

**PATTON MARINE SURVEYORS
AND CONSULTANTS, INC.**

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Our Time and Experience
is our Stock in Trades

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June 12, 2026
File No.: 13993-26
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Mr. Jack Setton
Mr. Matt Martin
Email: Matthew.Martin@fraseryachts.com
Email: Matt@bayassist.com

**RE: "ESCAPE of LONDON", 1997,
36.46 Meter TRIDENT Motor Yacht**



Note: In addition to this text, there are 34 pages of recommendations which are an integral part of the report and should be read in conjunction with this text.

Dear Mr. Setton,

At your request via Matt Martin of Fraser Yachts, these undersigned independent marine surveyors have inspected the 1997, 36.46-meter Trident, hull number US-TSYTM1201797, motor yacht named "ESCAPE of LONDON" while she was dockside at the Safe Harbor Marina Rybovich in West Palm Beach FL and Universal Marina in Fort Lauderdale FL.

Date of Inspections:	January 21 st 22 nd 23 rd & June 11, 2026
Scope of Inspections:	Pre-purchase
Trial Run:	Atlantic Ocean off Port of Palm beach FL
Hauled Out:	Rybovich Riviera Beach – 400ton Travel Lift

Attending Surveyors: Walter Richardson – Patton Marine Surveyors
Mike Schneider – Patton Marine Surveyors
Chris Smith – Patton Marine Surveyors
Engines & Generators: Marine Diesel Specialist Inc.

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.

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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/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 Haul Out and examination by dry docking was not performed
- X New yacht acceptance survey with yacht not totally complete.
- X Yacht or vessel was not built to any classification society requirements.
- X Yacht or vessel does not comply with MCA.
- X This survey cannot and does not cover latent defects of materials and equipment supplied by the builder, the builder's sub-contractors or addition of equipment, systems installed after delivery to the present owner. The yacht is now going on 29 years old and there is the possibility of latent defects despite what has been an excellently cared for and maintained yacht.

GENERAL:

"ESCAPE of LONDON" is a custom built 120' #6.46M) Expedition trawler, Trident hull number US-TSYTM120I797, fiberglass motor yacht designed by J.B. Hargrave and built by Trident Ship Works in Tampa Fl. in 1997 for world cruising.

She has a raked stem, transom stern with cockpit and platform, full keel, and foil rudders. The main side and aft decks are teak overlay and the upper deck are painted non-skid. She is twin diesel engine powered.

Certificate of Registry: She is of British Registry; the Certificate of United Kingdom Certificate of Registry was sighted and states:

-Name:	ESCAPE OF LONDON
-Official No.:	306019
-Type of Ship:	Pleasure Yacht
-Method of Propulsion:	Motor
-Date of Expiry:	21 st September 2030
-HIN:	US_TSYM120I797
-Radio Call Sign:	MSJX3
-Port:	London
-Registered Length:	31.52M
-Overall Length:	36.46M
-Depth:	4.44M

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**A Patton Marine Survey
on the Yacht "ESCAPE of LONDON"**

File No.: 13993-26

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-Breadth: 7.92M
-Gross Tonnage: 335.00
-Net Tonnage: 100.00
-Year of Build: 1997
-Engine Make & Model: 2 x Caterpillar 3508 DITA
-Engine Power: 2 x 525 Kw (705HP)

Other Certificates:

Authority	Type of Certificate	Issued	Expires
US HSCBP	Entry Clearance Statement	12/17/2025	NA
OfCom	Ship Radio Station License	01July 2025	
ABS	International Tonnage Certificate 1969	16/09/25	NA
State of WA	Exemption of All Pilotage State of WA	07/02/2025	07/01/2026
Martine Safety	2 x Givens (8person) Life Raft Inspection	25/062025	Annual
"	21 x Handheld extinguishers, CO ² & ABC	06/06/2025	Annual
"	Engine Room ANSUL 300lbs CO ²	06/06/2025	Annual
"	ECR ANSUL 75lbs of CO ²	06/06/2025	Annual
NOAA	EPIRB/SART Registration	01/31/2025	01/13/2027
Calhoun	Incline Test Results	01/22/1998	NA

Identifying Nr.:

Official Nr.: 306019
MMSI Nr.: 232062239
Signal Letters: MSJX3
HIN: As seen on the starboard transom. – US-TSYTM120I797

Vessel Particulars: (From Hargrave Drawings)

Length Overall: 117'9" (36M)
Length Waterline: 107'6" (32.8M)
Beam: 26'6" (8.10M)
Max Draft: 8'
Air Draft: 51' (15M)
Displacement Loaded: 363 long Ton
Displacement ½ load: 228LT
Displacement Light Ship: 209LT

HULL CONSTRUCTION:

The yacht is of all fiberglass construction solid fiberglass below the waterline and Airex core reinforced GRP above the waterline. and reportedly built to ABS ✕A1 E 4 AMS Yacht Service standards but not Classed. She is built on 36 frames with) at the bow and 36 at the rudder frames. Other notable frame locations are:

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Watertight Bulkheads:

Collision:	1
Aft Crew:	4.5
Fwd Engine Room:	10
Aft Engine room:	19
Bow thruster tube:	Frame 3.5
Stabilizers:	Frame 14
Rudders:	Frame 36

HAULOUT and BOTTOM INSPECTION:

Weights:	Lift scale not operational
Draft at the Keel:	7'9"
Antifouling Coatings:	Worn with a coating of small barnacles – the bottom was pressure washed at the time of the survey.

Bottom inspection was done while the yacht was resting on two keel blocks and supported with 8 sling straps, the bottom was sounded with a Phenolic hammer no voids or soft spots were found no evidence of osmotic blisters or and sings of damage repair were sighted the bottom, a moisture meter was run along the waterline and no evidence of moisture was found in the laminate. The hull is in good sound condition.

Zincs:

At the time of the haul bottom inspection the captain and engineer removed most of the wasted anodes and replaced them with new ones. 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.

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:	8

Weather Condition:

Air temperature:	77 °F
Barometric Pressure:	30.03inHg
Humidity:	69%

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Wind: N-10kts
Seas: 2'
Sea temperature: 76.6 °F

Consumables Onboard:

Fuel: 3,200gal
Freshwater: 3,000gal
Black & Grey Water: 50%

- Main tender and RIB tender stowed on the aft boat deck.

	<u>Port</u>	<u>Starboard</u>
Engine hours start:	11,209.5	11,264.4
Generator Hours Start:	13,016.8	12,265.5

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

- Main engine gauge readings – No engine gauges in the pilothouse, values from engine surveyor.
- Exhaust temperatures monitored
- Controls tested at all stations
- Bow thruster test performed – Only Dockside maneuvers as the Port PTO was overheating and possibly damaged.
- Steering by autopilot
- Anchor windlass test operated
- 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 powered up only
- Hull potential readings taken
- Generator load testing conducted on return to dock

Sea trial Data:

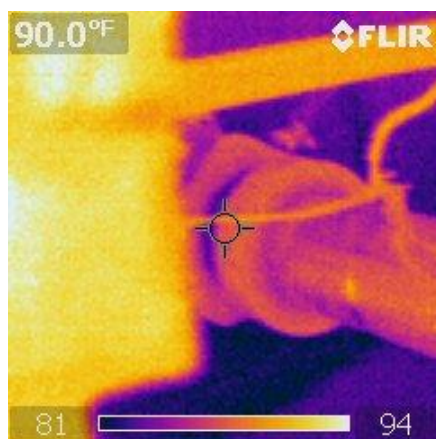
Date: 01 /23 / 2026
Yacht: ESCAPE OF LONDON

Engine Room ambient temperature port forward:	115 °F
Engine Room ambient temperature port aft:	99 °F
Engine Room ambient temperature starboard forward:	95 °F
Engine Room ambient temperature starboard aft:	99°F
Starboard main engine exhaust blanket	127°F

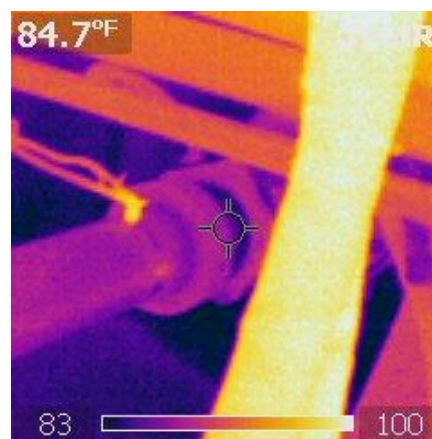
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temperature:	
Port main engine exhaust blanket temperature:	127°F
Starboard shaft log temperature @ 1200-RPM:	87 °F
Port shaft log temperature @ 1200-RPM:	88°F
Starboard shaft log leaking?:	One drop every 20 seconds
Port shaft log leaking?:	Tight – No dripping
Hydraulic oil temperature Stabilizers:	128 °F
Bow Thruster:	175 °F
Hydraulic pressure Stabilizers:	1500 ^{PSI}
Bow Thruster:	Not tested – Not working
Comments on port stabilizer:	Minor water leak at seal
Comments on starboard stabilizer:	Minor hydraulic leaks
Comments on bow thruster:	Port PTO overheated & not working
Timed windlass retrieved one shot of chain	1min 50sec
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?	No – not working
Grey water diaphragm pump tested?	No – not working
Water Maker tested?	No – Powers up but not tested



STARBOARD SHAFT LOG (TIDE SEAL)



PORT SHAFT LOG (TIDE SEAL)

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Sea trial Observations:

The high and low voltage steering pumps were tested when performing S-turns. A placard should be posted at the pump sets explaining which hydraulic isolation valves should be positioned for proper operation of VAC & VDC hydraulic pumps.

The bow thruster was not working 100%. The bow thruster is powered by two hydraulic PTO pumps off the port and starboard main engines. The port bow thruster pump is making a grinding noise and getting overheated (175°F) when tested. Minimal testing was performed. Tugboats were required to cast off the dock for sea trial and return.

The port main engine exhaust is leaking saltwater at the main flange outboard. Tighten flange bolts and monitor.

The port stabilizer fin has corrosion around the main water seal. Moisture is present. Thoroughly clean the corrosion and monitor for water intrusion. Most likely the seal should be replaced.

The starboard stabilizer has minor but steady hydraulic leaks on some of the high-pressure steel fittings. Take corrective actions as needed.

The Multi-plex carbonator system was steadily leaking fresh water while underway. Tighten all connections and monitor.

Numerous oil & water leaks were observed on the mains and generator. Please refer to independent engine survey.

RPM	Shaft Rpm	Speed kts	Eng Oil °F	Eng Temp °F	Eng Oil psi	Gear Temp
640		8.9				
800	250	9.5	200 – 195	190 – 190	59 – 60	110 - 115
900	284	10.5	203 – 203	200 – 200	59 – 60	110 – 120
1000	316	11.0	205 – 203	205 – 203	60- 60	115 – 115
1200	376	12.5	209 – 205	209 – 205	59 – 62	115 – 115
MAX		14.5				
P1280	399					
S1250	377					

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 @ 1000 Rpm
Wheelhouse	52.7DB
Master State Room	55.2DB
Main Deck Study	55.1DB

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Dining Salon	50.2DB
Main Deck Salon	49.7DB
Aft Deck Settee	60.1DB
Port Aft Guest	50.7DB
Starboard Aft Guest	50.0DB
Crew Mess	53.2DB
Galley - Blowers On	57.2DB

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:

Aft Crew: 3,410 Gallons
Guest area: Port – 2,100-Gal,
Center - 2,400Gal,
Stbd – 2,100 Gal
Aft: 2,000 Gal
Laz Overflow: 450-Gal Not Useable
Total: 12,010 Gal

Freshwater:

Fwd Crew: 1,000 Gal
Laz: 2,000Gal
Total: 3000 Gal
Grey Holding: 1,300 Gal
Black Holding: 330 Gal

FUEL SYSTEM:

Fills: Main deck house side
Transfer Pumps: 1 Gear Pump, 21gallons/min
Fuel Meter: Brooks Instruments
Total Fuel: 923,192 Gallons

- Manifold piping Copper

Alpha Laval:

Model: MAB1033-24-60
Number: 4071153

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Comment: The Alpha Laval has recently been serviced.

Manual Fuel Pump:

Maker: Tullihill Model 112

Primary Filters:

Main Engines: 2 x Racor- 751000MAX – Fuel water separators

Generators: 2 x Racor – 500MA – Fuel water separators

- 2 x Oberg series 900 screen filters

FRESH WATER SYSTEM:

Pump Location: Stbd ECR & forward crew tech space

Pumps: 2 x Berks – with Headhunter Puffer pressure tank

Hot water Heater (2025): Rheem model; XE5009CG45UO, 50gallon,n4500watt

- 2 x Bell & Gossett Hot water Boost Pumps
- AquaPure SS-8 & WY

WATERMAKER:

Number of Units: One (1)

Location: Below floorboard in ECR

Manufacturer: Aqua Whisper

Product #: AWPC90023060/3 AC PLNG CP

1 Hours: 1921 hrs.

Rated Capacity: 40 gallons per hour

No. of Membranes: One (1) each

The water maker is fitted with the following standard equipment:

- One (1) Membrane units (date of membrane not posted)
- One (1) Plastic feed seawater pump per unit
- One (1) Baldor high-pressure pump
- Two (2) seawater prefilters
- One (1) carbon flush filter
- One (1) 5-micron pre-filter
- One (1) 25-micron pre-filter

The water maker has not been running with this crew. The unit did power-up but was not tested. A freshwater rinse did occur when powered up. This unit looks like it is in good condition.

Anticipate replacement at a minimum of the reverse osmosis membrane. The high-pressure pump may need rebuilding with 1921 hours.

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BLACK WATER/WASTE SYSTEM:

Heads: 8 Micropore freshwater flush air controlled
MDS System: Headhunter Tidal Wave HMX
Pump: Headhunter Tortuga Diaphragm

The heads are operational but some are slow to flush.

LUBE OIL SYSTEM:

Location: Under starboard generator

- 2 x Gear BS Pumps
- Operational condition

THROUGH-HULLS:

All through valves were examined from the outside with a flashlight while the yacht was hauled out and generally found in good condition with light marine growth and appear to be in serviceable condition. As an annual maintenance project or at each haul out, it is recommended that all the seacocks and sea strainers be disassembled, cleaned, inspected, and lubricated. It is time to do so now.

RUNNING GEAR:

Rudders:

Type: Stainless-steel foils
Dimensions: Height: 53" x width 34" (12.61Sqft)
Rudder Stocks: 3 1/4" stainless-steel – port side with square top for emergency steering tiller arm.
Position: Outboard of the shaft line.

Propellers:

Type: 5 Blade NiBrAl, W.T. 700

Shafts, Struts, Bearings:

Bearings: Port good condition,
Starboard bearing is not properly secured in the strut barrel

- Forward P strut aft V strut,
- Shaft 4" Stainless-Steel AQ22 with SS muff couplings

Stabilizers:

Manufacturer: Naiad Dynamic

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Model: R601 – retractable – active underway (No At Anchor Mode)
Fin Dimensions: Length 63" x width 30"
Control Module: Datum

- The fins fold aft into hull pockets.
- Powered by 2 main engines mounted PTO's

Bow Thruster:

Manufacturer: ABT
Type: Hydraulic
Tube Diameter: 22" with grates and the hull is scalloped aft
Prop: 6 blade NiBrAl faces to port

STEERING:

Manufacturer: Wagner-Summer
Model: PA20,
Part No.: 200-0320
Serial No.: 3451-1
Pump Set No.: 2A-MA15, PN- 510114
Serial No.: 3451
Motor: Baldor,
Frame No.: 182TC,
Rated: 208V, 3Hp & 24vdc

- Stainless-steel rudder stock and tiller arms, 3" jockey bar with adjustable ends.
- Lock to lock is 35° Port & stbd.

The steering gear was observed during the sea trial in hard-over turns and is in good condition.

BOW THRUSTER:

Location: Fwd Crew
Manufacturer: ABT
Model: Hydraulic
Tunnel Diameter: 22" with protection bar grates

Turns to port and turn to Starboard, the port PTO overheated and the test was not done.

STABILIZERS:

Location: Fwd Engine Room
Manufacturer: NAIAD Dynamics
Date: 09/2015

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Model: R601 Retractable – Active underway
Controller: Datum
Fin Head Serial No: Port – 50520 ,
Starboard – 50519

- Powered by 2 main engines mounted PTO's

The system was observed in operation underway and performed well.

BILGES:

All accessible bilges were entered and visually inspected no structural defects were sighted. The majority bilges have been cleaned but could use a fresh coat of epoxy paint. The highwater alarm system is presently not operational.

BILGE and FIRE SYSTEM:

Location: Port engine room
3 x Pump: Burks & Scott
Type: Centrifugal 240Vac/60hz, 3ph, 75gpm

The main bilge and lazarette pumps have been replaced and the emergency pump needs to be connected to the system.

The fire pump was proven from the foredeck hydrant and did need to be primed before picking up a suction. The rear pump seal is leaking at this time.

COMPRESSED AIR SYSTEM:

Manufacturer: Quincy
Model: 2 x 310 belt driven
Motors: Dayton 2NKY3A, 2Hp240vac
Compressor #1 Hours: 3,506
Compressor #2 Hours: 514
Air Dryer: Speed Aire model 5U285

- 2 x Reservoir air storage tanks

The air supplies, Mathers engine controls, Air Horn, Microphor Toilets and service air.

AIR CONDITIONING/HVAC: Drawing # 1175 49-1

Location: Engineer Control Room port side
Type: Tempered Water System
Manufacturer: Cruisair
Model: MPEDR3X5VD1-F1

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Total Size: 180,000 Btu
No. of compressors: Three (3)
Operating Hours: #1- 6602 Hrs.
#2- 6748Hrs.
#3- 53 Hrs.
Seawater temp : 84-°f
Chilled water temp: 47-°f
Type of Refrigerant: R22
Electrical Specifications: 208/60/3 FLA-Cool-49.1amps
FLA-Heat-62. Amps (Reverse Cycle)

Sea water pump: Two (2)
Manufacturer: Scot
Model: 57017
Type: Centrifugal 1.0hp
Flow rate: 120-GPM max for each compressor

Chilled water pump: One (1)
Manufacturer: Scot Pump
Model: 57206
Type: Centrifugal /Bronze Head 1.5hp
Chilled water pressure: 17-PSI

No. Air handlers/fan coils: Approximately (30)

The central compressor chilled water unit consists of:

- Three (3) semi-sealed hermetic compressors.
- Three (3) seawater cooled shell and tube condensers
- Three (3) plate heat exchangers/evaporators
- Three (3) Alvitar Telemechanique frequency inverters 7.5KW – 10Hp
- Two (2) chilled water circulating pumps with bronze head
- One (1) raw water-cooling pumps
- One (1) expansion vessel approx. 20-liters
- One (1) central switchboard panel by Marine Air
- Three (3) immersion heaters for heat cycle Total KW-45 (works off boiler system)
- Seawater supply and discharge manifold with isolation valves

Description of Operation:

The chilled water air conditioning system consists of the chiller, make-up air handlers and fan coil units installed throughout the yacht. Insulated chilled water piping connects the chiller to the air handlers. 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.

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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 to the chiller unit.

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 cool 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 warm 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.

Heating of the yacht is primarily provided by a Burnham oil fired boiler (Model PV-74-WB) rated at 136Kbtu. The main Cruisair chiller plant is reverse cycle and was tested in heat mode on all three chillers. A third auxiliary heating system consisting of three each 6kw electric heater elements can be used in lieu of the boiler. Refer to Drawing # 1175 48-2.

Fan Coils:

There are approximately thirty (30) chilled water-cooled fan coil units (FCU) mounted throughout the yacht. Each FCU is fitted with a heat exchanger matrix, fan, drip-tray with a double drain connection, and electric three-way valve. Numerous fan coil units are outdated J.D. Nall units which are no longer available

The fan coils units are controlled by Top Climate and Tempwise-2000 digital controllers. With these controllers, room temperature and fan speed settings can be adjusted.

The FCU's were evaluated, numerous air handlers and fan coils opened out and further examined. During time of survey the relative outside humidity was 93% with an outside temperature of 80°F. Inside humidity levels were recorded at 80%.

Fresh-Make-Up Air Units:

There are no make-up-air handler units mounted onboard the yacht. Individual blowers manufactured by Penn Ventilators, Peerless, and Hartzwell are installed throughout the yacht. The plenums extract outside air through the blowers and then exit on exterior overheads.

The following temperature readings were taken with all individual thermostats set at 66°F, fan speeds set on automatic and doors closed to accommodation spaces. The outside air temperature was 85°F with relative humidity recorded at 80%.

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Location	Supply Air	Return Air	Controller Temp	Remarks
Port Crew	57	68	68	
Stbd. Crew	58	71	71	
Aft Stbd. Crew	59	72	72	Fan not working correctly
Crew Lounge	59	71	68	Fan not working correctly
Crew Galley	59	71	68	Display is barely legible
Utility Room	66	71	70	
E/R Port				Air handler unit no longer installed
E/R Stbd.				Air handler unit no longer installed
Master S/R Port	59	70	68	
Master S/R Stbd	68	70	67	Fan not getting to full speed. Mold
Guest S/R Port	54	64	60	3-way valve not working
Guest S/R Stbd.	72	72	70	Not working
Dining Rm Port				Not working
Dining Rm Stbd.				Not working. When working it leaks into the Engineers cabin
Pantry	91	80	66	Air handler unit is blowing hot air
Galley Port	74	75	76	Not working. Wire joints and mold
Galley Stbd.	74	75	76	Not working. Wire joints and mold
Den Port	58	70	71	
Den Stbd.	60	68	71	
Saloon Fwd. Stbd.	63	72	68	Fan speed not working
Saloon Aft Port	73	73	98	Air handler unit not working
Aft Deck Port	73	73	72	Air handler unit not working
Aft Deck Stbd.	56	73	72	
Pilot House Port	80	81	77	Air handler unit not working
Pilot House Stbd.	79	81	77	Air handler unit not working
Captain's Cabin	55	73	56	Thermostat is not working. Bearing going out on fan
Chart Room	63	74	68	
Main Deck Passage				Not working

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VENTILATION DOCUMENTATION: Drawing # 1175 49-1

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:

- Control of the ventilation system is by manual operation of three each Reliance Electric SP500 VFD's
- Two (2) x Hartzell (Model: 18-22-BK3) extraction fans.
- Two (2) x Dampers located at fan inlets port & starboard
- One (1) supply fan located port side
- Two (2) x Dampers located in the port & starboard exhaust plenums

The forced-air supply fan and exhaust fans are powered via variable frequency drives, which were designed to be controlled locally at the units. .

Air intake to the engine room is via water trap louvered openings in the stack fitted with insect screens. Aluminum duct is wrapped with insulation and sound proofing applied. Exhaust air is pulled from the engine room via two Hartzell 3hp. ventilation fans located above each engine and exits the port and starboard exhaust stacks. The exhaust fans have directional arrows and rotation sequence labeled on the units. These units are not reversible.

One supply fan is in the port engine room space aft.

Remotely operated manually actuated fan dampers are fitted to the engine room supply and exhaust vents, dampers were tested satisfactorily from Engine Room fiddly escape.

Head Ventilation.

Four-inch (4") exhaust plenums fitted with Penn or Peerless Windsmith ventilators exhaust fans which exit main deck overhead. Peerless Windsmith blowers are installed for technical spaces.

Galley Ventilation

The galley hood exhaust/grease extractor is stainless steel, with steel ducting and manufactured by Vent-A-Hood. The unit consists of four blowers and discharges out the main deck on the port side just above the galley window. A fire suppression system is not installed on this range hood.

REFRIGERATION SYSTEM :

The yacht is equipped with a stainless-steel walk-in freezer located just forward of the Crew mess under the steps.

Following are the specifications:

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Manufacturer: Emjac Koolco Division
Model: Unknown – model not legible Stainless steel with shelves
Cubic Feet: 103ft³ (Thickness is about 5")
Temperature: Unit does not run. It was tested but failed after 15 seconds
Electrical: Aqua-Air / Copeland / Johnson Controls
Refrigerant: 404A
Heat strip installed: Light, door and heat strips
Compressors: One which is water cooled

- An emergency Safeguard handle to exit the walk-in freezer is installed and is functional.
- Lockable door

The yacht is equipped with a refrigerated, carbonated drink dispenser type unit manufactured by Multiplex (Model #: 2803A04 – Part #: SS902850) and installed 1/10/2017.

The syrup containers are located port side deck locker midships. The actual dispenser is located at the bar main deck. This system was not tested

ELECTRICAL SYSTEMS:

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

Alternating Current System 240/120 volt @ 60Hz
Direct Current System 12/24 volt

The ships AC system comprises of:

- 1 x Main modular enclosed switchboard.
- 2 x 50 kW Northern Lights generators.
- 3 x 25 kVA GE shore power transformers.

General Description

The vessel's VAC system is built around two primary Northern lights electrical alternators: the port and starboard generators are each rated at 50 kW. Both generators are three-phase delta wound, supplying 230/400 volts at 60 Hz. Each generator routes power to the main switchboard through individual Merli Gerin 175-amp electric motorized breakers, which are installed in their respective sections of the switchboard.

Additionally, the vessel is arranged with a shore power system able to connect to dock side services consisting of a single 100-amp input and a 200-amp input port and starboard main deck amidships, all inputs are over current protected at the connection point.

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Main Switchboard:

The main switchboard is a modular panel with three (3) sections and is designed for 120/240 volts, three phases, 60Hz designed and built by Trident Shipyards Inc to ABS classification requirements, although the vessel is no longer in class.

The system is arranged with a supply to the main buss from either of the generators or the shore power transformers.

The main switchboard is designed to be operated as a single buss system; no buss tie contactor has been fitted to allow the operator to open the buss during the control failure.

The operator switch arrangement indicates the system was designed to operate in two modes, automatic and manual, the system now is only able to be operated in manual, the original Woodward synchronizing and load sharing modules are removed.

Shore Power

The vessel is arranged with 3 X 35 Kva single phase General Electric isolation transformers. Shore power inlet is provided by a single phase 100-amp inlet or a 200-amp inlet provided port and starboard main deck amidships, powered by a 4 core 2 awg Hubble shore power cord and connectors, Port or starboard shore power inlet selector switch has been fitted to the main switchboard shore power section.

Over current protection is provided by a 100-amp single phase or the 175-amp three phase protection breakers located in the main switchboard shore power section.

GE shore power isolation transformers X 3

Make	GE
MDL:	MD9T21B9104
Input volts	220
Input Hz	60
Output volts	220
Output Hz	60
Kva	25

Generators

The main Northern Lights electrical alternators are driven by diesel engines and are wound three-phase producing 120/240 volts @ 60 cycles and comply with NEMA, IEEE, and ANSI standards for temperature rise and are resilient mounted in the engine room. Generator supply power is sent to the main switchboard via individual Merlin Gerin 175-amp protection breakers.

The generators were individually loaded with available vessels loads each generator had difficulty compiling with requirements for permanent and transient variations of voltage and frequency.

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Number of sets: Two (2) - 3-phase 120/ 240-volt, 60 Hz,

Port generator:	Manufacturer:	Northern Lights
	Serial No.	LM-176611-1294
	Model	44150109
	Kva	62.5
	Kw	50
	Amp	150
	Volts	120/240
	P.F	0.8
	Hz	60
	Hrs	13,016 (prior to sea trial)

Port Engine:	John Deere	
	Serial No.	T06068T473192
	Model	6068TF001
	Cylinder	4
	LOP	Yes

Stbd generator:	Manufacturer:	Northern Lights
	Serial No.	LM-176662-1294
	Model	44150109
	Kva	62.5
	Kw	50
	Amp	150
	Volts	120/240
	P.F	0.8
	Hz	60
	Hrs	12,264 (prior to sea trial)

Stbd Engine:	John Deere	
	Serial No.	T06068T473191
	Model	6068TF001
	Cylinder	4
	LOP	yes

Distribution:

The vessel distribution panels provided are sufficient for consumer requirements and are fitted in readily accessible locations with clear breaker identification labels. Each distribution panel is supplied from the main engine room switchboard; 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.

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VDC System:

The yacht is provided with local 24V direct current power systems, typically for instrumentation and control. The generators and main engines are 24 VDC starting, and the navigation electronics and communication systems also utilize 24 VDC sources, 12 and 24 VDC power is provided by various rectifiers and battery banks located throughout the vessel.

Starting / service battery banks X2

Location:	Port and starboard forward aft engine room.
Number of Batteries:	4 X 12-volt, Exide lead acid, 1050 CCA, for both banks
Wired:	Series to produce 24 Volts
Charger #1 location:	Port forward engine room
Charger:	Newmar 45 amps, double output.
Charger #2 location:	Starboard forward engine room
Charger:	Newmar 40 amps, double output.

The port main engine, port generator and domestic service bank # are all supplied from the port battery bank, the Starboard starting banks and domestic service bank #2 are configured just as for the port bank.

The service supplies 1 and 2 are connected to the respective battery bank using 225 Amp over current protection breakers then sent to the 24VDC distribution panel in the control room starboard side.

The control room service panel can accept either bank 1 or 2 through a selector switch the direct to the wheelhouse consumers via a 150-amp protection breaker. The banks can be momentarily connected in parallel with the use of a toggle switch on the engine room isolation switch panel.

Each bank is fitted with an isolation switch, when the switches are opened no supply is being sent to the engine or generator starting and the domestic consumers. No means to independently isolate the generator and main engine supply

12 VDC bank

Location:	Port under wheelhouse console
Number of Batteries:	1 X 12-volt, 245 AH.
Charger location:	Next to the battery bank
Charger:	Tru-Charge 20 amps.
Protection:	100 amp over current protection breaker

The 12 VDC battery bank is fitted with 1 X 12-volt 245 AH battery, the bank is fitted with local battery isolation switch mounted next to the battery bank. Over current protection is provided by a 125-amp protection breaker located in the 12 VDC distribution panel, the panel is fitted with a volt ad amp meter and a power on indicator lamp.

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Motors and Pumps:

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

Pumps, motors and fans installed onboard are individually over current protected, each system is start-protected by the use of motor soft-starters, frequency drives or start contactors. Each system is provided with marine grade enclosures with clearly labeled operator switches and indicator lights.

Motors and pumps that were test operated, and control circuits operated correctly.

Enclosure I.P ratings:

Electrical enclosures pump and motor starter panels, local operator panels, I/O panels have been provided conforming to class required I.P ratings.

Electrical enclosures pump and motor starter panels, and local operator panels have been installed in readily accessible locations. Locations are well illuminated and ventilated.

Cable:

The vessel's cable system is constructed in accordance with industry standards. Cable trays and raceways are properly supported and equipped with chafe protection.

Deck and bulkhead penetrations employ Roxtec watertight gland systems to maintain integrity. The installed cables appear to be of the appropriate gauge for their respective loads, and each circuit is protected by overcurrent protection breakers. Breaker ratings and trip curves are suitably matched to the loads they safeguard.

Bonding

The vessel's bonding system is designed to keep the electrical and wet through-hull equipment at the same potential. The systems design has the system connected to common collector buss then connected to the hull mounted ground plates, all wet through hull and equipment is connected to this system either directly or through local common ground collector busses. Resistance between electrical equipment was good at less than 1.00Ω Ohms.

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 VDC negatives are also connected to this buss, which is grounded to the hull mounted ground plates, Insulation resistance between components was good at less than 1ΩOhms.

The vessel is fitted with means to suppress the effects of a lightning strike; a lightning rod on the top aft mast is connected directly to the hull mounted grounding plate

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Hull Potential

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

Port stern	0.95	Starboard stern	0.97
Port amidships	0.88	Starboard amidships	0.91

Readings are within the recommended protection levels of -750 to -1050 millivolts for fiberglass 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.

Navigation Lights

The vessel is equipped with IMO-compliant navigation light system, which can be operated via the mimic panel located on the wheelhouse console. The system is supplied with 24 VDC and 120 VAC, a selector switch is fitted on the mimic panel able to select either supply voltage. The mimic panel is fitted with indicator lights to display active fixtures with fault indicator lights and fault test switches. The system was operated with minor faults noted in the recommendations.

Emergency Lights

The vessel was placed in a blackout condition, no emergency lights energized and is mentioned in the electrical recommendations.

MAIN ENGINES:

For full engine details and performance please refer to the separate engine survey performed by Thomas Pelaez of Marine Diesel Specialist Inc.

Manufacturer:	Caterpillar		
Model:	3508 DITA		
Power Rated:	705Hp (525Kw)		
Serial No.:	Port 69700673	Starboard 6970072	
Engine hours:	Port 11,232	Starboard 11,287	

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TRANSMISSION GEARS:

Manufacturer:	Twin Disc	
Model:	MG530 m	
BOM No.:	40088	
Gear ratio:	3.311 - 1	
Serial No.:	Port 550209	Starboard 550210

GENERATORS:

Manufacturer:	Northern Lights	
Model:	44150109	
Power Rated:	50Kw, 62.5Kva, 60Hz, 120/240vac, 150amps @1800rpm	
Gen Set Serial No.:	Port LM-176611-1294	Starboard LM-176662-1294
Engine Make:	Port John Deere	
Eng Model:	Port 6068TF001	
Eng Serial No.:	Port T06068T473192	Stbd T06068T473191
Engine hours:	Port 13,027	Starboard 12,719

FOREPEAK:

The forepeak is accessed via a centerline flush deck hatch and gives access to the chain bins and storage area.

GROUND TACKLE:

Windlass:	Galley Maid
Model:	65 – Horizontal Gypsy with stainless break, devils' claw, bronze roller and chain stopper and top mounter capstan, wire remote lead.
2 x Chain:	$\frac{3}{4}$ " galvanized stud link – Shackle marks need repainting
Anchor chain wash pump:	Burks Pump
Aft Deck:	2 x Galley Maid 5hp Warping winches 240vac

- 2 x pool-N stockless balanced anchors,

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".

- Casen & Plath Compass – Needs service
- Anshutz Gyro Compass – Last service unknown
- Furuno GP500 Mark2

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- TimeZero Chart Plotter
- 2 x Furuno GaAs FET Radars
- Simrad AP50 Autopilot
- Furuno CH250
- Furuno FA150 AIS
- Furuno FI50 Apparent Wind
- Garmin Striker Depth sounder
- 2 x VHF: Standard Horizon Quantum GX5000S
- SSB Furuno FS5000 – Did not power Up
- 2 x Carlisle & Finch Searchlights – Did not power up
- Triple air horn with remote fog signal
- Raymarine Load hailer – Could not be proven operational the aft deck speaker is not connected.

ENTERTAINMENT EQUIPMENT:

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

System:

- 2 x Starlink receivers (Temporary Mounted)

Salon

- 48" Samsung TV
- Panasonic Blue Ray player

APPLIANCES:

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

Galley:

- Vent-A-Hood: Stainless-steel extraction Hood
- Garland Broiler
- Garland 6 burner HOB & Griddle
- 2 x Garland Ovens
- Omniteam Commercial 3 box refrigerator & 1 box Freezer
- GE Microwave Oven

Pantry:

- Hobart Commercial dishwasher
- Crosley Refrigerator freezer
- Ice Maker
- Trash Compactor

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Salon Wet Bar:

- Bar refrigerator
- Scotsman Ice Maker

Aft Deck Bar:

- Uline Refrigerator

Crew Mess/Laundry:

- Samsung Refrigerator/Freezer
- Miele 2 burner cooktop
- Laundry: Samsung Washer, Dryer Frigidaire – ventless type reported to not dry well.

TENDERS: (Listed in Exclusions)

Manufacturer: Grady White
HIN: NTLRB301F425
Engine Manufacturer: Yamaha
Model: F250NS4B – 250Hp Four Stroke
Serial No.: 6KO-N-1005455
Hours: 6
Condition: Near New

RIB TENDER:

Manufacturer: AB Marine Group
Model: 10ALX – Aluminum bottom RIB – Hypalon tubes
HIN: XMO96025K324
Engine Manufacturer: Suzuki
Model: DF25A
Serial Number: 02504F-342212
Condition: Very good

CRANES:

Manufacturer: Marquip
Model: Hydraulic Boom Crane
SWL: With no boom extension 5000lbs, with full boom extension deployed SWL2000lbs.
Lift Cable: Dyneema – good condition

All functions of the crane were tested while lifting the RIB tender and the crane operated without problems

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EXTERIOR FINISH:

The hull and superstructure are painted with whit Awlgrip, no documentation was sighted on when the yacht was last painted but the paint is generally in serviceable condition.

CANVAS and COVERINGS:

The exterior areas and tenders are not provided with covers.

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 dated and shows normal wear for the age with new overhead material reportedly being installed on the main and lower deck levels.

SAFETY EQUIPMENT:

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

- 2 x Life Rafts: Givens 8-person, Model -Offshore, inspected 06/25/2025
- Set of Flairs: Expiration 08/2028 & Smoke 11/2028
- 4 x Life Rings with water strobe lights
- 12 x PFD and additional on aft deck
- 2 x EPIRB – 406Mhz McMurdo Smart Find E5
- Engine Room & Control Room - Fixed Ansul CO² Inspected 6/6/2025
- 21 x Handheld extinguishers mix of ABC & CO² Inspected 6/6/2025
- Smoke Alarm system MS-9200
- First Aid and oxygen kit

COMMENTS: "ESCAPE of LONDON" is a well-designed and well-built yacht. She is in "FAIR" 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.

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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:

"FAIR"

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

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- The price represents a normal consideration for the yacht sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

Therefore, after consideration of the reliability of the data, the extent of the necessary adjustments and condition of the vessel, it is the undersigned surveyor's opinion that the "FAIR MARKET VALUE" of the subject vessel, on an 'as is, where is' basis, is in the region of:

\$2,450,000.00 US

Two Million Four Hundred Fifty Thousand US Dollars

Reproduction (Replacement) Cost

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

\$30,000,000.00

Thirty Million Dollars

Note: 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:

"ESCAPE OF LONDON " 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 coastal and Transocean cruising. Any extended limits and extensions would have to be set by an arrangement with the underwriters.

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GENERAL NOTES:

Note: This survey report is issued by the undersigned, who have exercised reasonable care in conducting a visual inspection of the accessible areas, in connection with the examination, of the subject vessel. All details and particulars in this report are believed to be true but are not guaranteed accurate. All 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 Surveyors and Consultants, Inc. ever exceed the fee, less expenses, paid by the requesting party for the issuance of this report, regardless of the number of claims, or suits, and regardless of whether under theory of tort, contract, warranty, outrage, or otherwise.

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This survey is prepared for Mr. Jack Setton, 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. Jack Setton that Patton Marine Incorporated Mr. Walter Richardson of Cutter Marine Inc., Mr. Christopher Smith of Safety Offshore 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

Christopher Smith Michael Schneider

Christopher Smith AMS®
Accredited Marine
Electrical Surveyor

Michael Schneider
Marine Surveyor

WR:CS:MS:ms:isa

–NOTICE–

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