



February 19, 2026
File No. 05026-1
Page 1 of 51

Regency Marine Ventures
c/o Burgess Yachts
Attention: Mr. Mike Scanlon
333 Peruvian Avenue
Palm Beach, FL 33480

RE: "EL MIRAR II", 2007, 110-foot Horizon Tri-Deck Motor Yacht

Dear Mr. Scanlon:

At your request, via Mr. Kevin Kramer of Burgess Yachts, the undersigned independent marine surveyors have conducted an inspection on the 2007, 110-foot Horizon tri-deck motor yacht named "EL MIRAR II" while she lay afloat and hauled out at the Safe Harbor Lauderdale Marine Center yard in Fort Lauderdale, Florida, and during a trial run in the ocean off of Fort Lauderdale, Florida. On board, representing the vessel, was Captain Scott Craig and crew.

Onboard, conducting an independent inspection of the main engines, reversing gears, and generator engines, was Mr. Thomas Palez of Marine Diesel Specialists. Mr. Palez will file a separate report. There was no independent inspection of the electrical system conducted at this time.

This is a prepurchase, value, and insurance survey only and is not to be used for other purposes. In conjunction with knowledge gained from over 100 years of combined experience in the marine industry, this survey is conducted following recommendations and standards for pleasure and recreation motor and sailing yachts published by the United States Coast Guard, the American Boat and Yacht Council, and the National Fire Protection Association (NFPA 302).

This is a report of those findings.

1800 SW 9th Avenue Fort Lauderdale, FL 33315
Ph: 305.431.1244 305.342.1893
worldyachtcmp@gmail.com www.worldyachtsurvey.com

GENERAL

"EL MIRAR II" is a 110-foot all fiberglass constructed motor yacht designed and built by Horizon Yacht Company of Kaohsiung Taiwan in 2012. She is a model P110, hull #V107-316. She is the ex "ADRIANA III".

She is a British registered vessel. A copy of her British Certificate of Register was seen and is included in this report. This document states:

Particulars of Ship

- Name of Ship: EL MIRAR II
- Port: Road Harbour
- Year Number: 27 in 2012
- Official Number: 744120
- Where Built: Kaohsiung, Taiwan P.R.O.C
- Date Keel Laid: 2007
- Date Measured: 6/02/2012
- Type of Ship: Motor Twin Screw
- Name and Address of Builder: Horizon Yachts Co LTD
Kaohsiung, Taiwan
People Republic of China

- Framework and Description of Vessel: Steel Pleasure Yacht
- No. of Hull: One
- No. of Watertight Bulkheads: None
- No. of Non-Watertight Bulkheads: None
- Length: 29.73 Metres
- Breadth: 7.16 Metres
- Moulded Depth: 2.99 Metres
- Moulded Draught: 2.25 Metres
- Name, Year, and Port Of Previous Registry: Ex ADRIANA III
O.N. 1206725
U.S.A.

- Gross Tonnage: 204.00 tons; 577.32 Cubic Metres
- Net Tonnage: 61.00 tons; 172.63 Cubic Metres

Propelling Particulars

- Engines:
 - No. of Sets: 2
 - No. of Shafts: 2
 - When Made: 2008
- Description: Internal Combustion Diesel
- Name and Address of Makers: Caterpillar Inc
100 NE Adams Street
Peoria IL 61629

- Reciprocating Engines
 - No of Cylinders in each set 12
 - Diameter of Cylinders: 145mm
 - Length of Stroke: 162mm
 - Estimated Speed of Ship: 2872.00 kW; 17 knots

- Details of Ownership
Regency Marine Ventures 64 Shares
Palm Chambers
197 Main Street
P.O. Box 4493
Road Town, Tortola
British Virgin Islands

"EL MIRAR II" is a tri-deck style motor yacht with a raked bow, flush decks, walkdown transom stern with a swim platform lift, and open flybridge with hardtop. Her exterior is finished in an all white gelcoat finish with black boot stripe. She has teak overlay decks on the aft deck and swim platform. There are painted nonskid decks on her side decks, foredeck, boat deck, and flybridge. She has polished stainless steel rails and deck hardware. The raised stainless steel backlit name and hailing port on her transom reads "EL MIRAR II", "Road Harbor, BVI". The engraved stainless steel hull identification numbers seen on her starboard transom reads "TW-HRN10716J718.

Her principal statistics as taken from the owner's manual and other information found on board and not necessarily verified for accuracy is as follows:

- Length overall: 33.53 meters/110 feet
- Length waterline: 29.34 meters/96 feet 10 inches
- Beam: 7.163 meters/23 feet 6 inches
- Depth of hull: 3.124 meters/10 feet 3 inches
- Height above waterline: 12.34 meters
- Gross tonnage: 204 GT
- Net tonnage: 61 NT
- Fuel capacity: 5,000 gallons
- Water capacity: 853 gallons
- Gray water capacity: 150 gallons
- Holding tank capacity: 300 gallons
- Maximum Speed: 17-knots
- Cruise speed: 12-knots
- Range: 800nm @ 10-knots

CONSTRUCTION

There were no specific construction details found on board. From past experience and direct observation, the following notations are made.

She is of all hand laid fiberglass construction. She appears to have closed cell foam core in the hull topsides with balsa core and foam core and combination in her house and deck areas. It has been reported that her fiberglass layup is vacuum infused. There are four main longitudinals which originate in the transom and taper into

the bow. These longitudinals form the engine beds in the engine room. She has four main fiberglass bulkheads tabbed around the perimeter. There are additional intermediates, intercostals and transverses as needed. Her deck is fully tabbed around the perimeter. Her black water, gray water, and potable water tanks are fiberglass drop-in configuration laminated in place. Her fuel storage tank is likewise integral fiberglass. The two engine room fuel day tanks are welded aluminum at the forward bulkhead.

TANKAGE

The following information is taken from information found on board. The capacities listed below were not verified for accuracy.

FUEL

She carries an indicated 5,17 gallons, or 19,570 liters of diesel fuel amongst (2) aluminum drop-in wing tanks on the engine room along the forward engine room bulkhead. Each tank has a capacity of 2,585 gallons, or 9785 liters. Each tank has a magnetic sight gauge on the face of the tank in the engine room. Tank level indication is also via the Simon ship's monitoring system.

POTABLE WATER

She has a total of 899 gallons, or 3,403 liters of potable water amongst (4) integral fiberglass potable water tanks. These tanks are as follows:

- Forward 150 gallons/567 liters
- Starboard 204 gallons/772 liters
- Center 341 gallons/1,290 liters
- Port 204 gallons/772 liters

Tank level indication is via the Simon ship's monitoring system.

BLACK WATER

She has a total of 250 gallons of black water holding capacity amongst (2) molded fiberglass tanks. The forward tank has a capacity of 200 gallons; the aft tank has a capacity of 50 gallons. Black water can be discharged either directly overboard via a dedicated pump or pumped out via dockside pump out fittings on deck. Tank level indication is via the Simon ship's monitoring system.

GRAY WATER

She has a single drop-in fiberglass gray water tank with a capacity of 135gallons. Tank level indication is via the Simon ship's monitoring system.

None of these tanks were opened at this time. These tanks were inspected visually only and there were no signs of damage, leaks, or fuel odors noted. However, for a true evaluation of their integrity, they should be hydrotested. A conscientious captain and engineer will always determine the actual usable capacity of each tank.

BILGES

BOW THRUSTER BILGE

The bow thruster bilge space is accessed via flush mount hatches under the carpet of the VIP forward. This space is fully painted out and well lit with overhead LED lighting. The bilges are protected by a Rule 3,700-gallon per hour submersible bilge pump on a dedicated float switch with separate high level water alarm. The bow thruster bilge space can also be pumped using a manual diaphragm pump which is located on the bulkhead in the bilge center.

The following equipment is seen in this space:

- Hot water expansion tank
- Torrid water heater
- Ventilation fan
- Hydraulic bow thruster motor on a molded fiberglass bow thruster tube
- Various hydraulic plumbing
- Hydraulic solenoid block for the bow thruster
- Hydraulic solenoid block for the anchor windlasses
- Chain locker drain overboard discharges with check valve and ball valves

FORWARD GUEST BILGES

The forward guest bilges are accessed by flush mount marble hatches in the guest sole companionway. These spaces are fully painted out and lit with overhead lighting. The bilges are protected by a Rule 3,700-gallon per hour 24-volt DC submersible bilge pump on a dedicated float switch with separate high level water alarm. There is a secondary bilge pickup which runs off the emergency bilge manifold.

The following equipment is seen in this bilge space:

- (2) Headhunter Mach 5 potable water pumps
- Headhunter Excalibur 24V potable water pump
- Gray water sump box with DC submersible bilge pump
- (2) Potable water expansion tanks
- Black water plumbing
- Gray water plumbing
- Potable water plumbing
- Headhunter Tidal Wave marine sanitation device.
- Headhunter treated water discharge pump

CREW BILGES

The crew bilges are accessed through multiple lift out wood and fiberglass hatches in the sole of the crew quarters. This space is fully painted out and unlit. The space is protected by a high level bilge alarm and dewatered using a 24-volt bilge pump on an automatic float switch or bilge suction from the AC electric fire bilge pump in the engine room.

The following equipment is seen in this space:

- Fiberglass gray water tank with submersible 24-volt pump
- Black water holding tank
- 24-volt house battery bank

- Black water 3-way valve
- Access to strut backing plates
- Rule 3700 24-volt bilge pump
- Bilge suction with foot strainer to the emergency bilge pumps.
- Crew hot and cold potable water manifolds with isolation valves.
- Rule high level bilge alarm

INTERIOR ARRANGEMENT

GALLEY

Forward on the main deck is the galley and dinette area accessed starboard and port side from the side deck via pantographic doors. The galley and dinette area is full beam with fixed windows forward, port, and starboard. Forward is a dinette area with a U-shaped upholstered settee and a large stone tabletop mounted on twin fixed pedestals. The galley area aft to port has L-shaped manufactured stone countertops with high gloss finished upper and lower cabinets and drawers. Outboard is a dual stainless steel under-mount sink with In-Sink-Erator garbage processor.

The following appliances are seen in the galley:

- GE profile 5-burner glass top range
- GE Profile microwave oven
- GE profile electric oven
- Sub Zero dual door refrigerator
- Sub Zero dual drawer freezers
- GE Profile dishwasher

Entertainment is provided to the galley and dinette area via a Vizio LED TV and overhead speakers.

Opposite the galley on the starboard side is a day head with

DINING SALON

The dining salon has carpeted soles and a large finished wood tabletop on pedestal mounts with 8 loose chairs. On the overhead of the dining table is a custom backlit soffit. Forward are display cabinets for pegged crystal, and china. Aft is a finished wood console dividing the main and dining salons. On the starboard side is a finished wooden serving console with an under-counter Sun Zero beverage refrigerator, U-line ice maker, and a curved stairway up to the sky lounge and the wheelhouse.

MAIN SALON

The main salon is accessed from the main deck via dual stainless steel sliding glass doors. The main salon has carpeted soles and the following furniture: a large L-shaped sectional sofa, an armchair, a large finished wooden coffee table, and a side table. Along the starboard house side are cabinets with storage for wine, and a Siemens under-counter refrigerator. Also here is the entertainment center.

All the way aft to starboard is the day head with a fixed window, stone floors, vanity under-mount sink, and a Tecma toilet. To port is an entry door into a stairway down to the crew accommodations.

Entertainment to the salon area is provided via a Samsung LED TV on an electric lift with Boss AV receiver, overhead speakers, Apple TV, and DirecTV.

GUEST ACCOMMODATIONS

The guest accommodations are accessible from a set of curved wooden stairs down from the starboard side of the galley dinette area. At the bottom of the stairway is a linen closet to starboard, and a finished wood display cabinet with mirrored panel to port. Seen here are entry doors to the guest cabins.

VIP

The forward VIP is accessed all the way forward from the lower guest passageway. There is a full-size berth in a fore and aft arrangement off the forward bulkhead. On each side are nightstands and sconce. Outboard are hull side windows on either side fit with manual blinds. Aft starboard and port are hanging closets. All the way aft to port is the ensuite head which features stone floors and countertops with an undermount ceramic sink with polished stainless steel faucet, Tecma toilet, and a mirror wall. Inboard is a shower with glass doors. There is an escape hatch above the bed via a removable overhead panel.

Entertainment to the VIP stateroom is provided via a Sharp flat-screen TV, Denon DVD player, Kaleidescape unit, Dish TV, and overhead speakers.

STARBOARD GUEST CABIN

The starboard aft guest cabin has a queen size berth in a fore and aft arrangement off of the aft bulkhead. On either side of the berth are nightstands. On the hull side are twin polished stainless steel opening glass port lights with blinds. Forward is a cedar-lined hanging locker and a pocket door into the enclosed head. The enclosed head has a marbled countertop vanity with an under mount ceramic sink, a mirrored wall medicine cabinet, a Tecma toilet, and a fiberglass shower with glass doors and marble floors.

Entertainment is provided via a Sharp flat-screen TV, Denon DVD player, Kaleidoscope unit, Dish TV, and overhead speakers.

PORT GUEST CABIN

The port guest cabin has two single berths in a fore and aft arrangement inboard and outboard off of the aft bulkhead. In between the berths is a nightstand. These berths can be slid together into a double bed. On the hull side are twin polished stainless steel opening glass port lights with blinds. Forward is a cedar-lined hanging locker and a pocket door into the enclosed head. The enclosed head has a marbled countertop vanity with an under mount ceramic sink, a mirrored medicine cabinet, a Tecma toilet, and a fiberglass-enclosed shower with glass doors and marble floors.

Entertainment is provided via a Sharp flat-screen TV, Denon DVD player, Kaleidoscope unit, Dish TV, and overhead speakers.

OWNER'S CABIN

The owner's cabin is accessed all the way aft on the lower deck passageway. The owner's cabin has a king-size berth in a fore and aft arrangement off of the aft bulkhead

with two nightstands with sconces. In the hull sides, port, and starboard are large fixed windows with integrated stainless steel opening portlights. Along the house sides port and starboard are built-in set of chest of drawers.. Starboard . Forward are cedar-lined hanging closets with additional storage cabinets in the port side walk-in closet.

All the way aft starboard and port are entry doors separated heads. The ensuite heads feature stone soles and a countertop with above counter ceramic sink, polished stainless steel faucet, a Tecma toilet, and finished wood cabinetry. Inboard on each side is a glass door giving access to a shared stone shower. The shower has an overhead shower head and a shower wand. On the port side is a jetted jacuzzi tub.

Entertainment is provided via a wall-mounted Samsung Flat screen TV, Denon In Command receiver, DirecTV HD DVR, Kaleidescape unit, Apple TV, Sony DVD player, and overhead speakers.

CREW ACCOMMODATIONS

The crew passageway is entered via a curved stairway down from the main salon aft. There is a secondary entrance into the crew passageway via a quick-acting dogged and gasketed pantographic door in the transom to the lazarette area via a wooden hinged lift-up set of steps. Below the steps is a hatch into the steering compartment. All the way forward in the passageway is the engine room.

The crew galley has a Corian countertop with a stainless steel sink and storage cabinets above and below. Seen here is a U shaped settee with a Corian tabletop on a single stainless steel pedestal mount.

The following appliances are noted in the crew galley:

- Kitchen Aid two burner cooktop
- GE microwave
- Sub Zero refrigerator with drawer freeze
- Frigidaire washer and dryer

The captain's cabin has a double berth in an athwartships arrangement off the hull side. At the foot of the berth is a wall-mounted Samsung tv. Inboard is a hanging locker. All the way forward is the enclosed head with a fiberglass enclosed shower, toilet, wall mirror, and laminated cabinetry.

Port side of the passageway are entry doors giving access to the stairway up to the main salon forward, and the port crew cabin midship.

The port crew cabin has two single berths in a high/low arrangement. The lower berth has storage cabinets. Inboard is a storage locker. Aft is an entry into the enclosed head via a pocket door. The enclosed head has a Corian countertop vanity with undermount stainless steel sink with a shower wand, a mirrored wall, and a toilet.

Mechanical Space

- MarineAir/Dometic air conditioning plant
 - (3) Dometic 60,000 BTU chillers
 - DDC chilled water master control
 - Scott chilled water circ pump
 - (4) Schneider electric VFD's
- Dometic air handler 12,000 BTU
- Asea 37.5 KVA shore power converters
- Delta T exhaust fan, control, and Fuji electric VFD
- ASEA generator controls
- Contactor manual control panel
- Shore power transformer power selector switches
- Main buss/inverter breaker panel

WHEELHOUSE/SKY LOUNGE

The wheelhouse and the sky lounge share a common area. This area is accessed via a curved stairway up from the dining salon. The wheelhouse and sky lounge have wood floors, large house-side windows, and vinyl overhead paneling with recessed lights. All the way forward is a three-panel raked windscreen each window is fit with a single wiper and wash. There is a fully instrumented helm situated forward centerline, and (2) Besenzoni upholstered adjustable helm chairs on polished stainless steel pedestal mounts. Forward to starboard is a small settee with storage beneath. To port is a desk with a loose chair, storage cabinets, and the entertainment center. On the starboard side aft is a built-in L-shaped settee with a finished wood tabletop on dual stainless steel mounts. All the way aft port side is the sky lounge day head with stone countertop, undermount ceramic sink, polished stainless steel faucet, mirror wall, and Tecma toilet.

Entertainment is provided via an electric lift-up flat-screen Samsung TV, Apple TV, DirecTV, and two overhead speakers.

DECK ARRANGEMENT AND EQUIPMENT

FOREDECK

The painted nonskid decks of the foredeck are protected around the perimeter via waist high boxed bulwarks and polished stainless steel handrails. Centerline in the bow is a flagstaff. All the way in the bow is a platform. Inside the bulkheads is flush lighting and stainless steel welded fairlead. In the deck port and starboard are a pair of Maxwell model #VWC4500 hydraulic anchor windlasses.

Centerline between the windlasses is a dogged and gasketed hatch into the forepeak. In the forward housetop is a seating area. In the base of the seating area is an anodized aluminum Plexiglas hatch into the interior. Aft is a sun pad, drink holders, and a pair of stainless steel handrails. Port and starboard are dogged and gasketed hinged hatches on gas assist to deck storage lockers. Inside the starboard locker is a fire hose outlet. Inside the port locker is a waste pump out fitting for the forward black water holding tank and a 100-amp shore power receptacle. Across the front of the house is a three-paneled windshield.

SIDE DECKS

The painted nonskid decks of the side decks extend aft along the house sides to the aft deck. They are protected via waist high boxed bulwarks with varnished teak cap rail and polished stainless steel handrails. In the bulwarks are large freeing ports and sets of stainless steel fairleads with integrated cleats. In the bulwarks is lighting. The aft ends of the side decks are protected overhead via the housetop overhang. At the forward ends are hinged and dogged boarding doors. In the house sides port and starboard are dogged and gasketed pantographic doors into the galley. In the house sides forward port and starboard below the windows are water fill lockers. In the house sides port and starboard midships are fuel fill lockers. In the house side aft is the aft waste pump out fitting. In the house sides port and starboard aft are demister grills for engine room ventilation.

AFT DECK

The teak overlay decks of the aft deck are protected around the perimeter with waist high boxed bulwarks and polished stainless steel handrails. Port side in the back of the house just aft of the stairway to the flybridge is the aft deck driving station and a locker beneath with a fire station with hydrant, hose and vari-nozzle.. The aft deck is protected overhead via the boat deck overhang. The back end of the overhang is supported by a pair of polished stainless steel columns. In the overhead is lighting, a pair of loud hailers and (4) marine speakers, and (3) CCTV cameras in domes.

All the way forward centerline are curved stainless steel framed dual counterbalanced sliding doors into the salon. Port side forward is a teak overlay curved stairway into the boat deck. All the way aft port and starboard are teak overlay decks down to the swim platform with hinged stainless steel gates. Port and starboard in the bulwarks are hinged bulwark doors. Below each bulwark in the hull side are anodized aluminum tide ride receivers. The tide ride is seen stowed in a locker in the swim platform.

Located starboard side forward is a bar with backlit stone top and Corian countertops. In the bar is a Raritan bin type ice machine and an Engel undercounter refrigerator. In the bar is a stainless steel sink and faucet. In the overhead is a Samsung LED HDTV on a drop down electric lift. The aft deck has its own Bose controller for music off of the party mode setting.

Centerline aft is a U-shaped built-in seating with large varnished teak table with custom inlay on twin adjustable pedestal mounts. In the port and starboard sides of the aft deck seating are storage lockers.

Seen in the port and starboard aft corners of the aft deck are line handling capstans leading to stainless steel roller fairleads for towing. At each line handling station is a stainless steel cleat and a Maxwell line handling capstan with footswitch.

SWIM PLATFORM

The swim platform is accessed via teak overlay stairways port and starboard from the aft deck. The swim platform is painted non-skid. On the port side in the deck is a hatch with gas strut assists. In the locker is stowed a 6 tread aluminum Marquipt boarding ladder. Across the back of the swim platform are removable stainless steel hoop rails.

Centerline under a hoop rail is a stainless steel large bitt as well as port and starboard stainless steel cleats. In the port and starboard aft corners are lockers storing the 100-amp shore cords on Glendenning electric shore cord reels and a hose bib. Centerline in the back of the transom is a quick acting dogged and gasketed pantographic door into the crew area.

In the back of the transom starboard side is a small locker. Inside the locker is a freshwater and saltwater washdown connection, a shower on telescoping head, and a dive compressor fill connection. Port side in a locker are the controls for the swim platform lift. Seen on her transom starboard side are two hull identification numbers. The port side number reads "TW-HRN11023F212". The starboard side number reads "HYI11023F212". The backlit raised stainless steel lettered main and decaled hailing port on her transom reads "EL MIRAR II", "Road Harbor, BVI". "

BOAT DECK AND UPPER AFT DECK

The boat deck and upper aft deck are protected around the perimeter aft via low boxed bulwarks with waist high stainless steel hoop rails. The nonskid decks of the boat deck aft and teak overlaid decks forward. The Zodiac RIB is stowed athwartship on removable bolted aluminum chocks. Mounted aft of the RIB on the starboard side is a Steelhead model #CT2500 hydraulic davit also stowed athwartship. Off the back of the boat deck is a stainless steel flagstaff. Mounted outboard of the bulwarks on stainless steel cradles to port and starboard are 12-person canistered life rafts.

The upper aft deck is forward of the boat deck and aft of the sky lounge sliding doors. It is accessed by a port side teak overlay stairway up from the aft deck with stainless steel handrails or by a starboard side forward stairwell down from the flybridge. To port of centerline is a bar with granite counter tops. At the bar are (3) fixed bar stools on stainless steel pedestal mounts with stainless steel footrests. In the bar is an undermount stainless steel sink, faucet, bin type ice maker, Sub Zero bin type ice maker, an undercounter refrigerator, and storage. Aft of the bar is another granite topped bar with a deep freezer under a flip up top. To starboard is a u-shaped settee with cushions, covers and storage beneath. At the settee is a granite top table. Aft of the settee on the starboard side is a stainless steel Bull propane grill with bottle storage beneath. Next to the grill is a Wolf dual burner glass stove top under a granite overlaid hatch. The forward part of the bar is protected overhead by the flybridge overhang. In the overhang is flush lighting and a set of marine stereo speakers.

Port and starboard are throw rings with light and smoke buoys. In the port forward corner is a Samsung TV and a storage locker. Located starboard side forward is a teak overlay stairway up to the flybridge.

FLYBRIDGE

The flybridge is accessed from the upper aft deck via a teak curved stairway. At the top of the stairway are stainless steel handrails, and a bi-folding glass hatch with stainless steel frame. The flybridge is protected around the perimeter via boxed bulwarks. Forward is a stainless steel framed reverse windshield. Aft are removable hoop rails. The flybridge is protected overhead forward via the arch and mast. Underneath the arch are fixed lights and a set of stereo speakers. Forward is the flybridge helm. At the flybridge helm are a pair of Aritex upholstered helm chairs on stainless steel pedestal

mounts with adjustable footrests. To starboard is a bench seat. Port and starboard of the helm console are a pair of sun pads. Outboard of the flybridge port and starboard are red and green running lights and a pair of fiberglass VHF whip antennas on adjustable bases. To port is a walk up bar with stainless steel handrail. Below the bar is a bin type ice machine and a U-line drink refrigerator.

Centerline aft is a Jacuzzi tub with a teak stairway with handrails aft. In the port aft corner is a built-in bench seat. At the Jacuzzi tub is an anodized aluminum folding umbrella on an adjustable socket.

The arch top has a nonskid finish. At the arch top is an aluminum mast. Seen on the arch top is the following:

- Sky Link antenna
- UHF antenna
- Kahlenberg triple trumpet horn
- Sets of GPS VHF and Wifi antennas
- (2) ACR searchlights
- Mast spotlights
- Furuno radar scanner

Seen on the mast is the following:

- Furuno radar scanner
- (2) Satellite domes
- Stainless steel mast with anchor light, forward steaming light, wind anemometer, CCTV camera, and various GPS antennas

FOREPEAK

Flush on the deck on the bow is a dogged hatch on gas assist into the forepeak. The forepeak is lit with overhead lighting. Seen in the forepeak is a split chain bin, the stainless steel hawse pipes with chain wash, the hydraulic anchor windlasses gearboxes and hydraulic motors, stainless steel bellmouth spurling pipes, and both seawater and freshwater hose bibs. Posted inside the hatch is an anchor chain shot chart.

SMALL BOAT AND DAVIT

"EL MIRAR II" carries a 2012 Zodiac rigid bottom inflatable with a hull identification plate that reads "XDCP5042A212". It is model 500 with a 9 person or 1865-lb. capacity. It is powered by a four stroke Yamaha outboard model F50LA with a serial # that reads "6C1L1045469". The Yamaha digital display shows 1181 hours.

It is equipped with the following:

- (2) Yamaha digital displays
- Boss radio stereo with four speakers
- Icom VHF transceiver
- Lowrance navigation unit (see Findings and Recommendations)
- Running lights
- (2) paddles

The tender is launched and recovered by the Steelhead model CT2500 hydraulic electric davit mounted on the starboard aft of the boat deck. The davit operates in luff, slew, hoist and boom extension via a tethered remote. The davit is stowed athwartship on a stanchion cradle. The davit is powered by a 24-volt power pack located under the grill forward. It has a Dyneema hoist line and proper weighted lifting hook.

GROUND TACKLE

The ground tackle consists of (2) 110-kg Navy stockless Pool stainless steel high holding power anchors shackled to a reported 91.4 meters/300 feet of ½" galvanized chain. The anchors are stowed in polished stainless steel anchor pockets. The anchor chains are hauled over stainless steel rollers with a stainless steel dogging bar to secure the anchors in place.

The anchors are hauled and retrieved via Maxwell model #VWC4500 vertical chrome plated anchor windlasses with clutch line handling capstans. Each windlass has a hand brake and chrome plated horn with stripping bar. In the deck are a pair of footswitches. The anchor chains are led up through the deck to the windlasses via stainless steel hawse pipes each with chain wash. The chains are led into split chain bins with stainless steel bellmouth spurling pipes. The bitter end of each anchor chain is secured into the bin via short links of rode. Inside the bulwarks port and starboard are receptacles for anchor windlass tethered remotes.

STEERING COMPARTMENT

The steering compartment is accessed under the crew stairs. This space is fully painted out and well-lit. This space is protected by a rule 3700 bilge pump, bilge suction with foot strainer from the emergency bilge pumps, and a high level bilge alarm.

The following equipment was seen in this space:

- Underwater light housings
- Steering system
- (2) Glendinning CM8 Cablemasters with 100-amp cords in plastic bins
- Main engine fiberglass exhaust bypasses
- Through-hull discharge valves along the transom.
- Capstan solenoid boxes
- (2) Seatech galvanic isolators
- HATZ Diesel crash pump]
- Emergency steering station

ENGINE ROOM

The engine room on board "EL MIRAR II" is accessed via a dogged and gasketed door from the crew quarters. The engine room wall coverings are painted panels. The decking is wood with aluminum deck plates on welded stainless steel frames. The engine room is protected by an FM200 fixed fire suppression system with automatic and manual discharge. The engine room is well-lit with overhead AC and DC lighting. The bilges are protected fore and aft by Rule 24-volt DC 3,700-gallon per hour bilge pumps on float switches with separate high-level water alarms. The bilges can also be pumped by a hand-powered diaphragm to pump the emergency belt driven bilge pumps on both main engines. The bilges in the engine room are fully painted out. Engine room ventilation is Delta T inline ducted blowers. Inside the ventilation trunks are dampers that deploy upon discharge of the fire suppression system.

The following equipment was seen in the engine room:

- (2) Caterpillar C32 turbocharged, freshwater cooled marine diesel engines rated at 1800 HP at 2300 RPM

	<u>Port</u>	<u>Starboard</u>
Serial #:	RNC02568	RNC02570
Hours:	6580	6575

- (2) ZF 3055A marine reversing gears with a final output ratio of 2.52-1.
- (2) Kohler 65EOZD marine diesel generators rated at 120-208, three phase, 228 amps, 65kW, 60 Hz at 1800 Rpm.

	<u>Port</u>	<u>Starboard</u>
Serial #:	No Data tag	2121357
Hours:	11,958	11,525

- (2) Torrid 30 gallon water heaters
- Sea Recovery Aquamatic watermaker
- AC electric air compressor
- (2) Triple banks of Racor 791000MAV Fuel filter/water separators for main engines.
- (2) Single Racor 500MA fuel filter/water separators for generators.
- AC electric water maker low pressure pump
- Reverso fuel polishing system
- (4) Fuji electric frequency drives for ventilation
- (2) Scot AC electric air conditioning seawater pumps.
- Groco 24V oil change pump
- Naiad reservoir with sight glass, return filter, and external oil cooler.
- Hydraulically driven seawater cooling pump for AC electric
- Zero speed AC electric hydraulic pump
- Steering reservoir with sight glass
- (2) steering oil coolers
- Steering solenoid valves
- AC electric fire Pump
- Bilge suction manifold
- Main Engine start battery bank
- Generator start battery bank
- Charles 24 V 50 amp battery charger
- Charles 24 V 40 amp battery charger
- Engine control power breaker boxes
- 24V main engine and generator battery switches and breakers

HAUL OUT AND BOTTOM INSPECTION

A haul out and bottom inspection was performed at the Safe Harbor Lauderdale Marine Center in Fort Lauderdale, Florida on February 19, 2026 via a Marine Travelift. The scales on the Travelift indicate she weighs approximately 174.4 short tons. Upon inspection, the bottom was found to be in good condition showing no signs of damage or past repair. Her bottom paint is in fair condition and adhering well. Reportedly the bottom paint was redone in October of 2022. She is a hard chine vee bottom configuration half-length lifting strakes forward and molded tunnels over the running gear. The chines form a spray rail forward. She has a skeg keel. The keel partially protects the running gear.

All the way forward is a 16½" molded fiberglass bow thruster tube with relief aft, a slight brow forward, and no grates. Inside is a skewed seven blade stainless steel propeller on a stainless steel foot. Both the bow thruster props and foot are coated in PropSpeed.

The Propspeed is well worn and needs to be redone at this time. See Findings and Recommendations.

Located midship port and starboard are semi balanced foil shaped hollow stabilizer fins which measure approximately 71" X 36". Fastened to the bottom of each stabilizer fin is a winglet.

She has a pair of 4.5" one-piece stainless steel shafts run in cast bronze singled leg main and whip struts. There are water cooled bearings in each of the struts. All four bearings are showing some wear; however, it is not significant at this time. The bearing wear needs to be checked at subsequent haul outs. Keyed and bolted to the end of each shaft are 5-blade Nibral bronze propellers with a diameter of 46". Both propellers are found to be in good condition showing no signs of damage at this time. Reportedly in October of 2022, both propellers were removed and sent out for dynamic balancing. Both props shafts were removed and bench checked. A laser alignment was performed through the struts to the main engines. Both propellers and prop shafts are coated in Propspeed. The Propspeed is well worn and needs to be redone. See Findings and Recommendations.

Set in the tunnels inboard of each shaft line are a pair of semi balanced flat plate welded stainless steel rudders on welded stainless steel stocks. The rudders measure approximately 39" X 26". The rudders are set up with 2" of toe in. The rudder bushings are found to be tight with no wear in the linkages noted.

Centerline off the back of the transom in a fiberglass housing is a 16" stern thruster tube with no grates. Seen inside are dual 5-bladed bronze counter rotating propellers on a bronze foot. The stern thruster props and foot are coated in Propspeed. The Propspeed is in fair condition at this time.

Fitted on the transom is a 16.5" stern thruster tunnel with a skewed 7- blade stainless steel propeller on a stainless steel foot.

Located off the back of the transom is a molded fiberglass swim platform with integral swim ladder

She has (8) LED underwater lights (4 across the transom and 2 on each hull side at the transom).

Her bottom was sounded with a phenolic hammer. There were no suspicious or delaminated areas found. All of her underwater metallic fittings were inspected. There was no evidence of electrolysis or galvanic action noted at this time.

While hauled out, her topsides were inspected. There are numerous nicks, scrapes, and blends as well as numerous gelcoat blisters around the perimeter of the hull below the waterline into the boot stripe. See Findings and Recommendations for a detailed accounting of all the condition deficiencies seen on her topsides.

ZINCS

The following zincs are noted on the bottom:

- (4) 12" X 6" main plate bonding zincs bolted to her transom. All (4) zincs are well worn and due to be replaced. See Findings and Recommendations
- (4) 3" round zincs bolted to the stabilizer fins. The port zinc was well worn and starboard zinc was brand new.
- (4) 5" round zincs (2 per rudder). All (4) zincs are due to be replaced. See Findings and Recommendations.
- (4) 4.5" ball zincs (2 per shaft). Both zincs are well worn and due to be replaced. See Findings and Recommendations.

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 MILSPEC #A-18001H, the other is an ASTM number B-418-67. Either specified zinc is the proper zinc to be used for underwater protection on aluminum or steel hulled yachts.

TRIAL RUN

A trial run was conducted on February 25, 2026 in the ocean off of Fort Lauderdale, Florida. The trial run consisted of approximately 3 hours of idle, various cruise, and full RPM runs. Load condition of the vessel at this time was 35% fuel, 100% water, 8 adults, tender on the boat deck, and minimal stores and spares.

Both engines started easily with no smoking or oiling upon the water. Both reversing gears shifted in and out of gear with no unusual noises or vibrations noted. During the trial run, all of her navigation electronics, communication, and monitoring equipment were run and tested. All were found to be in good operation condition unless otherwise noted in the "Findings and Recommendations". Her autopilot was tried on several headings and does a good job of steering the vessel.

A fuel curve was conducted at 100 RPM increments starting at 700. The following readings were taken

<u>RPM</u>	<u>Total Fuel Consumption</u>	<u>GPS Speed</u>
700	7.6	6.2
800	9.6	7.09
900	14	8.2
1000	16.1	8.8
1100	24.5	9.3
1200	28.8	9.9
1300	35.6	10.5
1400	44.9	11
1500	59.8	11.6
1600	69.2	12.2
1700	79.7	13.8
1800	98.1	14.4
1900	107	14.7
2000	117.7	15.1
2100	164.2	14.2
2200 (full)	188	15.5

The following readings were taken from the provided gauges in the wheelhouse.

Note: Full RPM readings were not taken. The vessel did not reach full RPM.

(Note: All temperatures are in °F; all pressures are in Psi, unless otherwise noted)

<u>Port Engine</u>	<u>1800</u>	<u>2000</u>	<u>2200</u>
RPM:	1815	1999	2166
Load (%)	56	67	100
Fuel Consumption (GPH)	48.3	57.7	94.2
Engine Coolant Temperature	178	181	194
Oil Pressure	50	50	47
Battery Voltage	27.8	27.9	27.8
Boost Pressure	15	24	32
Manifold Temperature	93	100	113
Fuel Temperature	88	90	90
Fuel Pressure	99	98	95
Gearbox Temperature	119	124	133
Gearbox Pressure	332	334	339

<u>Starboard Engine</u>	<u>1800</u>	<u>2000</u>	<u>2200</u>
RPM:	1810	1992	2166
Load (%)	58	70	100
Fuel Consumption (GPH)	48.7	59.3	94.2
Engine Coolant Temperature	176	180	192
Oil Pressure	46	45	42
Battery Voltage	28.1	27.9	28.1
Boost Pressure	15	24	31
Manifold Temperature	91	102	113
Fuel Temperature	88	88	90
Fuel Pressure	100	99	96
Gearbox Temperature	115	122	128
Gearbox Pressure	329	332	334

The following readings were taken in the engine room from installed gauges or a hand held infrared thermometer. Note: Full RPM readings were not taken. The vessel did not reach full RPM.

(Note: All pressures are in PSI and temperatures in °F unless otherwise noted)

	<u>1800</u>	<u>2000</u>	<u>2200</u>
<u>Engine Room Temperature</u>	1810	1992	2166
Forward:	94	94	96
Aft:	95	94	96

<u>Shaft Seal Temperature</u>			
Port:	85	88	88
Starboard:	86	87	88

<u>Transmission Temperature</u>			
Port:	114	120	127
Starboard:	108	115	124

Exhaust Temperature

Port:	96	97	103
Starboard:	93	96	100

Naiad Hydraulics

Underway Stabilizers

Zero Speed Stabilizers

See Findings and Recommendations

Steering System

Reservoir Temp:	105	103	101
Pressure:	500-1000		

Watermaker

Low pressure in:	29 PSI
Low pressure out:	20 PSI
Membrane pressure:	812 PSI
Brine flow:	176 GPH
Product flow:	76 GPH
TDS:	415 PPM
Independent TDS:	475 PPM

A steering test was performed at 1200 RPM. The steering gear was jogged back and forth in aggressive S turns. The steering equipment was inspected in the steering compartment. Also while offshore her controls were tried at all stations.

An anchor drop was performed dockside.

NAVIGATION ELECTRONICS, COMMUNICATION, AND MONITORING EQUIPMENT

"EL MIRAR II" is a dual station yacht with the majority of her navigation electronics, communication, and monitoring equipment being divided between the wheelhouse and flybridge stations. There is an aft deck driving station with engine, bow thruster, and thruster controls. All the following navigation electronics, communication, and monitoring equipment were run and tested during the trial run and found to be in good operating condition unless otherwise noted in the "Findings and Recommendations".

WHEELHOUSE

- (2) Nauticomp displays as follows:
 - Port - Port Furuno 120-mile color radar and Simon ships monitoring system
 - Starboard – Starboard Furuno 120-mile color radar and Nobeltec TimeZero chart plotter.
- SeatronX display- input unknown.
- Furuno display - input unknown
- Garmin GPSmap 7215 15" touchscreen multifunction nav unit with:
 - Color GPS chart plotter
 - Color depth sounder
- Furuno RD30 multifunction speed position displays
- Furuno FA-150 AIS
- B & G Hydra 2000 multifunction nav display
- (2) Carlisle and Finch searchlight controls

- (2) MPD Caterpillar engine electronic displays
- Simrad AP70 autopilot
- Hepworth windshield wiper control with wash
- Naiad touchscreen stabilizer control
- ZF single lever electronic engine controls
- Naiad bow thruster/stern thruster lever controls
- Furuno model #NX-700 Navtex receiver
- ICOM model #IC-M604 VHF radio with distress
- Furuno VHF radio
- Raymarine loud hailer
- B & G wind angle indicator
- B & G wind speed indicator
- Delta T Systems touchscreen engine room control panel
- (2) Kohler remote generator control panels and display
- Kahlenberg M-511A whistle control
- Ritchie magnetic compass

FLYBRIDGE

- (2) Nauticomp displays with:
 - Port - Nobeltec TimeZero chart plotter
 - Starboard - Port Furuno radar repeater
- Garmin GPSmap 7212 12" touchscreen multifunction nav unit with:
 - Color GPS chart plotter
 - Color depth sounder
- Unknown display
- Furuno RD30 multifunction speed position displays
- B & G Hydra 2000 multifunction nav display
- (2) Caterpillar MPD engine displays
- Kobelt rudder angle indicator
- (2) Carlisle & Finch searchlight controls
- Simrad AP70 autopilot
- Kobelt rudder angle indicator
- Ritchie magnetic compass
- Kahlenberg M-511A whistle control
- B & G wind angle indicator
- B & G wind speed indicator
- ZF single lever electronic engine controls
- ICOM IC-M604 VHF radio
- Raymarine Ray430 loud hailer
- Naiad bow thruster and stern thruster lever controls

SAFETY GEAR AND EQUIPMENT

The following safety gear and equipment was inspected onboard and found to be in good operating condition and within periodicity, unless otherwise noted in the "Findings and Recommendations":

- (3) U.S Coast Guard approve type I child PFDs
- (8) U.S Coast Guard approve type I adult PFDs

- (8) U.S. Coast Guard approve type II adult PFDs
- U.S. Coast Guard approved type IV throwable ring buoy
- (2) smoke hoods
- (2) Survitec Zodiac pack A (16) person life rafts with hydrostatic releases
- Good navigational lights
- Ship's bell
- Air horn
- ACR pathfinder Pro SART
- Flare kit containing 20mm flare gun and (4) red rock shells, (2) orange smoke signals, (4) Red rocket flares, day signal, mirror, and whistle
- Marine Medical Kit 3000
- (4) Dry chemical ABC fire extinguishers 15-lbs.
- Ansul dry chemical BC fire extinguisher 5-lbs.
- (3) Dry chemical ABC fire extinguishers 2.5-lbs.
- (3) U.S. Coast Guard approved type IV throw rings
- (2) Fire hydrants with hose, vari-nozzle, and fire AC and diesel pump start/stop switch
- Line and throw bag

VALUE

It is the opinion of the undersigned independent marine surveyors that the present day market value of "EL MIRAR II" is approximately \$2,800,000 with a replacement value today of approximately \$15,500,000.

Note: The value appearing in this report is based on an average selling price of yachts of similar type, age, and condition, considering all extras and accessories on board. This value is intended for insurance and financial evaluation only and is not intended to influence the purchase or non-purchase of the yacht.

INSURABILITY

"EL MIRAR II" is a well-built fiberglass motor yacht found to be in below average condition. There are quite a few major safety items which must be addressed for insurability. Once these safety and asterisked recommendations have been complied with, she will be considered a good marine risk for coastal and inshore cruising with Bahamian and Caribbean capabilities with proper limits and extensions as set by her insurance underwriters.

Note: This survey is based upon the observed condition of the yacht and is 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.

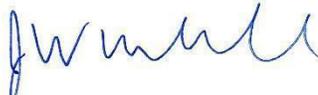
This survey is prepared for Mr. Mike Scanlon and as aforesaid does not express or imply warranty or any way guarantee the condition of the yacht. It is further agreed by the aforesaid Mr. Mike Scanlon that World Yacht Survey and Mr. Christopher M. Pliske of CMP Marine, Inc., Mr. Jeffrey W. Marshall of JM Marine Surveyors, LLC, and Mr. Jacob Roy, 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,



Christopher M. Pliske
President
CMP Marine, Inc.



Jeffrey W. Marshall
President
JM Marine Surveyors LLC



Jacob Roy
Marine Surveyor

CMP/JWM/JR:klh

Email copy to: Mr. Mike Scanlon
mscanlon@burgessyachts.com
Mr. Kevin Kramer
kkramer@burgessyachts.com

Note: "Findings and Recommendations" is a separate document consisting of 13 pages and is part of this report.



























































