



February 11, 2026
File No. 04226-1
Page 1 of 8

**RE: "STAR DIAMOND", 1998, 154-Foot Admiral Marine
Raised Pilothouse Motor Yacht**

FINDINGS AND RECOMMENDATIONS

CONDITION AND FINISH

1. The exposed exterior surfaces of the yacht are showing some oxidation. The hull and superstructure were reportedly painted 3 years ago. They are due to be compounded, polished, and protected.
2. The port and starboard spray rails show chain marks between the cut water and strike plate.
3. The finished wooden banisters, cap rail, handrail, and adjacent woodwork on the pop top stairwell has sun damage.
4. The X and S band Furuno radars show failing paint on the unit bases.
5. The handrail on the side bridge deck is loose on the forward and aft sections.
6. The painted top deck tables aft of the jacuzzi show cracks and blisters in the finish.
7. The varnished finish on the flybridge bar top is showing cracks at some of the seams, sun bleach spots, and wear. The top deck bar is due to be reconditioned.
8. The finish on the top deck bar faucet is failing.
9. The gas assist strut on the forward top deck bar flip top is missing.
10. The gutter on the flybridge forward bar storage trunk is loose and looks like it would leak water into the compartment. Repair as necessary.
11. A center section of the windscreen plexiglass is sagging.
12. Several of the overhead panels on the sky lounge deck aft are sagging or showing or showing uneven gaps.
13. The windshield wiper arms show corrosion and flecking paint.
14. The gantry beams show blistering paint at the ends.
15. Throughout the exterior of the vessel fractures in the finish are seen in some of the radiuses of freeing ports, built in seating areas, hatches and door frames.
16. The finish on the round dining tables is washed out or cloudy.
17. The guest entry door shows discoloration of the interior veneer around the handle, lock, and dogging fittings.
18. There appears to be evidence of a past water leak under the guest head sink. The evidence should be cleaned up.
19. There are blisters showing in the finish of the transom door and frame.
20. There are two areas of damaged finishes on the passerelle.

21. The mirror in the bridge deck day head is beginning to delaminate.
22. The port rub rail shows a fracture at the upper radius most of the $\frac{3}{4}$ length of vessel. The rub rail shows a fracture about $\frac{1}{4}$ the length of the vessel.
23. The bridge and A/V pantry fire detectors are not secure in the overheads.
24. The galley, stew pantry, laundry and crew mess fire detectors should have trim plates over their smoke detectors.
25. As a general statement, some of the interior and exterior deck head panels are sagging or have become detached. All overhead panels should be inspected to check if they are secure and new fasteners added to the loose ones. The owner's sitting room, sky, lounge and above the queen berth are a few overheads that require attention. Some exterior overhead panels show damaged corners from becoming detached.
26. The life raft bays are due for a cleaning.
27. Water staining is seen along the starboard inboard crew void space close to the tanks.
28. The bottom paint is blistering and peeling. The paint is reportedly 2 years old and is due to be sanded and repainted.
29. Minor paint damage is noted below the anchor plates.

WATERMAKERS

1. When the dock water RO was first turned on, it appeared to be leaking at one of the membrane fittings.

RUNNING GEAR

1. The port shaft seal has a continuous leak while under way.
2. The Propspeed is due to be reapplied to both props

TEAK DECKS

1. Several teak fasteners are seen on the port side of the forward top deck and the foredeck.
2. There are several planks on the port side bridge deck that show splits.
3. The swim platform has a split in the margin board under the hailing port.
4. One or more planks on the swim platform are holding water beneath.
5. Numerous caulk seams have separated from the teak and are holding moisture beneath the deck. These seams should be identified, reefed and new caulk reapplied. One such area is just to the centerline swim platform bitt.
6. The exposed teak decking throughout all decks have proud caulk lines, and raised wood grain, missing caulk, or separated caulk seams. Only a few planks appear to be split or poorly chosen. Overall the teak decks are in good condition. It is recommended that a specialist and crew inspect and identify all the areas of defect and make the necessary repairs and light sanding.

LIGHTING

1. The port searchlight does not pan up or down.
2. The (4) mast up floods do not work or the location of the switch is unknown.
3. The lights in the top deck forward storage locker (under the windscreen) are not illuminating.
4. There is a section of rope lighting hanging down under the aft top deck bar.

5. The starboard side brow fire station locker lights are not illuminating.
6. One of the forepeak lights is out.
7. The lights are out in both port and foredeck lockers.
8. The overhead light in the owner's port head is not flush with the ceiling and the housing is chipped.
9. The transom door lights could not be proven as the crew was unaware of how to turn them on.

HYDRAULICS

1. There is evidence of a nuisance leak under the passerelle slew knuckle.
2. There is evidence of a nuisance leak under the transom door's port ram. The yellow seal on the ram appears compromised.
3. The suction hose to the port engine PTO is wet with oil.
4. Several small nuisance leaks are seen on the hydraulic manifolds in the starboard forward engine room.
5. The hydraulic pressure gauge at the manifold should be properly installed in the panel.
6. There are disconnected sensor cables next to the hydraulic filters on the starboard side of the reservoir.

WINDOWS, HATCHES, AND DOORS

1. The Teflon chaff ring around the pop top is cracked and missing sections.
2. One of the glass panels on the top of the pop top shows delamination of the fret and slight moisture intrusion.
3. There are delamination bubbles seen around the perimeter fret on the curved glass of the pop top.
4. The upper hinge on the cabinet forward of the ice maker on the top deck bar is loose.
5. Numerous top deck storage hatches have painted insides that are stuck to the gaskets and peeled.
6. Several doors to top deck storage lockers have loose hinges which allows the doors to contact adjacent doors. All exterior doors, hatches, and latches should be checked and tightened as necessary.
7. The port side bridge deck door handle is loose.
8. The port side bridge deck weather door latch and strike plate is loose.
9. The side bridge deck weather door is missing a chunk near the latch.
10. The pilothouse windshield frets do not extend far enough to cover the interior trim pieces.
11. The port bridge wing door shows blistering paint around the latch and handle.
12. The side guest entry door shows blistering paint around the handle, lock, catch and hinges. The handle and lock plate are loose.
13. The port side main deck entry door handle is loose.
14. The port side boarding door handrail is loose.
15. The main deck salon door rubs on the frame when opening or closing. This door should be adjusted or a new gasket added.
16. The forward hanging locker in the owner's dressing area makes contact with the frame at the bottom. This door should be adjusted.

17. A trim piece is hanging from the ceiling in the owner's dressing area. This should be secured before it causes damage.
18. The escape hatch in the owner's bath is leaking. This should be rectified before damage to the interior occurs. The crew has been informed.
19. The guest area portholes are cloudy or have been scratched.
20. The port lift raft cover hatch has Teflon ailment shims it rests on that are broken or missing. Three of the four shims on both hatches are broken. All shims should be replaced.
21. The port side main deck jet ski locker hatch has a gasket that is detached in several locations around the rim. The gasket should be replaced and the hatch hinge cleaned.
22. There are (10) bolts missing from the passerelle trunk box as seen from the jet ski stowage locker. These bolts should be reinstalled.
23. The dogs on the transom door need to be adjusted.

DECK GEAR AND EQUIPMENT

1. The forward foot switch on the port aft deck capstan is not functioning. It appears the high speed function is not working.
2. The swim platform grab bar is loose.
3. The forward and aft sections of the side main deck handrail is loose.
4. The stainless steel strained cable on the integrated side boarding ladder is frayed in several locations.
5. The heater on the jacuzzi was not operating or could not be proven during inspections. Reportedly it operates with the circulation pump but it is on a timer which requires frequent resetting. It is recommended the hot tub be thoroughly cleaned and the heater inspected, tested, and proven.
6. The painted aluminum jet ski chocks on the boat deck show cracks in the finish at some of the welds. These welds should be further inspected and repaired as necessary.

GROUND TACKLE

1. The bolts securing the port chain stopper block appear to be actively leaking into the forepeak. This should be investigated and repaired as necessary.
2. The sight glass on the windlass gear box was painted over. The port gear box sight glass is cloudy. Both sight glasses should be replaced.

PLUMBING AND PIPING

1. The sink in the top deck bar leaks at the drain.
2. The hot water valve supplying the top deck bar sink is turned off as it sprays water under the sink. This valve should be replaced.
3. The insulation on the piping supplying the top deck bar sink is deteriorated and due to be changed.
4. The hose bib on the port aft main deck is loose and missing a trim piece.
5. The chain wash plumbing is not hooked up to either of the hawse pipes.
6. Two of the overboard discharge valve hose connections on the starboard engine room hull side are single hose clamped. Recommend double hose clamps on all through-hull and discharge valves.

7. The seawater intake through hull hose for the MSD seawater pump is single hose clamped.
8. The seawater supply coupling to the upper chillers is leaking.
9. There are several small nuisance leaks on the fuel transfer manifold plumbing/hose connections. The suction and discharge pressure gauges should also be properly installed in the panel.
10. There is a missing hose clamp on the overboard discharge valve along the port forward garage hull side. The single hose clamp also has some corrosion.
11. Recommend the open cam lock fitting on the MSD overboard discharge valve be capped.
12. There is a cut off abandoned plumbing in the overhead above the main engine battery charger.
13. There are two braided hoses coming through the engine room bulkhead above the hydraulic bilge pump. Both hoses are laying in the bilge with open ends. The purpose is unknown.
14. An oil absorb is seen under the sight glass for fuel tank #5 in the crew mess bilge.

AUDIO VISUAL

1. The main salon center channel speaker above the TV sounds heavily distorted. This speaker should be replaced.
2. The audio visual system on board was not able to be proven due to the iPad update issue and lack of internal WiFi connectivity. The A/V system should be inspected, updated and proven by a specialist. However, the sky lounge and main salon TVs and speakers were able to be tested and functioned properly.
3. The CCTV cameras are not all operational.

SMALL BOAT AND DAVIT

1. The tender is missing a stern light pole.
2. The forward gantry beam makes a screeching noise at two different points on its travel from one side to the other. This noise should be investigated and rectified if possible. It did not affect the functions of the crane.

BONDING

1. The bronze seawater fittings on the Quantum oil cooler are isolated.
2. All overboard discharge valves along the starboard engine room hull side are isolated.
3. The bronze vented loop behind the OWS is isolated.
4. All of the through-hull valves and strainer housings in the starboard aft engine room are isolated. Recommend bonding to protect.
5. The bronze seawater flow wheel and plumbing to the port and starboard main engine exhaust water injection points are isolated. Recommend bonding to protect.
6. The port generator seawater strainer housing and the through-hull valves in the port aft engine room are isolated. Recommend bonding to protect.
7. Main isolation valves and plumbing on the fiberglass seawater manifolds are isolated.
8. There is a disconnected bonding wire next to the starboard aft stabilizer.
9. Air conditioning overboard discharge standpipe, bronze vented loop + through hull discharge valve are isolated.

10. Multiple sections of seawater plumbing appear to be isolated by hoses.
11. As a General comment, the majority of the seawater plumbing is isolated. Typically seawater plumbing on fiberglass boats is connected to the zincs through the vessel's bonding system.
12. There are disconnected bonding wires along the transom. These appear to be for the underwater lights.

ZINCS

1. One of the starboard bottom zincs has no wear. The bonding connection should be checked.

ELECTRICAL

1. Coiled up abandoned cable is seen along the bulkhead forward of the starboard aft stabilizer fin.
2. There are several small disconnected, open-ended cables behind the inboard side of the starboard generator.
3. Two cables coiled up next to the battery switches above the starboard generator.
4. There are two exposed splices wrapped in tape on the power cord to the condensate sump for the air conditioning plant.
5. Some areas of the engine room have wiring that could be cleaned up and better supported. The engine room is in overall excellent condition.
6. Small disconnected sensor wire on top of the access plate in the bilge aft of the quantum power pack.
7. There are coiled up abandoned cables behind the chilled water plumbing across from the main engine battery charger.
8. There are exposed wires in an overhead light fixture/junction box on the port side of the top deck in a storage compartment above the jacuzzi.
9. There are exposed wires in a locker to the round varnished table on the sky lounge deck.

VALVES

1. The three pneumatic valves in the forward garage bilge are disassembled.
2. There is one missing valve handle on both port and starboard sea chests on the outboard sides.
3. The universal joint is disconnected on the fuel valve remote operation extension for fuel tank #4 in the crew mess bilge.
4. The pneumatic fuel valves controlled from aft deck are not operational.
5. The remote operation extensions are disconnected on fuel tanks 6, 7, and 8.

PUMPS

1. A saturated oil absorb is seen under the hydraulic bilge pump.
2. Both fire and bilge pumps are leaking. The source could not be determined.
3. Primarily as a comment, there is a larger gap in the fire pump coupling compared to the bilge pump.
4. A minor seal leak is seen on the MSD circulation/macerator pump. Monitor and service as necessary.

OILY WATER SEPARATOR

1. The system on/off/remote switch is broken.

2. One of the gauges appears to be contaminated. Recommend replacement.

EXHAUST

1. The discharge hose for the starboard generator gas/water separator should be double hose clamped.
2. Several of the silicone hump hoses on the port and starboard generator exhausts are discolored and showing their age. Recommend replacement.
3. Hoses isolate the seawater discharge plumbing to the generator exhaust spray rings. Bond to protect.
4. The stainless steel exhaust pipe before the starboard generator is isolated. Bond to protect.

BATTERIES

1. The connections to the battery isolator next to the main engine start battery bank should have insulator boots.
2. Batteries were visually inspected only. For a true evaluation, they would need to be load tested by a certified marine electrician. All batteries are reportedly two years old, except for the main engine batteries, which were replaced on February 11, 2026.

SHIP'S MONITORING SYSTEM

1. The total exhaust gas temperature for both main engines is not working in the T-3 ship's monitoring system.
2. The port generator data is not displaying in the T-3 monitoring system.
3. Boost pressure for both main engines is not working in the T-3 ship's monitoring system.
4. The starboard side shaft temperature is not working in the T-3 ship's monitoring system.

ALFA LAVAL

1. The sump float switch did not shut down the fuel feed pump. Repair and prove.

STEERING

1. There is an oil absorb under the port steering ram. Seal has a minor leak.
2. Movement was seen on the shelf bearings during the steering test.
3. Minor leaks and salt around both rudder seals

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

1. The cable is damaged at the transducer in the steering compartment. There is also a damaged splice in the cable. Recommend replacement
2. The loud hailer does not work.
3. The Simrad multi speed, depth, and wind position display is not working in the port side overhead of the wheelhouse. There is no data input.
4. The B & G apparent wind speed port side overhead in the wheelhouse does not work.

TRANSMISSIONS

1. There is a disconnected cable inboard of the starboard transmission labeled port pressure switch.

2. Oil is collecting on the port gearbox oil cooler. The source could not be determined.
3. Primarily as a comment, the port gearbox oil cooler has been converted to an external type.

SUGGESTIONS ONLY

Note: All of the following items are considered to be improvements and upgrades that an owner and/or his captain and crew may want to consider.

1. The alarm strobe in the engine room could be moved to a better location where it is not as likely to be hit.

SAFETY

1. *The fire pump start/stops at the bow station and bridge deck aft are not operational. Repair and prove.
2. *The auxiliary hydraulic pump does not start with the fire pump remote stations

***The asterisked items should be addressed for safe operation and insurability.**

Note: These "Findings and Recommendations" are based upon the observed condition of the yacht and are not a warranty either expressed or implied thereof. Latent defects that cannot be determined without the opening or removal of decking, sheathing, coatings, joiner work, and/or assembly or disassembly of all machinery including plumbing, engines, wires, etc., are not covered by this survey.

These Findings and Recommendations are prepared for Mr. Nick Gray and as aforesaid do not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Mr. Nick Gray that World Yacht Survey and Mr. Christopher M. Pliske of CMP Marine, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, and Mr. Jacob Roy, Marine Surveyor shall not be held liable or responsible for any errors, omissions, or oversights in the surveying of the above described yacht.

Respectfully submitted without prejudice,

World Yacht Survey,



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