Radio,
- Nav Lights,
- Deck Laminate



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CRANES:

Location:	Port side aft Boat deck
Manufacturer:	Nautical Structures
Model No.:	CEZ 2000 EX
SWL:	2000lbs

The crane was tested lifting the tender on deck and is in good condition.

EXTERIOR FINISH:

The entire exterior of the yacht was painted under cover in 2021 at Lauderdale Marine Center by the yacht paint company Lu Marine with Awlgrip Matterhorn White and silver and blue boot stripe. A large Bimini top was installed over the flybridge creating a large entertaining area. The exterior finish has been waxed 3 times per year with and shows very well for the age with no visible paint blistering.

CANVAS and COVERINGS:

White, weather-resistant covers are provided for the exterior bars, tables, seating, hot tub, and tender. All covers fit well and are in very good condition.

INTERIOR:

The interior of the 2000 84-foot Burger motor yacht “WELL DONE” is finished to a high standard and was found to be in excellent overall condition, consistent with a well-maintained and carefully operated vessel.

The main salon and formal dining areas are spacious, well appointed, and finished with quality wood joinery, cabinetry, trim, upholstered furnishings, and finished sole surfaces. The interior woodwork exhibits a high-quality finish with good fit and alignment. Large windows provide abundant natural light and visibility throughout the main living areas.

The galley is well arranged and fitted with quality marine-grade appliances, cabinetry, countertops, sinks, and storage. Fixtures and appliances were found to be clean and well maintained, with no significant deficiencies noted in the areas accessible for inspection.

Guest accommodations are comprised of multiple staterooms and heads, all exhibiting excellent overall condition. Staterooms are finished with quality wood cabinetry, berth arrangements, hanging lockers, storage compartments, and appropriate lighting and ventilation. The heads are clean and well maintained, with marine sanitation fixtures, vanities, sinks, showers, mirrors, and storage cabinetry in good condition.

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Interior passageways, companionways, doors, hardware, cabinetry, and trim were found to be clean, well maintained, and in good working order where operated during the inspection. Flooring, overheads, wall coverings, upholstery, and other visible interior finishes were found to be in excellent condition, with no significant evidence of water intrusion, staining, deterioration, delamination, or damaged joinery observed in the accessible areas.

Overall, the interior of WELL DONE presents exceptionally well for her age and reflects a high level of care and maintenance. The quality of the custom woodwork, furnishings, fixtures, and interior finishes remains excellent, with the interior spaces providing a clean, comfortable, and well-appointed environment suitable for extended cruising and guest accommodations.

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.

SAFETY EQUIPMENT:

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

- Life Raft – Revere, 8 Person, SN @C8p057 Current inspection 12 Feb. 2027
- 2 x Throw rings
- Ample Life jackets
- Ships Bell
- Tripple Array Kahlenberg Air horn & whistle
- Current set of flairs
- ACR RLB 36, 406Mhz EPIRB
- Set of USCG approved Aqua Signal Navigation lights

MISCELLANEOUS GEAR and EQUIPMENT:

- Hot Tub: Hudson Bay Spa Aft Boat Deck
- Set of Spare 5 Blade NiBrAl Props Dia.44" x pitch 43"
- Hydraulically operated aft folding arch
- Tide Ride ladder

MAINTENANCE:

Maintenance on the yacht is up to date and the yacht has been well maintained by the current owner and yacht manager.

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COMMENTS:

"WELL DONE" is a well-designed and well-built yacht. She is in "ABOVE 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:

"ABOVE AVERAGE"

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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:

**\$2,400,000.00 US
Two Million Four Hundred Thousand US Dollars**

Reproduction (Replacement) Cost

The replacement cost of the "WELL DONE", completed, duly certificated and ready for use in the intended service (large pleasure yacht) is approximately

**\$12,500,000.00 US
Twelve Million Five Hundred Thousand US 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.

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- 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.

SUMMARY:

"WELL DONE" 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.

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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. Ron Moran, 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. Ron Moran that Patton Marine Inc. and Mr. Walter Richardson of Cutter Marine Inc. and Mr. Christopher Smith of Safety Off Shore Inc. 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, INC.



Walter Richardson
Marine Surveyor



SNAN

Christopher Smith
EX 20-year SAMS Accredited Marine
Electrical Surveyor
Society of Naval Architects and Marine Engineers.

WR:CS:ms:isa

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